

**1.2 254-294 WELLINGTON ROAD, MULGRAVE  
AMENDMENT TO PERMIT ISSUED FOR BUILDINGS & WORKS FOR THE  
CONSTRUCTION OF A STAGED OFFICE DEVELOPMENT  
(TPA/47000/A)**

**EXECUTIVE SUMMARY:**

The developer is seeking modification to the approved development to accommodate tenant requirements. The extent of changes includes provision of an additional level to Office Building 4 located at the eastern end of the site and various modifications to car parking associated with the development.

Planning Permit No. TPA/47000 was issued on 27 April 2017 allowing a staged office development.

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

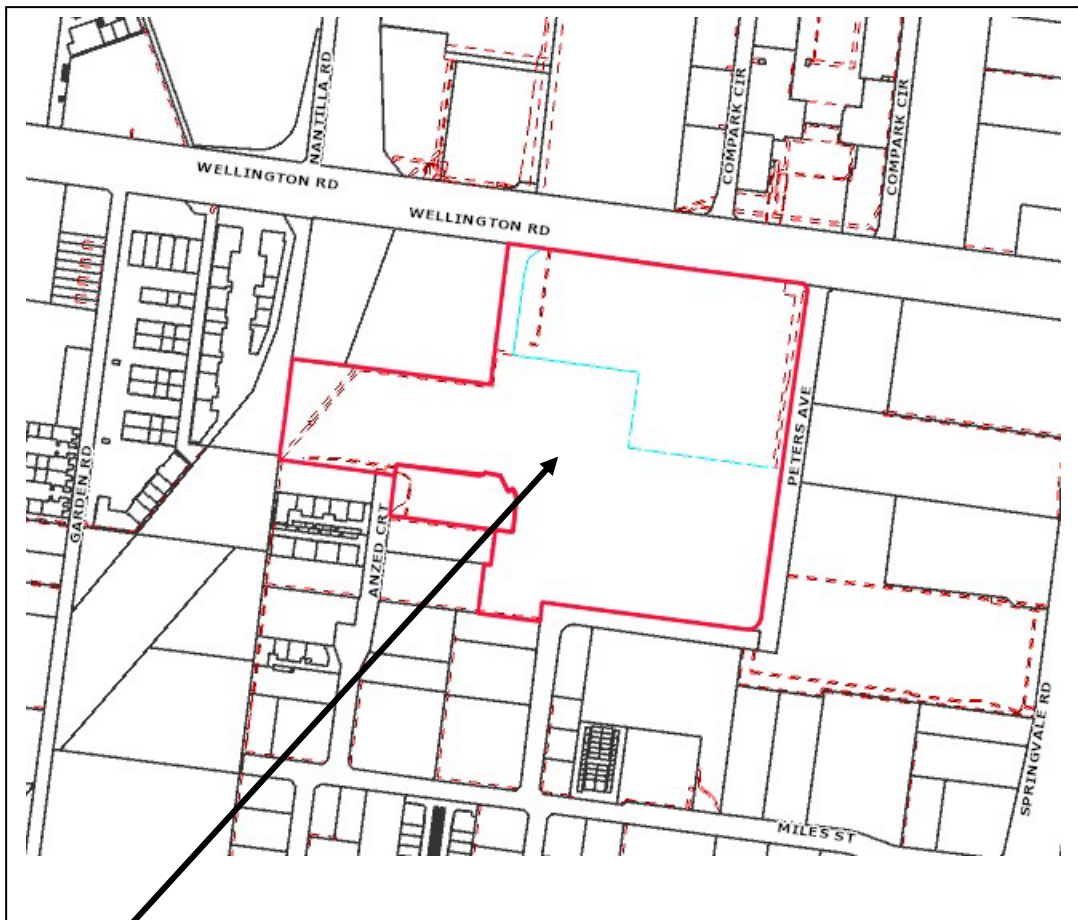
**The reason for presenting this report to Council is because the previous application was decided by Council.**

**The proposal is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommend that Council endorse the amended plans to form part of Planning Permit No. TPA/47000.**

