

**1.2 8-20 KING STREET, OAKLEIGH
CONSTRUCTION OF OFFICE BUILDINGS, WAREHOUSES, USE OF A CARETAKER
DWELLING, FOOD AND DRINK PREMISES AND A REDUCTION OF THE NUMBER OF
REQUIRED CAR SPACES
(TPA/52498)**

EXECUTIVE SUMMARY:

The application is for construction of offices, warehouses including commercial display area, caretaker's dwelling, food and drinks premises, and associated at-grade and basement car parking. The proposed buildings on site will range in height from one to four storeys.

The application was subject to public notification. Two objections to the proposal have been received.

Key issues to be considered relate to the built form, proposed setbacks, car parking provision, traffic generation and potential external amenity impacts.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, the adopted Huntingdale Precinct Plan (HPP) and issues raised by the objectors.

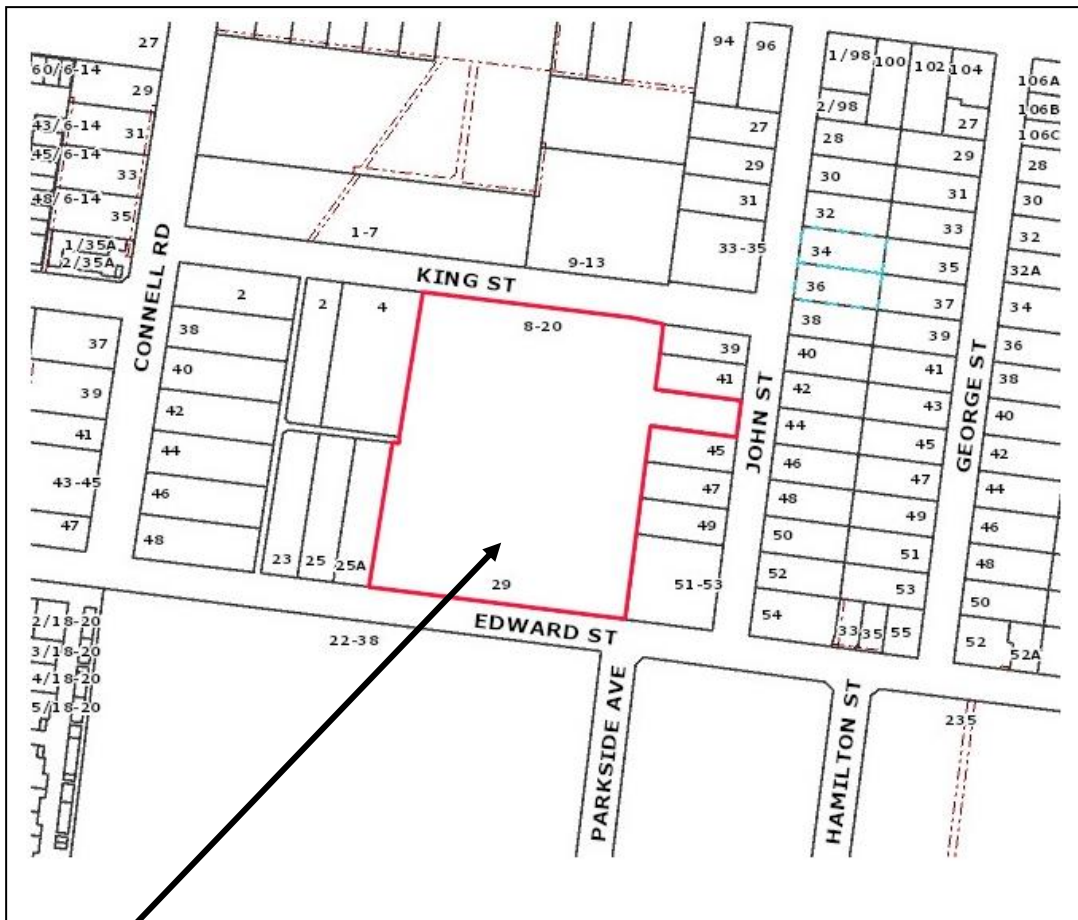
The reason for presenting this report to Council is the proposed development cost of \$38 Million.

