

**1.2 8-10 JOHNSON STREET & 1 MILL ROAD, OAKLEIGH
BUILDING AND WORKS TO CONSTRUCT A DOUBLE STOREY EXTENSION AT THE
REAR OF THE EXISTING MEDICAL CENTRE, CONSTRUCT TWO SINGLE STOREY
BUILDINGS AND A BASEMENT CAR PARK
(TPA/52298)**

EXECUTIVE SUMMARY:

This application proposes the construction of a double storey extension to the rear of the existing medical centre and two single storey commercial buildings to be used as three retail premises, including basement car parking. A total of 44 car parking spaces are provided within the basement accessed via Mill Street.

The application was subject to public notification. No objections to the proposal have been received.

Key issues to be considered relate to building height and setbacks, provision of car parking, traffic generation and future development opportunities.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, the Design and Development Overlay and Oakleigh Structure Plan.

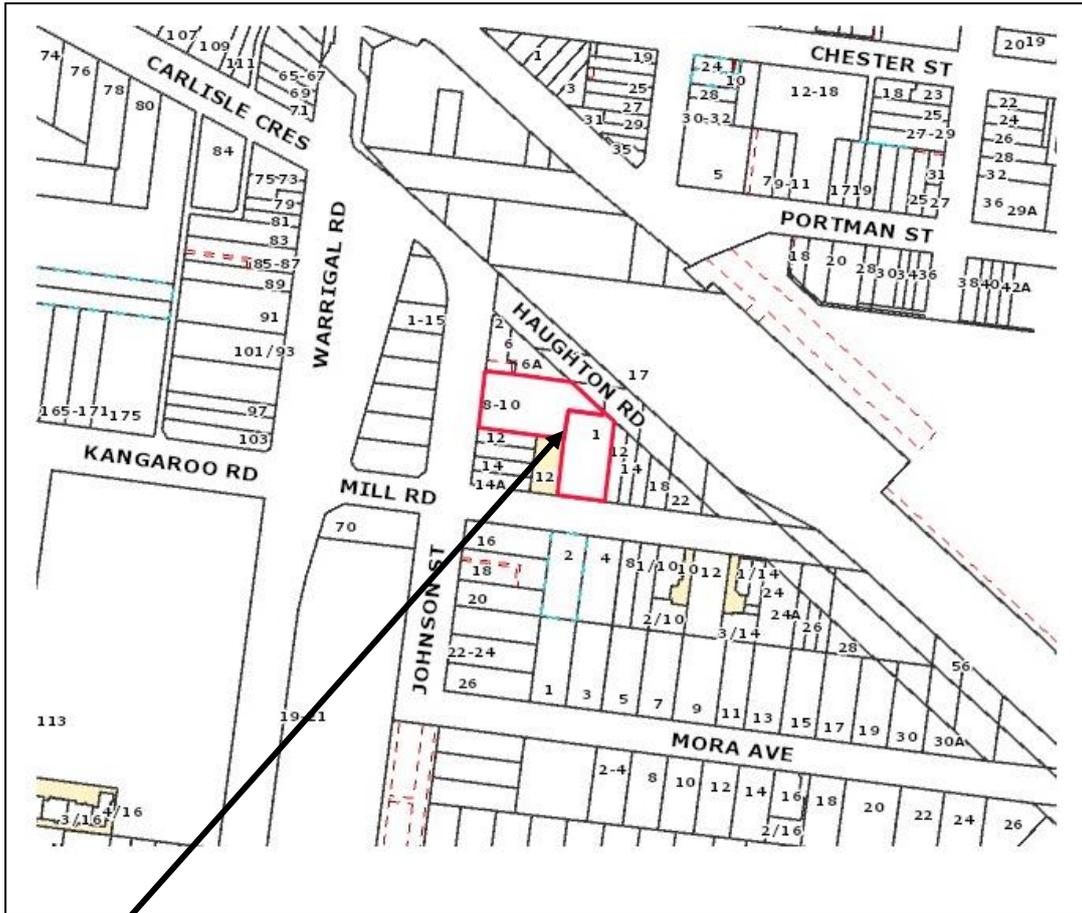
The reason for presenting this report to Council is the proposed development cost of \$3.8 Million.