<b>RESPONSIBLE DIRECTOR:</b>	<b>Peter Panagakos</b>
<b>RESPONSIBLE MANAGER:</b>	<b>Natasha Swan</b>
<b>RESPONSIBLE PLANNER:</b>	<b>James Heitmann</b>
<b>WARD:</b>	<b>Oakleigh</b>
<b>PROPERTY ADDRESS:</b>	<b>254-294 Wellington Road, Mulgrave</b>
<b>EXISTING LAND USE:</b>	<b>Vacant</b>
<b>PRE-APPLICATION MEETING:</b>	<b>Yes</b>
<b>ZONING:</b>	<b>Special Use Zone (Schedule 6)</b>
<b>OVERLAY:</b>	<b>Design and Development Overlay (Schedule 1)</b>
<b>RELEVANT CLAUSES:</b> <b><u>State Planning Policy Framework</u></b> <b>Clause 00.01 (Purpose)</b> <b>Clause 11 (Settlement)</b> <b>Clause 11.01-1R1 (Metropolitan Melbourne)</b>	<b><u>Local Planning Policy Framework</u></b> <b>Clause 21 (Municipal Strategic Statement)</b> <b>Clause 21.05: Economic Development</b>

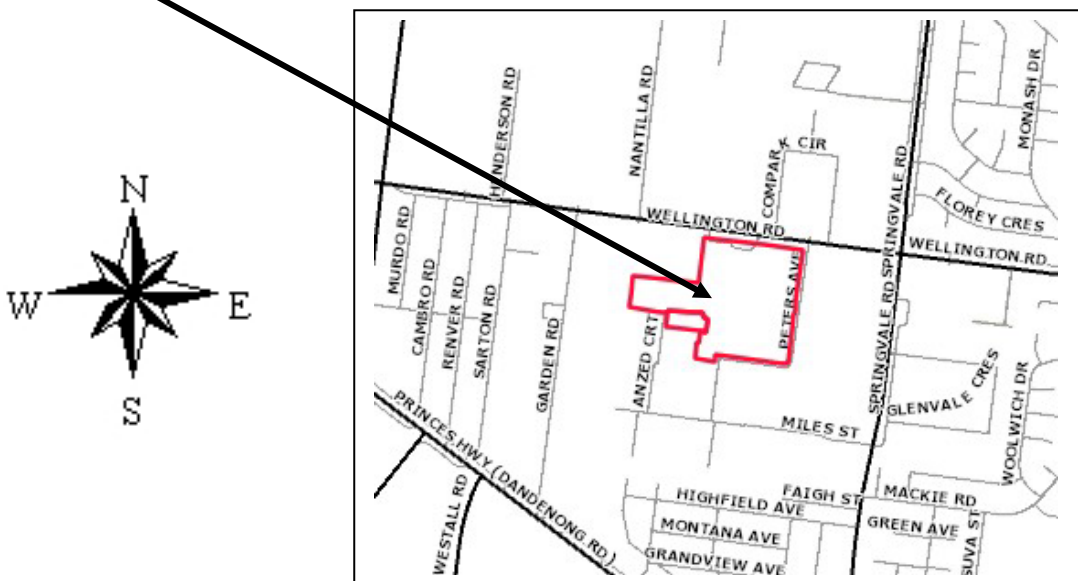
<p><b>Clause 14.02-1S (Catchment Planning and Management)</b>  <b>Clause 15.01 (Built Environment)</b>  <b>Clause 15.02 (Sustainable Development)</b>  <b>Clause 17 (Economic Development)</b></p>	<p><b>Clause 21.07: Business Parks and Industry</b>  <b>Clause 22.02 (Monash Technology Precinct Policy)</b>  <b>Clause 22.03 (Industry and Business Development and Character Policy)</b>  <b>Clause 22.04 (Stormwater Management Policy)</b>  <b>Clause 22.13 (Environmentally Sustainable Development Policy)</b></p> <p><u><b>Particular Provisions</b></u>  <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></p>
<p><b>STATUTORY PROCESSING DATE:</b></p>	<p><b>2 December 2018</b></p>
<p><b>DEVELOPMENT COST:</b></p>	<p><b>\$120 million</b></p>