The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council resolve to issue a Notice of Decision to Grant a Planning Permit, subject to conditions.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Oakleigh
PROPERTY ADDRESS:	8-20 King Street, Oakleigh
EXISTING LAND USE:	Factory and warehouse premises
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	Two (2)
ZONING:	Industrial 1 Zone

OVERLAY:	Design and Development Overlay, Schedule 1
RELEVANT CLAUSES: <u>Planning Policy Framework</u> Clause 11.01-1S&R- Settlement – Metropolitan Melbourne Clause 11.02-1S- Supply of Urban Land Clause 13.07-1S- Land Use Compatibility Clause 15.01-1S&R- Urban Design Clause 15.01-2S- Building Design Clause 15.02-1S- Energy and Resource Efficiency Clause 17.01-1S&R- Diversified Economy Clause 17.02-1S- Business Clause 17.03-1S – Industrial Land Supply Clause 18.01-1S- Land Use and Transport Planning Clause 18.02-2R– Principal Public Transport Network Clause 18.02-4S- Car Parking Clause 19.03-3S- Integrated Water Management	<u>Local Planning Policy Framework</u> Clause 21- Municipal Strategic Statement Introduction Clause 21.07 – Business Parks and Industry Clause 21.08- Transport and Traffic Clause 21.05 – Economic Development Clause 21.13- Sustainability and Environment 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> Clause 52.06- Car Parking Clause 53.18- Stormwater Management in Urban Development Clause 65 – Decision Guidelines
STATUTORY PROCESSING DATE:	10 September 2021
DEVELOPMENT COST:	\$38 Million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



8-20 King Street, Oakleigh – Construction Of Office Buildings, Warehouses, Use Of A Caretaker Dwelling, Food And Drink Premises And A Reduction Of The Number Of Required Car Spaces

RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/52498)** for buildings and works to construct ten (10) buildings and a basement car park for the use of office, caretaker's dwelling and food and drink premises in the Industrial 1 Zone and Design and Development Overlay Schedule 1 and the reduction of on-site car parking provision, at 8-20 Kings Street, 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 prepared by Jam Architects Pty Ltd, dated 21 June 2021 (Revision B) but modified to show:
 - a) The car stacker systems split to have no more than 14 spaces per stacker system while maintaining the total number of parking spaces;
 - b) Provision of a 2m long by 2.5m deep pedestrian sight line on the west side of the proposed crossover on King Street;
 - c) The street tree closest to the vehicle crossover in King Street and the street tree in Edward Street marked and notated 'to be removed by Council';
 - d) The required fire services, electricity supply, gas and water meter boxes; and
 - e) An amended Landscape Plan prepared in accordance with Condition 3.

All 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.

Landscaping Plan

3. 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 be generally in accordance with the Landscape Concept Plan prepared by John Patrick (Revision A) dated 1 July 2021 but modified to show:
 - a) the street tree closest to the vehicle crossover in King Street marked to be removed;

- b) any required fire services, electricity sub-station, gas, electricity and water meter boxes discreetly screened and integrated into the landscaping.

All to the satisfaction of the Responsible Authority

Waste Management Plan

- 4. The provisions, recommendations and requirements of the endorsed Waste Management Plan prepared by One Mile Grid Pty Ltd dated 10 August 2021 must be implemented and complied with to the satisfaction of the Responsible Authority.

Car Park Management Plan

- 5. Before the development commences, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:
 - a) The number and location of car parking spaces allocated to each tenancy;
 - b) Any tandem parking spaces allocated to a single tenancy;
 - c) The number and location of car spaces for shared use, including time of shared use;
 - d) The management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;
 - e) The Car Parking Management Plan must detail any barrier mechanisms within public parking areas;
 - f) Details of way-finding, cleaning and security of end of trip bicycle facilities;
 - g) Policing arrangements and formal agreements;
 - h) A schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;
 - i) The collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by this Permit; and,
 - j) Details regarding the management of loading and unloading of goods and materials.

Construction Management Plan

- 6. 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 CMP must address the following issues:

- a) Appropriate measures to control noise, dust and water and sediment laden runoff;
- b) Appropriate measures for the prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
- c) Appropriate measures relating to removal of hazardous or dangerous material from the site, where applicable;
- d) 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;
- e) 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.

Sustainability Management Plan

7. The provisions, recommendations and requirements of the endorsed Sustainability Management Plan prepared by Sustainable Development Consultants, dated March 2021 must be implemented and complied with to the satisfaction of the Responsible Authority.

Amenity of Area

8. 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; and
 - d) presence of vermin.All to the satisfaction of the Responsible Authority.

Car Parking and Accessways

9. Before the use starts or any building is occupied, 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.

10. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose, to the satisfaction of the Responsible Authority.

Services and Plant Equipment

11. All pipes (except down-pipes), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from external view, to the satisfaction of the Responsible Authority.
12. 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.
13. 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.
14. 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.

Drainage and Stormwater

15. The site must be drained to the satisfaction of the Responsible Authority.
16. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development, to the satisfaction of the Responsible Authority.
17. 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 prior to works commencing, or any alternate system.