The proposal is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council issue a Planning Permit subject to conditions.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Oakleigh
PROPERTY ADDRESS:	8-10 Johnson Street & 1 Mill Road, Oakleigh
EXISTING LAND USE:	Medical centre and car park
PRE-APPLICATION MEETING:	No
NUMBER OF OBJECTIONS:	Zero
ZONING:	Commercial 1 Zone

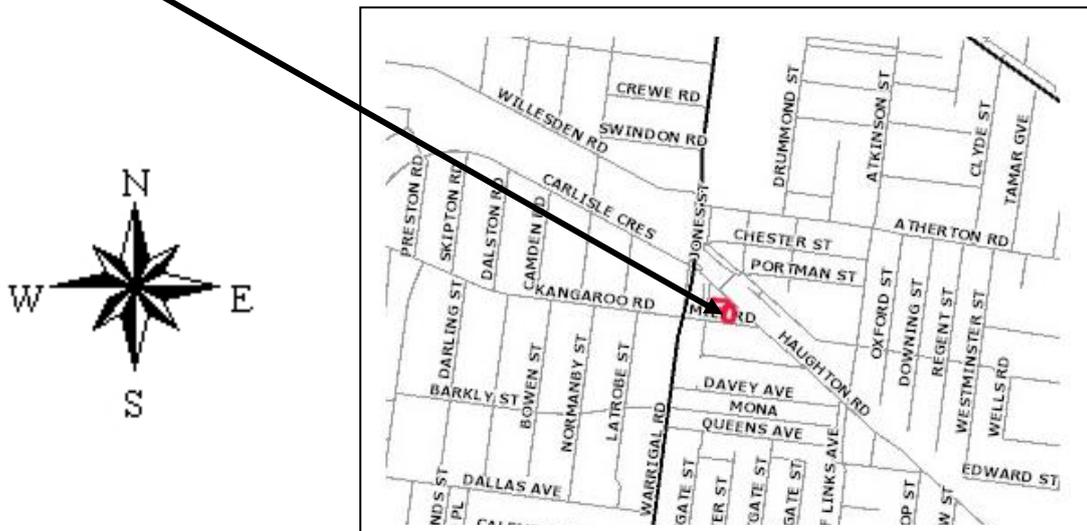
OVERLAY:	Design and Development Overlay Schedule 11
RELEVANT CLAUSES: <u>Planning Policy Framework</u> Clause 11.01-1S & R – Settlement Clause 11.02-1S – Supply of Urban Land Clause 11.03-1S & R – Activity Centres Clause 15.01-1S & R – Urban Design Clause 15.01-2S – Building Design Clause 15.01-4S & R – Healthy Neighbourhoods Clause 15.02-1S – Energy and Resource Efficiency Clause 17.01-1S & R – Diversified Economy Clause 17.02-1S – Business Clause 18.02-4S – Car Parking	<u>Local Planning Policy Framework</u> Clause 21.01- Introduction Clause 21.05 – Economic Development Clause 21.06 – Major Activity and Neighbourhood Centres Clause 21.08 – Transport and Traffic Clause 21.13 – Sustainability and Environment Clause 21.15 – Oakleigh Major Activity Centre Structure Plan Clause 22.04 – Stormwater Management Policy Clause 22.13 – Environmentally Sustainable Development Policy <u>Particular Provisions</u> Clause 52.06 – Car Parking Clause 52.34 – Bicycle Facilities Clause 53.18 – Stormwater Management in Urban Development Clause 65.01 – Approval of an Application or Plan
STATUTORY PROCESSING DATE:	24 April 2021
DEVELOPMENT COST:	\$3.8 Million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



8-10 Johnson Street & 1 Mill Road, Oakleigh - Buildings And Works To Construct A Double Storey Extension At The Rear Of The Existing Medical Centre, Construct Two Single Storey Buildings And A Basement Car Park

RECOMMENDATION:

That Council resolves to issue a **Planning Permit (TPA/52298)** for buildings and works to construct a double storey extension at the rear of the existing medical centre, construct two single storey buildings and a basement car park, at 8-10 Johnson Street & 1 Mill Road, Oakleigh subject to the following conditions:

Amended Plans Required

1. Before the development starts, amended plans drawn to scale and correctly dimensioned must be submitted to the satisfaction of and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the Permit. The plans must be generally in accordance with the plans submitted to Council. The plans must be generally in accordance with the plans submitted to Council prepared by DE SMIT Architecture (TP05B dated February 202; TP06A, TP07A, TP08A, TP09 to TP13 dated January 2021) but modified to show:
 - a) The existing vehicle crossovers on Haughton Road to be removed and reinstated to the satisfaction of the Responsible Authority;
 - b) The proposed pit depth and length for the car stacker spaces in accordance with the Traffic report prepared by Ratio Consultants dated 22 January 2021;
 - c) A minimum aisle width adjacent to the mechanical parking system of 6.2 metres;
 - d) The provision of a gate/door which is to be fully automated and linked to the operating system to all access points to the mechanical parking system;
 - e) A Landscape Plan prepared in accordance with Condition 4;
 - f) A Waste Management Plan prepared in accordance with Condition 5;
 - g) A Sustainable Management Plan prepared in accordance with Condition 6; andall to the satisfaction of the Responsible Authority.

Layout not to be Altered

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

Satisfactory Continuation

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

Landscaping Plan

4. Concurrent with the endorsement of any plans requested pursuant to Condition 1, a landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. The Landscape Plan must show:
 - a) A planting schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), pot / planting size, location, botanical names and quantities;
 - b) the location of any fencing internal to the site;
 - c) provision of canopy trees with spreading crowns located within the internal courtyards;
 - d) Plan notations indicating that the insert botanical name of trees;
 - e) details of all proposed surface finishes including pathways, and accessways;
 - f) The location of external lighting (if any);

Waste Management Plan

5. Concurrent with the endorsement of plans required pursuant to Condition 1, a Waste Management Plan must be submitted and approved by the Responsible Authority. The plan must be in accordance with the Waste Management Plan prepared by Ratio Consultants, dated 22 January 2021.

Sustainable Management Plan

6. Concurrent with the endorsement of plans required pursuant to Condition 1, a Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority. The plan must be generally in accordance with the plan prepared by Sustainable Development Consultants Revision 1 dated January 2021.

Construction Management Plan

7. Prior to the commencement of any site works (including any demolition and excavation), a Construction Management Plan (CMP) must be submitted and approved by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, the CMP will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
- a) Hours for construction activity in accordance with any other condition of this permit;
 - b) Appropriate measures to control noise, dust and water and sediment laden runoff;
 - c) Appropriate measures for the prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
 - d) Appropriate measures relating to removal of hazardous or dangerous material from the site, where applicable;
 - e) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site so as to prevent material leaving the site and being deposited on Council's road network; A program for the cleaning and maintaining surrounding road surfaces;
 - f) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves;
 - g) Measures to provide for public Safety and site security;
 - h) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay;
 - i) A Traffic Management Plan showing truck routes to and from the site;
 - j) A swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;
 - k) Appropriate measures to ensure that sub-contractors/tradespersons operating on the site are aware of and adhere to the requirements of the CMP;

- l) The provision of contact details of key construction site staff; and
- m) Include a requirement that except with the prior written consent of the Responsible Authority, a requirement that demolition, excavation or construction works must only be carried out during the following hours:
 - Monday to Friday (inclusive) – 7.00am to 6.00pm;
 - Saturday – 9.00am to 1.00pm;
 - Saturday – 1.00pm to 5.00pm (Only activities associated with the erection of buildings that does not exceed the EPA guidelines)
 - No works are permitted on Sundays or Public Holidays.

The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with by all contractors to the satisfaction of the Responsible Authority.

Car Parking

8. Mechanical car parking system modules are required to cater for the following:
 - a. Independent operation for each parking space.
 - b. A minimum ground level overhead clearance of 1.8 metres.
 - c. A car/van up to 180cm height on the upper level.
 - d. Minimum pit length of 520cm. The Trendvario 6300 / 240 should have a 240cm pit depth.
 - e. Loading weight per platform of at least 2000kg.
9. The mechanical parking systems to meet Australian Standard AS 5124:2017 *Safety of machinery—Equipment for power driven parking of motor vehicles - Safety and EMC requirements for design, manufacturing, erection and commissioning stages (EN 14010:2003, MOD)*.
10. The mechanical parking systems must be maintained in a good working order and be permanently available for the parking of vehicles in accordance with its purpose, to the satisfaction of the Responsible Authority.
11. The mechanical parking systems must provide for a gate or door(s) to ensure that there is no inadvertent access to the mechanical parking system when the system is in motion.
12. 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.

13. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.
14. Approval of the proposed crossing, and a permit for installation or modification of any vehicle crossing is required from Council's Engineering Department.
15. The proposed crossing is to be constructed in accordance with the City of Monash standards.
16. The existing redundant crossing is to be removed and replaced with kerb and channel. The footpath and naturestrip are to be reinstated to the satisfaction of Council.
17. The layout of the development shall follow the Design Standards for car parking set out in Clause 52.06-9 of the Monash Planning Scheme as detailed below:
 - Driveway gradient 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).

Landscaping and Tree Retention

18. All landscaping works shown on the endorsed landscape plan(s) must be maintained and any dead, diseased or damaged plants replaced, all to the satisfaction of the Responsible Authority.

Drainage

19. The site must be drained to the satisfaction of the Responsible Authority.
20. 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.

Other

21. 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.

Service Location

22. Any required fire services, electricity supply, gas and water meter boxes must be discreetly located and/or screened to compliment the development to the satisfaction of the Responsible Authority. Any required services must be clearly detailed on endorsed plans forming part of this permit.

Time for Starting and Completion

23. In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:
- (a) The development is not started before two (2) years from the date of issue.
 - (b) The development is not completed before four (4) years from the date of issue.

In accordance with Section 69 of the Planning and Environment Act 1987, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or:

- (i) within six (6) months afterwards if the development has not commenced; or
- (ii) within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

NOTES

- A. This is not a Building Permit. Building Permit approval for the works must be obtained prior to the commencement of the above approved works.
- B. 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.

- C. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- D. One copy of the plans for the drainage and civil works must be submitted to and approved by the Monash City Council Engineering Department prior to the commencement of works. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.
- E. Any 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.
- F. The nominated point of stormwater connection for the site is to the north-west corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the Council pit in the nature strip outside Johnson Street to be constructed to Council standards.
Note: If the point of connection cannot be located then notify Council's Engineering Department immediately.
- G. 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.
- H. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council drains and these works are to be inspected by Council's Engineering Department. A refundable security deposit of \$5,000 is to be paid prior to the drainage works commencing.
- I. All new crossings are to be no closer than 1.0 metre measured at the kerb to the edge of any power pole, drainage or service pit, or other services. Approval from affected service authorities is required as part of the vehicle crossing application process.
- J. Approval of the proposed crossing, and a permit for installation or modification of any vehicle crossing is required from Council's Engineering Department.
- K. The proposed crossing is to be constructed in accordance with the City of Monash standards.

- L. Any works within the road reserve must ensure the footpath and naturestrip are to be reinstated to Council standards.

- M. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.

BACKGROUND:**History**

Planning Permit TPA/41792 was issued on 30 October 2013 to allow development of the site at 8 & 10 Johnson Street Oakleigh for a two storey building to be used as community medical centre (MonashLink). The approved development allowed a car parking reduction of 10 spaces.

The development allowed by Planning Permit TPA/41792 was completed. Part of this application seeks to extend the two storey MonashLink medical centre, and relocate the car parking spaces to the proposed basement car park. Details of the proposal will be discussed in the Proposal section of this report.

The Site and Surrounds

The subject land is located within the Oakleigh Major Activity Centre, south of the Oakleigh Railway Station. The site is located within a small triangular pocket of the activity centre which is bounded by Warrigal Road to the west and the Cranbourne and Pakenham railway line (Oakleigh Train Station) to the north and east.

The site consists of two lots and is located on Johnson Street and Mill Road in Oakleigh. The land is generally flat. The site is irregular in shape with a frontage of 24.38 metres to Johnson Street and 20.44 metres to Mill Road.