### LOCALITY PLAN



**SUBJECT SITE**

### NEIGHBOURHOOD PLAN



**RECOMMENDATION:**

That Council resolves to **Grant an Amended Planning Permit (TPA/47000/A)** for the buildings & works for the construction of a staged office development, use of part of the land for food and drink premises, alteration to a road in a Road Zone Category 1, and buildings and works within a Heritage Overlay, at 254-294 Wellington 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) The accessible parking spaces should be designed to ensure that the space and its associated shared area are free from other than transitory obstructions at all times, i.e. no columns between the accessible space and its associated shared area. It is noted that four of the spaces on Level 00 appear to be affected.
- b) That layout of car parking areas designed generally in accordance with the Design Standards for car parking set out in Clause 52.06-9 of the Monash Planning Scheme as detailed below:
  - Car parking space dimensions.
  - Tandem parking spaces provided with an additional 500mm in length must be provided between each space.
  - Accessway width.
  - Clearance to car parking spaces.
- c) Clearance/circulation space to the car parking space south of the Building 4, Level 00 Future in accordance with 52.06-9, Diagram 1 in relation to the placement of a wall, fence, column, tree, tree guard or any other structure that abuts a car space.

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. A landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority prior to the commencement of any works. The plan must show the proposed landscape treatment of the site including:-
    - the location of all existing trees and other vegetation to be retained on site
    - provision of canopy trees with spreading crowns located throughout the site including the major open space areas of the development
    - planting to soften the appearance of hard surface areas such as driveways and other paved areas
    - a schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material
    - the location and details of all fencing
    - the extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site
    - details of all proposed hard surface materials including pathways and patio areas.

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

11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. No vehicle shall park under the canopy line of any tree to be retained.
17. 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.)

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

The plans must show a drainage scheme providing for the collection of stormwater within the site and for the conveying of the stormwater to the nominated point of discharge.

The nominated point of discharge is the south-west corner of the property where the entire sites stormwater must be collected and free drained via a pipe to the 525 mm Council drain on the western boundary of 254-294 Wellington Road via 675mm drains, and 900x600mm junction pits in the easement from the western boundary, which are to be constructed to Council Standards.

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

19. All on-site stormwater is to be collected from hard surface areas and must not be allowed to flow uncontrolled into adjoining properties. The on-site drainage system must prevent discharge from driveways onto the footpath. Such a system may include either:
- a) trench grates (150mm minimum internal width) located within the property; and/or
  - b) shaping the driveway so that water is collected in a grated pit on the property: and/or
  - c) another Council approved equivalent.
20. Stormwater discharge is to be detained on-site to the predevelopment level of peak stormwater discharge. Approval of any detention system is required from Council prior to works commencing. Please refer to the notes section of this permit for additional details.

21. Any redundant crossings are to be removed and reinstated with kerb and channel to the satisfaction of Council.
22. 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.

23. 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.
24. No less than 7 car spaces must be provided on the land for each cafe/food and drink tenancy and allocated for staff car parking. Any future subdivision of the land must provide for appropriate allocation of car parking on Title in accordance with this requirement.
25. Prior to occupation of premises approved by this permit a Car Parking Management Plan must be submitted to and approved by the Responsible Authority.

The Car Parking Management Plan must provide for adequate allocation of car parking to service all uses to be undertaken on the land including designated allocation of car spaces for staff of ancillary uses and provision of visitor car parking within public realm areas.

The Car Parking Management Plan must detail any barrier mechanisms and/or paid parking arrangements introduced and implemented in consultation with and to the satisfaction of the Responsible Authority.

Once approved the Car Parking Management Plan will be endorsed to form part of this permit. Car parking is to be provided in accordance with



the endorsed Car Parking Management Plan and implemented to the satisfaction of the Responsible Authority.