Caretaker's Residence

18. The caretaker's residence must only be occupied by a bona fide employee in a supervisory, management or caretaker capacity of the approved uses undertaken on the land to the satisfaction of the Responsible Authority.

Food and Drink Premises

19. Except with the prior written consent of the Responsible Authority, the food and drink premises located within Building J may operate only between the hours of 6:00am to 10:00pm Monday to Sunday.

Satisfactory Continuation

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

Time for Starting and Completion

21. 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 has not started before 2 years from the date of issue.
- b) 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:

- (i) within six (6) months afterwards if the use or 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 must be obtained prior to the commencement of the above approved works.
- B. Council's Horticulture Department must be contacted regarding the removal of the street tree proposed.
- C. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council pits and these works are to be inspected by Council's Engineering Department.
- D. Any works within the road reserve must ensure the footpath and naturestrip are to be reinstated to Council standards.
- E. All disused or redundant vehicle crossovers must be removed and the area reinstated with footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.
- F. The proposed vehicle crossing is to be constructed in accordance with the City of Monash standards.
- G. 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.

- H. All service pits and service infrastructure (including power poles) near or within existing and proposed vehicle crossings are to be relocated or modified to the satisfaction of the Responsible Authorities.
- I. The full cost of reinstatement of any Council assets damaged as a result of demolition, building or construction works, must be met by the permit applicant or any other person responsible for such damage, to the satisfaction of the Responsible Authority.
- J. Unless no permit is required under the planning scheme any signs must not be constructed or displayed without a further permit.
- K. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- L. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made.

BACKGROUND:

The Site and Surrounds

The subject land is located on the southern side of King Street, approximately 40 metres west of its intersection with John Street. The site has three street frontages comprising King Street, John Street and Edward Street.

The land has an overall area of 13,864 square metres, is irregular in shape and includes a frontage of 102 metres to King Street (northern boundary), 16 metre wide interface to John Street (eastern boundary), and 109 metre wide interface to Edward Street (southern boundary). The land is generally flat with a gentle fall of approximately 1 metre from east to west.

A drainage easement is located along the eastern boundary of the subject site, and to the rear of the lot abutting John Street.

There are no covenants registered on title which may affect this proposal.

The land appears to have been originally developed with a factory premises in the early 1950's and was progressively developed over time. Numerous buildings occupy the site including single and double storey warehouse and office premises. At-grade car parking is located within the Edward Street front setback with a total of 56 at-grade car parking spaces currently provided on the land.

The surrounding land use and development to the north, west and immediate east (adjoining the subject land) are industrial in nature and typically comprise of older

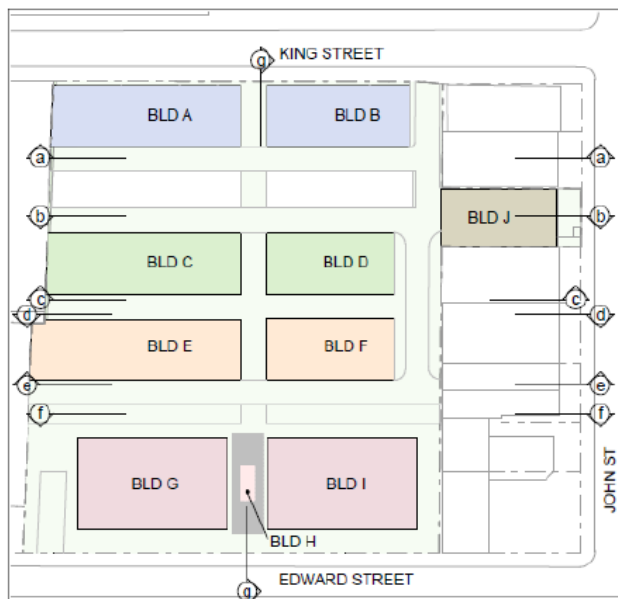
style warehouse premises with limited landscaping and car parking. Properties the eastern side of John Street (opposite the subject land) are residential and typically comprise of single storey detached dwellings developed circa 1950’s. Jack Edwards Reserve is located opposite the land to the south. An open car park associated with the reserve is directly opposite to the subject site.

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

PROPOSAL:

The application is for construction of ten (10) buildings for the purpose of offices, some with ancillary warehouse/commercial display area, a caretaker’s dwelling, food and drink premises, and associated car parking with a total of 412 car spaces including 236 spaces within a basement car park and 176 at grade spaces. Pedestrian walkways are provided within the development on ground level providing connectivity to the buildings. Garden beds and landscaping are provided on along parts of the walkways.