The existing land at 8-10 Johnson Street includes a double storey building currently used for medical centre with 13 at-grade car parking spaces at the rear of the building. Pedestrian access to the medical centre is via Johnson Street and vehicle access is via Haughton Road. The property at 1 Mill Road contains a single storey building with car parking provided at the front of the building. Vehicle access to this site is via Mill Road. The site has a small frontage to Haughton Road, however a high brick wall is located along this frontage with no vehicle access.

Whilst the Activity Centre extends south to Mora Avenue, the commercial component of the Activity Centre terminates at Mill Road, with land to the south of Mill Road opposite the site being zoned General Residential Zone, Schedule 5.

More specifically with respect to adjoining properties:

North: 2 & 2A Haughton Road and 6 & 6A Johnson Street are located north of the site which supports a two storey building currently being used as an office and a hair salon on ground level. Car parking spaces are located at the southern side of the building which are accessed via Johnson Street.

East: 12 Haughton Road has frontages to both Haughton Road and Mill Road. It contains a double storey building being used for commercial purpose in the front and residential at the rear of the building. Car parking spaces are located at the rear of the building and accessed via Mill Road.

South:

To the south of 8-10 Johnson Street is 12 Johnson Street which contains a single storey vacant shop.

Mill Road is a local road. The northern side of the road allows for 2 hour restricted parking Monday to Friday, whilst parking on the southern side is Permit parking between 3pm and 7pm Monday to Friday.

On the opposite side of Mill Road is within a residential zone and primarily supports residential dwellings. A mixture of single and double storey detached dwellings and multi-unit developments are present.

Directly opposite the site is 2 Mill Road where there is a three storey residential development under construction. The development comprises 5 dwellings, made up of 4 triple storey dwellings and a double storey dwelling. A common driveway is located along the western boundary of the site leading to the individual garage of each dwelling. Vehicle access is via Mill Road.

West:

Johnson Street abuts the site to the west. A row of 45 degree parking spaces are located in front of and adjacent to the site. There are a total of 9 spaces, with parking restriction of 1 or 2 hours.

On the opposite side of the street is a public car park known as 1-15 & 1A Johnson Street which is owned by VicTrack (southern portion of the land) and the City of Monash (northern portion of the land).

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

PROPOSAL:

The proposal seeks to develop the land with a double storey extension to the rear of the existing medical centre fronting Johnson Street, and construction of two single storey buildings with basement car park. More specifically:

- A double storey extension with floor area of 280 square metres to the rear (eastern side) of the existing medical centre. The new building will be connected to the existing building with two small internal courtyards located in between the two buildings.
- A new single storey building next to the medical centre extension fronting Haughton Road. This building is proposed to be used for retail purpose with a floor area of 90 square metres and pedestrian access from Haughton Road.
- Another single storey building on the most eastern section of 8-10 Johnson Street and extends towards south to 1 Mill Road. This building is proposed to be used for two retail premises, one fronting Haughton Road and one fronting Mill Road. The middle section of the building between the two retail premises will be used for storage and bicycle parking and utilities.
- An internal courtyard is proposed behind the retail premises fronting Haughton Road, which will be accessible from the extended medical centre and the retail premises. Pedestrian access is via both Haughton Road and Mill Road.
- One level of basement car park containing a total of 44 car parking spaces consisting 24 on-grade spaces and 20 spaces within car stackers. This includes two on-grade accessible car parking spaces and a loading bay.
- Vehicle access will be via a new vehicle crossover on Mill Road. The existing vehicle crossover on Mill Road will be removed.
- The proposed height of the single storey buildings is 5.29 metres and the double storey building is 7.55 metres.
- A canopy is proposed over the footpath of the new single storey retail premises for weather protection to both frontages on Haughton Road and Mill Road.
- The building is proposed to have face brick finishes with different colour bricks.
- Waste collection is proposed to be within the basement car park via a private contractor.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

The subject site is located within the Commercial 1 Zone (C1Z) under the provisions of the Monash Planning Scheme.

Pursuant to Clause 34.01-4, a Permit is required to construct a building or construct or carry out works.

A Permit is not required for the use of the land for retail premises.

Overlay

Pursuant to Clause 43.02-2 (Design and Development Overlay), a Permit is required to construct a building or construct or carry out works.

The schedule relates to the Oakleigh Major Activity Centre and includes discretionary controls relating to height and setbacks.