26. No more than 40 patrons are permitted within each cafe/food and drink tenancy at any single time.
27. The loading and unloading of goods from vehicles must only be carried out on the land.
28. 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.
29. 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.
30. 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.
31. Prior to occupation of any stage of development forming part of this permit a Green Trave Plan must be submitted to and approved by the Responsible Authority.

The Green Travel Plan must provide for inclusion of sustainable travel initiatives to be made available to tenants and visitors associated with the development.

Once approved the Sustainable Transport Strategy Plan will be endorsed to form part of this permit. The endorsed Sustainable Transport Strategy

Plan must be implemented to the satisfaction of the Responsible Authority.

Vic Roads conditions (ref: 20318/17)

32. Prior to the commencement of works, the following must be submitted to and approved by VicRoads:
- a. An amended Functional Layout Plan (FLP). The FLP must be generally in accordance with the Functional Layout Plan (Drawing No. 16M1236100-01, Issue P5 dated 3 February 2017 prepared by GTA Consultants) and amended to show:
    - i. A 3 metre wide Shared User Path along the Wellington Road frontage of the site.
    - ii. A 95 metre long left turn deceleration lane for vehicles entering the left-in left-out access midway along the Wellington Road frontage.
    - iii. The removal of vegetation affected by the roadworks along Wellington Road, and the installation of any roadside barriers that may be required to protect the occupants of errant vehicles from collision with roadside hazards.
    - iv. An amended property boundary, if so required, such that any roadworks pursuant to the FLP, are wholly contained within the road reserve.
  - b. The FLP must be accompanied by a functional stage Road Safety Audit (RSA), and amended as per the recommendations of the RSA.
  - c. The FLP must be accompanied by appropriate swept path analysis, demonstrating how the largest reasonably anticipated design vehicle can perform the ingress and egress movements from Wellington Road to the land.
  - d. A traffic signal layout plan.
33. Prior to the commencement of works, an amended ground floor plan must be submitted to and approved by VicRoads. Once approved by VicRoads, the plan may then be endorsed by the Responsible Authority and will form part of the permit. The ground floor plan must be generally in accordance with the advertised plan and amended in accordance with the approved Functional Layout Plan.
34. Prior to the commencement of the use:
- a) Detailed engineering design plans, together with detailed design stage road safety audit must be submitted to, and to the satisfaction of, VicRoads. The detailed design plans must be generally in accordance with the approved FLP and functional stage road safety audit.

- b) The road works, in accordance with the approved FLP and detailed design plans, must be constructed to the satisfaction of, and at no cost to, VicRoads.
  - c) If so required, pursuant to Condition 29(a)(iv) a plan of subdivision must be submitted to, and approved by, VicRoads showing the vesting of that part of the land where any part of the approved road works, including the footpath, are proposed to be located. The land must be vested as ROAD to the Roads Corporation.
  - d) If so required, pursuant to Condition 29(a)(iv) that part of the land must be vested as ROAD to the Roads Corporation at no cost to VicRoads.
  - e) All disused or redundant vehicle crossings must be removed and the area reinstated to match with the adjacent road environment to the satisfaction of the Responsible Authority, and at no cost to the Responsible Authority or Roads Corporation.
35. No work may 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 Act or regulations created under those Acts.

Public Transport Victoria condition (File: FOL/17/1549, Ref: DOPT2017/0002)

36. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Wellington Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.
37. 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. 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.
  3. Unless no permit is required under the planning scheme, no sign must be constructed or displayed without a further permit.
  4. 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.
  5. Detention system requirements for the property are as follows:
    - Minimum storage = 424.81 cubic metres
    - Maximum discharge rate = 360.51 litres per second
    - Minimum orifice diameter if using orifice pit = 65mm, otherwise install a Phillips multi cell or similar to control outflow.
  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. Premises used for the sale or storage of food in any manner whatsoever are to be registered under the Food Act and require Council approval via the Chief Environmental Health Officer before occupation.
  11. Unless no permit is required under the planning scheme, no sign must be constructed or displayed without a further permit.
- Vic Roads Notes:
12. The preparation of the functional layout plan, detailed engineering design and the construction and completion of all work must be undertaken in a manner consistent with current VicRoads' policy, procedures and

standards and at no cost to VicRoads. In order to meet VicRoads' requirements for these tasks the applicant will be required to comply with the requirements documented as "Standard Requirements - Externally Funded Projects" and any other requirements considered necessary depending on the nature of the work.