The diagram below outlines the proposed site layout:



BUILDING	USE	SCALE
A, B, C, D	Small office suites with ancillary showroom/commercial display area at ground level. Caretakers dwelling within Building B	Three storeys
E, F	Small office units with ancillary warehouse	Two storeys
G, I	Offices (large floorplate) with basement car parking	Four storeys
H	Cafe	Single storey
J	Ground level café and upper level office space	Three storeys

In summary, the overall development can be broken down into the following floor areas:

PROPOSED USE	FLOOR AREA
Office	12,706 square metres
Ancillary warehouse/commercial display area	2,045.5 square metres
Caretaker's dwelling	80 square metres
Café/Food and drink premises	229 square metres

Key aspects of the proposal include:

Building A and Building B (fronting King Street)

- Fourteen (14) attached three storey buildings comprising of showroom and commercial display area at ground level with two stories of office above, orientated to King Street. These tenancies range in size from 130 square metres to 360 square metres (3,212 square metre net floor space). These premises are contained within two buildings and separated by a pedestrian walkway from King Street.
- An 80 square metre caretakers dwelling is proposed in Tenancy 13 within Building B.
- The buildings will have a minimal landscaping setback of 0.3 metres to 2.0 metres to King Street and an overall façade height of 10.5 metres (excluding rooftop plant).
- A 6.5 metre wide landscaped pedestrian walkway separates the two buildings and runs through the development.

Building C and Building D

- Thirteen (13) attached three storey buildings comprising showroom and commercial display area at ground level with two storeys of office above. Tenancies range in size from 136.5 square metres to 388.5 square metres (3,200 square metres net floor space). The buildings will be located centrally within the site, south of Building A and B.
- The buildings will have an overall height of 10.5 metres (excluding rooftop plant).

Building E and Building F

- Thirteen (13) x attached two storey office and warehouse and office tenancies. Tenancies range in size from 98.5 square metres to 300 square metres (1,296.5 square metre net floor space). The buildings will be located centrally within the site.
- The buildings will have an overall height of 7.2 metres (excluding rooftop plant).

Building G, Building H and Building I (fronting Edward Street)

- Two, four storey office buildings orientated to Edward Street (referred to on plans as Building G and Building I). Each building will have 3168.5 square metres of net floor area (total 6,337 square metres net floor area).
- The buildings (G and I) will have a setback of 5 metres to Edward Street and an overall façade height of 14.1 metres (excluding rooftop plant/features).
- Building H is a single store café premises located between the two office buildings. The café will have a net floor area of 42 square metres.

Building J (fronting John Street)

- Three storey office and café premises orientated to John Street. The ground level café premises will have a net floor area of 187 square metres. Office premises is proposed on the first floor and will have a net floor area of 706 square metres.
- The buildings will have a landscaping setback of 5.6 metres to John Street and an overall façade height of 10.1 metres (excluding rooftop plant).

Car Parking and Bicycle Facilities

- A total of 412 car parking spaces are provided across the site within basement, at-grade and individual tenancy garaged car parking areas.
- Basement car parking is provided beneath the office Building G and I.
- At-grade parking is provided between Buildings A/B and C/D, E/F and G/I.
- Vehicle access to the basement is proposed via a new crossover on Edward Street, located to the south-west corner of the site.
- Vehicle access to the at-grade parking areas is proposed via a modified crossover on King Street located to the north-east corner of the site.
- 121 bicycle parking spaces have been provided on site.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:**Zoning**

The subject site is located within the Industrial 1 Zone under the provisions of the Monash Planning Scheme.

Pursuant to Clause 34.01-1, the use of the land for office, caretaker's dwelling and food and drinks premises requires a planning permit. The use of the land for an ancillary warehouse, including commercial display area, does not require a planning permit.

Pursuant to Clause 33.01-4 a permit is required to construct a building or construct or carry out works.

Overlay

The site is affected by the Design and Development Overlay, Schedule 1. Pursuant to Clause 42.02-2, a Permit is required to construct a building or construct or carry out works.

Buildings and works must be in accordance with any requirements in a schedule to the overlay. A permit may be granted to construct a building or carry out works which are not in accordance with any requirements in the schedule, unless the schedule specifies otherwise.

Particular & General Provisions

Clause 52.06 *Car Parking* and Clause 52.34 *Bicycle Facilities* apply to the proposal. Pursuant to Clause 52.06-3, a Permit is required to reduce the number of car parking spaces required under Clause 52.06-5.

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

CONSULTATION:

Further information was requested of the Permit Applicant on 19 April 2021. In this letter, officers also raised the following preliminary concerns:

- Appropriateness of building height having regard to Huntingdale Precinct Plan.
- Architectural presentation of the development
- Adequacy of landscaping.
- Adequacy of car parking.