Particular & General Provisions

Pursuant to Clause 52.06-3, the proposal provides the requisite number of car parking spaces, and therefore no permit is required under this provision.

Pursuant to Clause 52.34, the proposed number of bicycle spaces exceeds the statutory requirement and therefore no permit is required under this provision.

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

CONSULTATION:

Officers did not request any further information but advised the Applicant that the scale and intensity of the proposal does not achieve the full extent of what was envisaged by the Oakleigh Major Activity Centre (Precinct 3C) which allows development up to 5 storeys.

The Permit Applicant responded to the Council Officers on 16 February 2021 that they had reviewed and amended the proposed basement structure to allow for future potential development of additional levels to be constructed on top of the proposed building in the future.

The Applicant was verbally advised that this application was coming to the April Council meeting, in addition a letter that 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 conditions and the ramifications of the conditions on the proposal has been explained.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by sending notices to the surrounding property owners/occupiers, and three (3) large signs displayed on the three frontages of the site.

No objections were received.

Attachment 4 details the location of objector properties.

Referrals

The application was referred to the following internal departments:

- Strategic Planning- The proposal is located within Precinct 3, Sub-Precinct 3C (Commercial Periphery) which provides for preferred heights up to five storeys.

The objectives for Precinct 3 focus on encouraging an appropriate development mix and good design and architecture, and encourage increased housing density. The proposal provides for the potential that additional storeys could be added to the development in the future.

- Traffic Engineering – No concerns subject to car stackers details to be provided on the plans in accordance with the Traffic report.
- Drainage Engineering – No concerns subject to standard conditions including a refundable security deposit of \$5,000 is to be paid prior to the drainage works commencing.
- Waste Management – The proposed Waste Management Plan is satisfactory and satisfies the relevant requirements.

DISCUSSION:

Planning Policy Framework

The Planning Policy framework seeks to encourage the concentration of major retail, residential, commercial, administrative and cultural developments into activity centres that are highly accessible to the community (Clause 11.03-1S Activity Centres). In doing this, growth of activity centres are encouraged to provide for local employment and to support local economies and improve access to jobs closer to where people live (Clause 17.01-1S Diversified Economy).

It is also specifically encouraged to provide for sufficient retail, office and other commercial development that meets the community's needs (Clause 17.02-1S Business) by planning for adequate supply of commercial land within activity centres which provide for net community benefit in relation to their viability, accessibility and efficient use of infrastructure.

The proposed use and development for the land for a medical centre and retail premises meets the objectives of these policies.

Local Planning Policy Framework (LPPF)

Clause 21.6 (Major Activity and Neighbourhood Centres) identifies that major activity centres provide a convenient and accessible service to residents, and the centres need to attract and retain local business. Clause 21.06-3 seeks to enhance and promote the Oakleigh Major Activity Centre as a key focus for convenience, multi-cultural and culinary shopping and community services. More specifically,

to provide the range of civic, retail, recreational, residential, entertainment, health, educational, restaurant and other service requirements of the community.

Clause 21.15 Oakleigh Major Activity Centre Structure Plan identifies the site for commercial development. The site is identified as being located within Precinct 3C 'Commercial Periphery'. It is noted that the car park to the west of Johnson Street, and the residential and on the southern side of Mill Road are identified within different precincts to the subject site.

The objective of this precinct is:

“To encourage an appropriate mix of higher density residential development and commercial uses in the precinct. High quality contemporary architecture will mark the passage to and past the Oakleigh Village”.

Strategies for Precinct 3 include:

- *“Encourage high quality, contemporary architecture that promotes the Oakleigh Major Activity Centre.*
- *Encourage larger retail premises fronting Hanover Street in Sub-Precinct 3B.*
- *Discourage retail shop uses in Sub-Precincts 3C and 3D.*
- *Encourage urban design improvements that enhance the existing built form and the public realm.*
- *Encourage an enhanced pedestrian environment within the Precinct that integrates with the surrounding Precincts, particularly Precinct 1 and the Oakleigh Railway Station and Bus Interchange area.”*

It is considered that the extension of the medical centre and proposed retail uses are appropriate on this site. Whilst Clause 21.15 Oakleigh Major Activity Centre Structure Plan suggests that retail uses are discouraged within Precinct 3C, it is evident that this may have been based on the previous Business 2 Zoning of the land, which required a Permit for retail uses. The current zoning of the land permits retail use as of right, and is reflective of the existing environment on Haughton Road, Johnson Street and Mill Road.