13. Functional layout plans may need to be amended to accommodate any changes that may arise during the detailed design stage review; in response to the road safety audit; in relation to services and their relocation; vegetation; drainage; treatment of hazards within clear zones and other matters.

### **BACKGROUND:**

#### **History**

Planning Permit No. TPA/47000 was issued on 27 April 2017 for construction of a staged office development, use of part of the land for food and drink premises, alteration to a road in a road zone category 1, and buildings and works within a Heritage Overlay. The application was exempt from public notification.

The approved development has not yet commenced construction.

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

The subject land is located on the southern side of Wellington Road in Mulgrave approximately 280 metres west of its intersection with Springvale Road.

The land having an overall area of 133,259 square metres (13.32 hectares) forms part of the former Peters manufacturing precinct which has occupied the site in various forms since 1964. Peters continue to occupy the rear of the site for manufacturing, cold storage, research and development operations. Peters new corporate premises at 14 Anzed Court (located immediately adjacent to the south-west) was constructed in 2016 and is directly connected to the land through the existing internal accessway. The existing heritage building to the front of the land (Peters former corporate premises) is currently vacant. Land to the front of the site is currently undeveloped and utilised for at-grade car parking.

Surrounding development generally comprises a mix of office development, factory and warehouse complexes.

The property is located within the Monash Technology Precinct and the Monash National Employment Cluster as designated by Plan Melbourne.

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

**PROPOSAL:**

The application seeks to amend plans under Planning Permit TPA/47000.

Office and car park buildings 4 at the corner of Wellington Road and Peters Ave have been increased in area to accommodate tenant requirements. Workshop/industry floor space has been incorporated into the ground level of the rear car park building of Car Park Building 4. The use of the premises is associated with corporate activities of the prospective tenant of Building 4. Net overall floor space and car parking has been redistributed throughout the development, with no net overall change to car parking or leasable floor space for office and industry land use.

Key details of the original approval and proposed amendments are summarised below:

<b>CURRENT APPROVAL 27 April 2017</b>	<b>PROPOSED PLANS 6 August 2018  (variation in bold brackets)</b>
<u>OVERALL DEVELOPMENT SUMMARY</u> Total office floor space: 60,583m <sup>2</sup>  Food and drink premises (4 tenancies): 752m <sup>2</sup>  Total net leasable area floor space: 60,583m <sup>2</sup> (office floor space)  Total on-site car parking: 2497 car spaces	<u>OVERALL DEVELOPMENT SUMMARY</u> Total office floor space: 59,188m <sup>2</sup> <b>(reduction of 1395m<sup>2</sup>)</b>  Workshop/industry floor space: 1395m <sup>2</sup> <b>(workshop/industry uses introduced)</b>  Food and drink premises (4 tenancies): 784m <sup>2</sup> <b>(additional 32m<sup>2</sup>)</b>  Total net leasable area floor space: 60,583m <sup>2</sup> (office and industry floor space) <b>(no overall change)</b>  Total on-site car parking: 2497 car spaces <b>(no overall change)</b>
<u>Office Building 1</u> 7 storey building  Net leasable area floor space: 13,739m <sup>2</sup>	<u>Office Building 1</u> 7 storey building <b>(no change)</b>  Net leasable area floor space: 12,887m <sup>2</sup> <b>(reduction of 852m<sup>2</sup>)</b>
<u>Car Park Building 1</u> 6 levels	<u>Car Park Building 1</u> 5 levels