Officers advised the Applicant in writing that should these concerns not be addressed, that this application was unlikely to be supported and that the application would be refused.

The Permit Applicant responded to this letter on 5 July 2021 by providing the requested information. In relation to the preliminary concerns, the Applicant advised that they had amended the plans to address all concerns. The key changes to the proposal are include:

- Reduction in building height to be more consistent with the preferred maximum building height identified in the Huntingdale Precinct Plan. Buildings G and I were reduced in height from 17.4 to 14.1 metres (reduced from 5 to 4 storeys). The reduction in floor space also resulted in modification to car parking provision.
- Modification to façade treatments and building materiality Changes included additional brickworks elements, greater façade articulation, the inclusion of balcony elements, bespoke fenestration, additional decorative screening elements, greater sense of individual identity to Building G and I.

The architectural response was refined to pick up on the established industrial styling of development within the wider surrounding area

- Inclusion of additional landscaping elements along the King Street frontage.
- Rearrangement of the car parking layout to increase the on-site car parking provision from 410 to 412 spaces.

This report is based on the amended proposal, plans prepared by Jam Architects Pty Ltd (Revision B) dated 21 June 2021.

The Applicant has been advised that this application was coming to September Council meeting, and a letter was sent to the Applicant with 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

Notice of the application was undertaken in accordance with section 52 of the *Planning and Environment Act 1987* by sending notices to the surrounding property owners/occupiers, and displaying three large (A1) signs on the street frontage.

Two objections to the application were received.

The main concerns raised relate to increased vehicle traffic and parking demand on the surrounding streets and the lack of a residential component within the development, given the residential area to the east of the subject site.

Attachment 4 details the location of objector property.

Referrals

External Referral

There are no statutory referral authorities.

Internal Referral

Traffic Engineer

The application was referred to Council's Traffic Engineers, who have no concerns with the proposal subject to conditions. It has been advised that amended plans would be required to modify the car stacker design to order to reduce queuing times and that the provision of a Car Parking Management Plan is required. The proposed provision of 412 parking spaces is considered appropriate and extent of parking shortfall considered acceptable.

Drainage Engineer

The application was referred to Council's Drainage Engineers, who have no concerns subject to standard conditions including submission of a drainage plan for approval. No drainage contribution fee or detention system is required.

Horticultural Services

The proposed vehicle crossovers on King and Edwards Street requires the removal of a street tree along each of these street frontages. Council's Horticultural Services department have advised that the removal of the two street trees is supported based on the limitations of the subject site and existing condition of the trees.

DISCUSSION:

Consistency with State and Local Planning Policies

State Planning Policy Framework (PPF)

The proposal is in keeping with the aspirations of the Planning Policy Framework. The proposal allows for the continuation of the existing industrial use in smaller off-warehouse units well suited to small business operators, complemented with large floorplate office better suited to larger businesses. The location of the site also provides for good access for employees and goods transport (Clause 17.03-1S) and is in an appropriate location to minimise unreasonable off-site amenity impacts (Clause 13.05-1S & 13.07-1S). The subject land is located within the Monash National Employment and Innovation Cluster (MNEIC) and Principal Public Transport Network (PPTN).

Local Planning Policy Framework (LPPF)

The small office suites with ancillary showroom and warehouse space, along with larger format office space will assist in strengthening the existing industrial area by offering a mix of contemporary tenancies suited to a range of businesses. The development will provide additional employment and business development opportunities through flexible and adaptable work spaces and will assist in facilitating employment, investment and business growth to the Municipality (Clause 21.05-3) as sought by local policy objectives.

Huntingdale Precinct Plan

At its meeting on 27 March 2020, Council adopted the HPP (*May 2019, modified March 2020*). Whilst the document is yet to proceed to a Planning Scheme Amendment, it is a seriously entertained planning document.

The objective of the HPP is to articulate a transformative vision for Huntingdale in its role as a key Precinct within the Monash National Employment and Innovation Cluster (MNEIC); and identify how changes in land use activity and built form will transform the Huntingdale Precinct. It proposes a vision for Huntingdale as a premier location for knowledge intensive based business with an emphasis on education, health, technology and manufacturing. The Precinct will become a

diverse village providing a range of employment, recreation and residential opportunities.

The subject site is located towards the north-western part of the Precinct and is identified to be in the 'Activity Area 2'. This area is a mixed use neighbourhood that transitions density and uses from the Precinct Core surrounding Huntingdale Road to the western Activity Area.