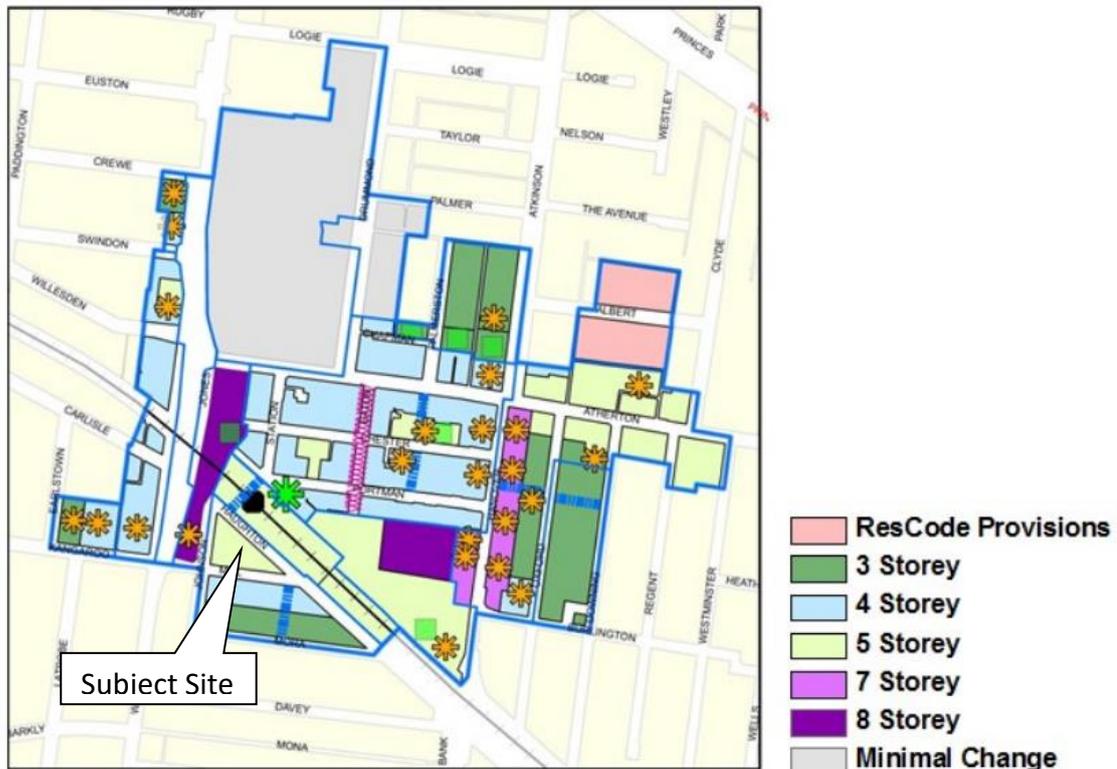
Design and Development Overlay

The Design and Development Overlay provides guidance surrounding building heights, setbacks and general built form.

The evolution of this structure plan includes a central retail core which retains an intimate pedestrian environment and highly walkable village character, and the identification of a 'growth belt' which forms a U shape south of the central retail core, characterised by higher forms with the greatest opportunity for development consolidation. Transition areas then radiate out from these precincts which aim to step down in built form to a domestic format and scale.

The figure below shows the preferred building heights within the precinct, and shows the strategic planning for the centre as a whole.