598 car spaces	482 car spaces <b>(reduction of 116 car spaces)</b>
<u>Office Building 2</u> 8 storey building Net leasable area floor space: 15,576m2	<u>Office Building 2</u> 8 storey building Net leasable area floor space: 15,576m2 <b>(no change)</b>
<u>Car Park Building 2</u> 6 levels 607 car spaces	<u>Car Park Building 2</u> 6 levels 558 car spaces <b>(reduction of 49 car spaces)</b>
<u>Office Building 3</u> 8 storey building Net leasable area floor space: 15,576m2	<u>Office Building 3</u> 8 storey building Net leasable area floor space: 15,576m2 <b>(no change)</b>
<u>Car Park Building 2</u> 6 levels 607 car spaces	<u>Car Park Building 3</u> 6 levels 558 car spaces <b>(reduction of 49 car spaces)</b>
<u>Office Building 4</u> 8 storey building  Net leasable area floor space: 15,692m2	<u>Office Building 4</u> 9 storey building <b>(additional level proposed)</b>  Net leasable area floor space: 15,149m2 <b>(reduction of 543m2)</b>  71 car spaces <b>(semi-basement car parking area introduced)</b>
<u>Car Park Building 1</u> 6 levels  607 car spaces	<u>Car Park Building 1</u> 9 levels <b>(additional 3 car park levels proposed)</b>  Workshop (industry) floor space: 1395m2 <b>(new floor space provided on ground level of building previously occupied by car parking)</b>  749 car spaces <b>(additional 142 car spaces)</b>
<u>Existing Heritage Office Building</u> Net leasable area floor space: 2,040m2	<u>Existing Heritage Office Building</u> Net leasable area floor space: 2,040m2
<u>On Grade Parking</u>	<u>On Grade Parking</u>

78 car spaces	79 car spaces (additional 1 car space)
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The submitted plans also satisfy requirements of condition 1 specified by the original permit issued on 27 April 2017

Attachment 1 details plans forming part of the application.

**PERMIT TRIGGERS:**

**Section 72 of the Planning & Environment Act 1987**

Pursuant to the provisions of Section 72(1) of the Planning and Environment Act 1987:

*“A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.”*

Application to amend a permit can include amendments to plans forming part of the permit. The process to assess the application is the same as for a new application.

**Zoning**

The subject site is zoned Special Use – Schedule 6 under the provisions of the Monash Planning Scheme.

Pursuant to Clause 37.01-1 a permit is required for use of a food and drink premises within the zone.

Pursuant to Clause 37.01-4 a permit is required to construct a building within the zone.

No permit is required for use of land for the purpose of office or industry (includes workshop) within the Special Use Zone – Schedule 6.

**Overlays**

Clause 42.03: Design and Development Overlay – Schedule 1 (DDO1). Pursuant to Clause 42.03 a permit is required for buildings and works.

Clause 43.01: Heritage Overlay – Schedule 86 (HO86).

Pursuant to Clause 43.01-1 a permit is required to construct a building and carry out 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 52.29: Land adjacent to a Road Zone, Category 1.

A permit is required to create or alter access to a road in a Road Zone, Category 1.

Clause 52.34 (Bicycle Facilities) - a new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

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 27 November 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 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. It is considered that the proposal will not cause any material detriment to the amenity of the surrounding area.

Pursuant to the provisions of Clause 37.01-2, 37.01-4 and 43.02-2 the proposal is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

### **Referrals**

#### **Internal Referral**

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

#### **External Referral**

The original application was referred to Vic Roads and Public Transport Victoria. The proposed changes have no impact on the requirements of either authority and further referral is not necessary. Applicable conditions will form part of the amended permit.

### **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 National 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 amendments provide for 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 amendments are 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 amendments are consistent with the abovementioned policy and objectives. The proposed amendments maintain a built form outcome that is well designed and will provide complimentary services to the surrounding employment precinct along with 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 amendments provide for landscaping elements within public realm areas consistent with Council policy. Retention of existing vegetation within the Wellington Road setback has been provided in accordance with previously stipulated conditions.

**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 on a main road with high exposure warranting substantial building scale and presence as proposed.