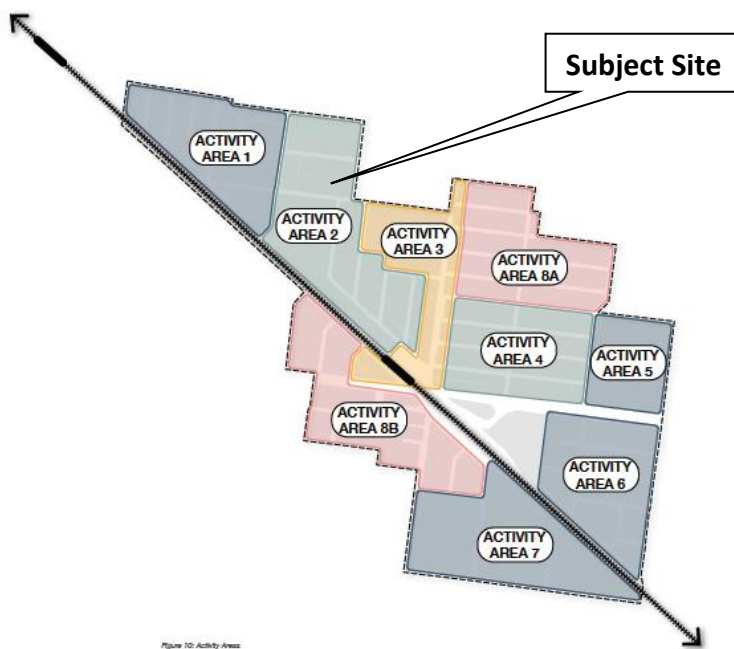
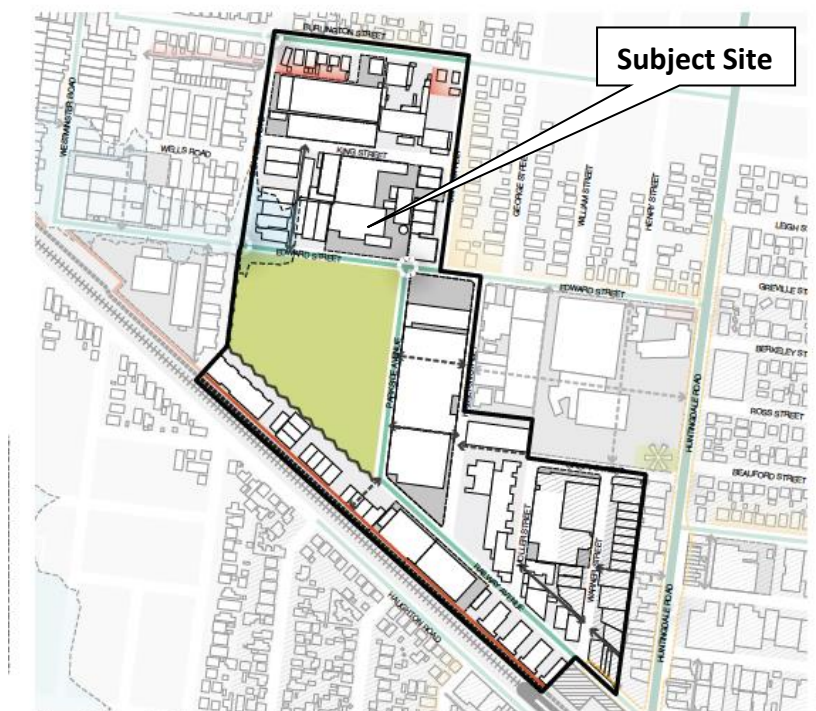


Figure 10: Activity Areas



This Activity Area is envisaged for a mixture of industrial, commercial, retail and residential use which encourage creation of new pedestrian links through large blocks to increase permeability. Administrative and office components are to be located at the street frontage for improved access, streetscape activation and engagement with the public domain. Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements. Overshadowing impact on the public realm and open space should be minimised.

Assessment

Design and Development Overlay, Schedule 1

The site is located within the Design and Development Overlay, Schedule 1 (DDO1) which applies to industrial and commercial design. The overlay specifies a preferred building setback of 7.6 metres to all 'other streets' which in this case includes King Street, John Street & Edward Street. Given the historical industrial context of the site and surrounds, current development occupying the land provides for minimal building and car parking setbacks and no meaningful landscaping.

Whilst the proposed setbacks, do not meet the preferred setbacks identified in the DDO1, they are considered acceptable in the context of the existing site and surrounds and the built form outcomes envisioned by the HPP, further discussed below. The setbacks proposed will allow for additional landscaping and canopy tree planting within the street frontages, meeting the objectives of the DDO1. Furthermore the proposed vehicle access and car parking arrangements located behind the buildings and within a basement will reduce the visual intrusion of these 'hard' areas to the street frontages.