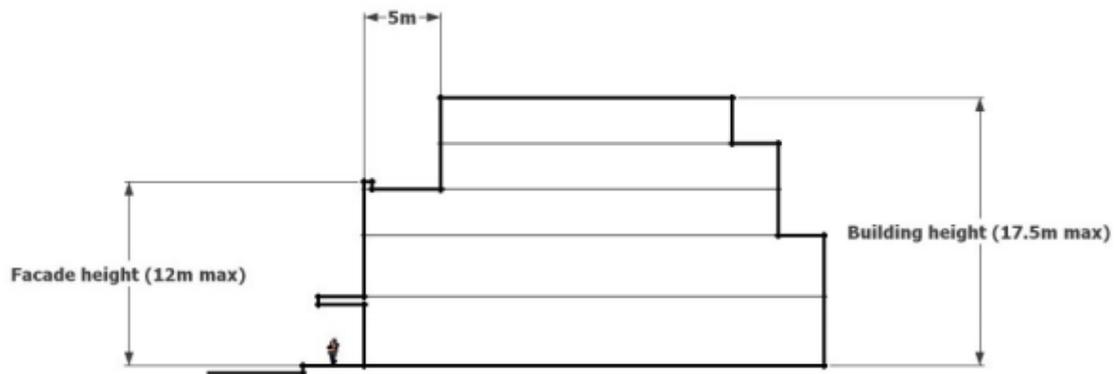
Oakleigh Major Activity Centre Preferred Building Heights



The above figure identifies that the car park to the west of Johnson Street is a strategic development site, allowing for greater heights (up to 8 storeys) whilst the subject site is the commencement of transition down to the residential area to the south, with a preferred building height of 5 storeys.

For the subject site, the Overlay seeks zero street setback with façade height of up to 12 metres, with any built form above set back 5 metres from the street up to a height of 17.5 metres (5 storeys).

Precinct 3C Precinct Requirements



The proposed single and double storey buildings with a zero front and side setback are consistent with the recommendations of the Structure Plan.

Whilst the current proposal does not provide for a higher density development as envisaged in the Oakleigh Major Activity Centre Structure Plan, it has been designed to allow for future potential development of greater scale to be constructed on top of the proposed building.

Building Height and Scale

The proposal single storey retail premises with glazed facades will provide for a strong sense of address at street level and assist in activating the streetscape of Haughton Road and Mill Road. The two storey building with zero setback is capable of providing for a street wall with a tower component should the land be further developed in the future. This will provide the ability of the site to meet the intention the Precinct 3C of the Structure Plan which recommends provision of a strong three storey form.

Equitable Development

The existing medical centre and the proposed extension both contain windows facing the internal courtyard and do not rely on light courts on adjoining properties. The proposed walls on boundaries do not result in losing development potential of adjoining land with similar or greater scale.

Car Parking, traffic and access

The requisite car parking spaces required under Clause 52.06 would be provided as shown in the following table:

Use	Floor Area	Clause 52.06 Requirement	Car spaces required
Medical Centre (existing)	720sqm	Existing	13 spaces
Medical Centre (proposed extension)	560sqm	3.5 spaces to each 100sqm of leasable floor area	19 spaces
Retail premises	340sqm	3.5 spaces to each 100sqm of leasable floor area	11 spaces
Total			43 spaces
Total Provided			44 spaces
Surplus			1 space

Council's Traffic Engineer reviewed the plans and confirm that the development provides satisfactory car parking numbers. The stacker system proposed allows all car spaces to be independently accessible which is a desirable outcome given the high number of parking spaces that are provided within a stacker system.

The ramp grades to the basement car park and headroom clearance above all parking spaces appears to be appropriate.

Access into the stacker system will require the use of corrective movements due to the location of the access ramp however it is still considered acceptable in this proposal.

Overall, vehicle turning movements are satisfactory as all vehicles are able to exit in a forward direction. It is considered that the local traffic network is able to accommodate the expected additional traffic volume.

CONCLUSION

The proposal is considered satisfactory in that it complies with the requirements of the Monash Planning Scheme including relevant state and local policies. The proposed development will provide additional space for a medical centre and retail premises which provide for net community benefit and efficient use of infrastructure.

It is a suitable design response having regard to the surrounding context and is consistent with relevant objectives of the Monash Planning Scheme. The proposed building height and scale are appropriate in this setting and the ability for additional

levels to be added to the building in line with the Structure Plan is a desirable outcome.

The proposed development satisfies the statutory car parking requirement and the additional vehicle volumes to the nearby streets does not cause any concerns in regards to road operation and public safety.

It is recommended that the proposal be approved subject to conditions.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (February 2020).

Attachment 3 – Zoning and Overlays Map.