#### 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 with the additional building height to Building 4 and Car Park Building 4 is considered suitable. The additional car parking levels provided to Car Park Building 4 will result in complimentary height and height graduation with Office Building 4. The additional height is generally complimentary to development within the surrounding precinct and will not result in any disproportionate building scale having regard to the overall proposal.

The proposal is well articulated and detailed to add visual interest to the building form. *Monash Technology Precinct Urban Design Guidelines* encourage 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 modified design response adopts a predominantly glazed facade with contrasting vertical architectural features to the streetscape aspect. The north-east corner of Building 4 introduces a pronounced curved glass and decorative façade element providing for enhanced building identity. Enhanced façade treatments have been added to multi-deck car parks to improve the presentation of buildings on the public realm

The design of the buildings provides for a modern architectural response appropriate to the locality. The nine storey scale to the eastern edge will appropriately complement existing development within the area which includes existing seven storey office buildings. Street setbacks of the development are in accordance with the requirements of DDO1 and provide for a landscape

presentation to Wellington Road and Peters Avenue. No height requirement is specified by DDO1. The architectural response is maintained, providing 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.

Overall the development demonstrates high quality design with a scale and height that is complimentary to surrounding development.

#### Car Parking

Car parking is provided in accordance with the requirement specified by Clause 52.06-6 of the Monash Planning Scheme.

The land is located within the Principal Public Transport Network where an office car parking rate of 3 car spaces to each 100m<sup>2</sup> of net floor area is applicable. The original approved application was subject to the previous applicable car parking rate of 3.5 car spaces to each 100m<sup>2</sup> of net floor area. The current proposal maintains previous approved overall car parking provision.

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 Building 1	3 spaces / 100m <sup>2</sup>	12,887m <sup>2</sup>	386 car spaces
Office Building 2	3 spaces / 100m <sup>2</sup>	15,576m <sup>2</sup>	467 car spaces
Office Building 3	3 spaces / 100m <sup>2</sup>	15,576m <sup>2</sup>	467 car spaces
Office Building 4	3 spaces / 100m <sup>2</sup>	15,149m <sup>2</sup>	454 car spaces
Industry Building 4	1 space / 100m <sup>2</sup>	1,395m <sup>2</sup>	13 car spaces
Existing Heritage Office Building	3 spaces / 100m <sup>2</sup>	2040m <sup>2</sup>	61 car spaces
Food & Drink Premises	3.5 spaces / 100m <sup>2</sup>	784m <sup>2</sup>	27 car spaces
<b>TOTAL REQUIRED</b>			<b>1,849 car spaces</b>
<b>TOTAL PROVIDED</b>			<b>2,497 car spaces</b>

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

Council's Traffic Engineers have advised of no concerns with the overall car parking provision. Some minor modification is required to the internal layout of car park areas to provide for the required clearance to car parking spaces and car space dimensions.

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	60,583m <sup>2</sup>	1 to each 300m <sup>2</sup> of net floor area (employee)	201 bike spaces
		1 to each 1000m <sup>2</sup> m of net floor area (visitor)	62 bike spaces
Food & Drink Premises	784m <sup>2</sup>	1 to each 300m <sup>2</sup> of net floor area (employee)	3 bike spaces
		1 to each 500m <sup>2</sup> m of net floor area (visitor)	2 bike spaces
<b>TOTAL REQUIRED</b>			<b>268 bike spaces</b>
<b>TOTAL PROVIDED</b>			<b>315 bike spaces</b>

The development provides for bicycle parking in excess of the statutory requirement.

Summary of Changes to Conditions

Condition 1 requirement for amended plans. Previously prescribed condition 1 requirements have been satisfied.

Condition 23 amended to reflect applicable car parking rate 3.0 car spaces per 100m<sup>2</sup> of net leasable floor area.

**CONCLUSION:**

The proposed development including the additional floor of office space and car parking levels is consistent with the 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 and Innovation 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 precinct including well landscaped setback street setbacks. It is recommended that the proposed amendment to the approved development be supported subject to conditions.

**LIST OF ATTACHMENTS:**

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (December 2016).

Attachment 3 – Zoning and Overlays Map.