The development of a 3-4 storey scale of the development is appropriate given the established form of development within the surrounding area. The contemporary design of the buildings complements both the surrounding industrial and commercial development within the area.

The proposed buildings provide for strong visual interest through appropriate facade detailing utilising a pattern of projecting and recessive elements and a mix of materials. The façades provide for good level of visual interest appropriate to the overall massing of the development.

Huntingdale Precinct Plan

The development has been designed to achieve built form outcomes and policy objectives sought by the HPP adopted by Council.

The HPP identifies a preferred maximum building height for this site of 3-4 storeys (13.5 metres), with zero setback to the boundary of King Street, 3 metres setback to John Street and 5 metres setback to Edward Street. Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries. Car parking and loading areas are to be located to the side or rear of the buildings.

Assessment of the proposal against the Huntingdale Precinct Plan:

	HPP Requirement	Proposed Plan
Preferred maximum building height	3-4 storeys (13.5 metres)	Variation required 1-4 storeys (14.1 metres)
Setback to King Street	Zero	Complies 0.3 to 3 metres
Setback to John Street	3m	Complies 5.73m
Setback to Edward Street	5m	Complies 5m (ground & level 1); 8m (level 2); 13.8m (level 3)

The proposal includes a mix of building heights ranging from one to four storeys. The maximum building height of 14.1 metres is slightly higher than the height envisaged in the Precinct Plan by 600mm. The additional height occurs as a consequence of the 1 metre cross fall of the land. The upper level of the office buildings have been recessed to mitigate the massing impact of the development and provide for some massing relief of the façade along Edward Street. The office building façades have been articulated through the appropriate use of materials and variation in setbacks to achieve an appropriate built form response to the HPP requirements. The small variation is considered appropriate.

Setbacks of the proposal comply and exceed the requirements of the Huntingdale Precinct Plan. The proposed development also provides variation in setbacks and deeper sections of inset landscaping to the building along the King Street frontage. Landscaping elements have been provided within common property and at-grade car parking areas.

Variation in colour palette is provided to the building façade of Buildings G & I fronting Edward Street to provide visual interest and to break down the length of the facades.

All streetscape interfaces of the development provide for activated facades including office and showrooms use with glazed facades with suitable landscaping features. Offices are provided on the ground level of Buildings G & I to activate the street frontage along Edward Street, opposite Jack Edwards Reserve and result in a significant built form improvement compared to the existing conditions. The design response appropriately achieves improved pedestrian connectivity through the site and an additional north-south pedestrian link through to Jack Edwards Reserve as sought by the Huntingdale Precinct Plan.

Vehicle access to the site is from a single vehicle access to each of the King Street and Edward Street frontages. At-grade car parking spaces are provided on ground

level behind Buildings A & B; and basement car park is provided under Buildings G, H & I. Numerous existing vehicle crossovers along Edward Street will be removed to allow for additional on-street car parking.

The HPP requires development to minimise the overshadowing impact on the public realm and open space. Shadow diagrams show that the development does not overshadow the King Street footpath given the orientation of the site. It will overshadow the John Street footpath after 2pm, and the Edward Street footpath between 10am to 2pm. Shadow from the proposed development will not reach the Jack Edwards Reserve. The extent of overshadowing is not considered unreasonable considering the preferred built form outcome stipulated in the Huntingdale Precinct Plan.

Office & Food and Drink Premises

The majority of the buildings (Buildings A, B, C, D, E & F) contain an office on the upper levels with an ancillary warehouse/commercial display area on ground level. The diversity of tenancy types proposed will cater to both small and large businesses, and allow flexibility to consolidate and/or modify tenancy types in response to market demand. The provision of additional office space within the area will provide for increased employment.

The small food and drink (café) tenancies proposed in Building H and J are considered appropriate and will provide for appropriate amenity to the surrounding workplaces. The cafes will likely service persons employed within the development and immediate surrounding area. The use of the tenancy will complement the primary use of the site for offices, showroom and warehousing. The businesses are considered unlikely to generate any substantial external traffic or car parking demand.

As Building J directly opposite to the residences in John Street, a permit condition will limit the opening hours of this food and drink premises to protect the amenity of the nearby residential properties.

Caretaker Residence

One caretaker's dwelling is proposed as part of the application in order to provide for security and management services (e.g. waste and maintenance) on the land.

The proposed residence is 80 square metres located in Tenancy 13 within Building B. The dwelling will have a northerly aspect and provide for appropriate visibility of King Street and internal spaces.

A small caretaker residence on this site is considered acceptable given the size and mix of uses associated with the proposed development. A caretaker's presence will contribute to the security of the site, assist users attending outside of normal office hours and manage waste collection. A permit condition is recommended to

ensure that the occupant of the Caretaker's dwelling is a *bona fide* employee of the approved use of the site.

Car Parking, traffic and access

The land is located within the Principal Public Transport Network (PPTN). The requisite car parking spaces required under Clause 52.06 has been broken down and provided in the following tables:

Use	Net Floor Area (square metres)	Clause 52.06 Requirement under the Planning Scheme	Car spaces required under the Planning Scheme	Car spaces required after considering car parking credit from existing use
Office (with ancillary warehouse/showroom*)	14,751.5 sqm	3 spaces to each 100m ² of net floor area	442 spaces	357 spaces (utilising existing credit of 85 spaces)
Food and drink premises	229 sqm	3.5 space to each 100m ² of leasable floor area	8 spaces	8 spaces
Caretaker's dwelling	1	1 space to each 1 or 2 bedroom dwelling	1 space	1 space
Total Required			451 spaces	366 spaces
Total Provided			412 spaces	412 spaces
Variance			Shortfall of 39 spaces	Surplus of 46 spaces

*Ancillary warehouse/showroom of takes up approximately 23% of each tenancy in Buildings A, B, C, D, E & F therefore the car parking rate of 'office' applies to this assessment

Overall, the proposal generates a statutory car parking requirement of 451 car parking spaces, with 412 car spaces provided on site. The existing site benefits from a parking credit of 85 spaces, which would result in a surplus of 46 spaces.

A traffic report prepared by Onemilegrid Traffic Engineering was provided by the Applicant. The report has undertaken a car parking demand assessment which provides the following conclusions:

- Office parking case studies have identified parking generation rates vary between 1.5-4 spaces per 100 square metres.
- The land is well serviced by public transport, located within the PPTN.
- The car parking demand of food and drink premises is broken into staff and customer demand. It is anticipated that a large portion of customers to the food and drink premises will consist of staff of the commercial tenancies in the vicinity of the site and will not generate a parking demand.

- The anticipated car parking demand generated by the whole development, based on a reduced office rate of 2.5 spaces per 100m² and 1.5 spaces per 100m² for warehouse/showroom, is 360 car spaces. The proposal to provide a total of 412 car spaces thus exceed the anticipated parking demand.

Council's Traffic Engineer has also advised the following:

- It is considered appropriate that a lower parking demand would be generated due to the size and layout of the small combined office/warehouse uses.
- The traffic report indicates that the existing use of the site is also an office/warehouse use which has an existing statutory parking credit of approximately 85 spaces. This is higher than the proposed statutory parking shortfall for 39.5 spaces.
- Based on the above and considering that the entire likely parking demand can be accommodated within the site, the proposed provision of 412 parking spaces being appropriate.
- The proposed car stackers within the basement car park are appropriate.
- Vehicle movements and considered satisfactory and the level of traffic that is to be generated by the proposed development can be satisfactorily accommodated by the surrounding road network.

The objector raised concerns about the increase in traffic volume and parking demand in the area. Council's Traffic Engineers advised that the level of traffic generated by the proposed uses is considered to be low and would have minimal impact on the safety and operation of King Street, Edward Street and the surrounding road network.

Bicycle Parking

Bicycle parking in accordance with the requirements Clause 52.34 is provided for the development as follows:

Buildings G, H, I & J

Use	Size (net floor area)	Clause 52.34 Requirement	Bicycle spaces required	Bicycle spaces provided
Office (greater than 1000m ²)	7,043m ²	1 space per 300sqm of floor area for employees.	23.5 spaces	84 spaces
		1 space per 1000sqm of floor area for visitors	8 spaces	20 spaces
Food and drink premises (retail premises)	42m ²	1 space per 300sqm of floor area for employees.	0 spaces	
		1 space per 500sqm of floor area for visitors	0 spaces	

A total of 3 showers are required to be provided for the 23.5 staff spaces. A total of 6 showers are provided within the basement level which exceeds the statutory requirements.

Therefore the development's bicycle parking provision exceeds the minimum requirements.

CONCLUSION:

The proposal is appropriate given the zoning of the land and the design response which is generally consistent with the objectives and requirements of the relevant state and local policies. The proposed mixed use is appropriate for the site and will make a positive built form and landscaped contribution to this existing industrial area. The design is generally site responsive, has appropriate regard for objectives of the Design and Development Overlay Schedule 1 and meets the design requirements of the adopted Huntingdale Precinct Plan. It will not result in any unreasonable amenity impacts on surrounding properties and the proposed reduction of on site car parking provision is considered acceptable.

Overall, the proposal is considered to be appropriate and it is recommended that a permit be issued subject to conditions.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (January 2021).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.