

**1.4 1555 CENTRE ROAD, CLAYTON
CONSTRUCTION OF BUILDINGS AND WORKS, USE OF LAND FOR OFFICES,
DISPLAY OF ILLUMINATED BUSINESS SIGNS AND ALTERATION OF ACCESS TO A
ROAD ZONE CATEGORY 1
(TPA/49358)**

EXECUTIVE SUMMARY:

This application proposes the construction of a two storey building comprising of office space, warehouse and industry along with associated car parking and integrated signage.

The subject land forms part of the Robert Bosch (Australia) Pty Ltd complex on the north-western corner of the intersection of Centre Road and Westall Road in Clayton. Bosch have occupied the land since the early 1960's.

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

The reason for presenting this report to Council is the proposed development cost of \$13.0 million.

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

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Oakleigh
PROPERTY ADDRESS:	1555 Centre Road, Clayton
EXISTING LAND USE:	Industry, office and warehouse
PRE-APPLICATION MEETING:	Yes
ZONING:	Industrial 1
OVERLAY:	Design and Development (Schedule 1)
RELEVANT CLAUSES: <u>State Planning Policy Framework</u> Clause 00.01 (Purpose) Clause 11 (Settlement) Clause 11.01-1R1 (Metropolitan Melbourne)	<u>Local Planning Policy Framework</u> Clause 21 (Municipal Strategic Statement) Clause 21.05 (Economic Development) Clause 21.07 (Business Parks and Industry)

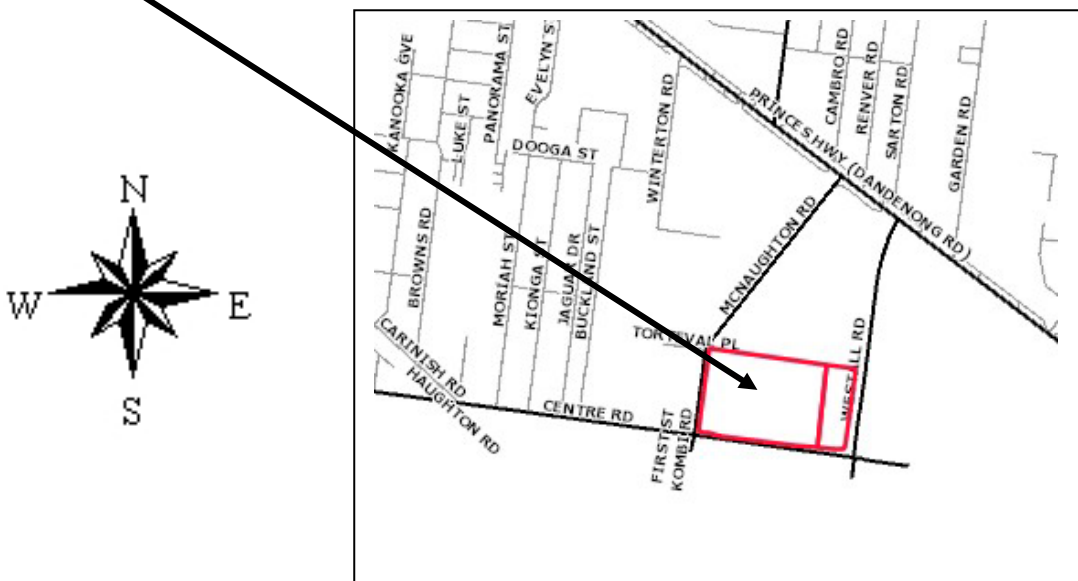
<p>Clause 14.02-1S (Catchment Planning and Management) Clause 15.01 (Built Environment) Clause 15.02 (Sustainable Development) Clause 17 (Economic Development)</p>	<p>Clause 22.02 (Monash Technology Precinct Policy) Clause 22.03 (Industry and Business Development and Character Policy) Clause 22.04 (Stormwater Management Policy)</p> <p><u>Particular Provisions</u> Clause 52.05 (Advertising Signs) Clause 52.06 (Car Parking) Clause 52.29 (Land Adjacent To A Road Zone, Category 1) Clause 52.34 (Bicycle Facilities)</p> <p><u>General Provisions</u> Clause 65 (Decision Guidelines)</p>
<p>STATUTORY PROCESSING DATE:</p>	<p>2 November 2019</p>
<p>DEVELOPMENT COST:</p>	<p>\$13.0 million</p>

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Planning Permit (TPA/49358)** for the construction of buildings and works, use of land for offices, display of illuminated business signs and alteration of access to a road in a Road Zone Category 1, at 1555 Centre Road, Clayton subject to the following conditions:

Amended Plans Required

1. Before the development starts, amended plans drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. 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 to Council dated 12 July 2019 (TP 004 Revision D; TP 005 Revision C; TP 006 & TP 007 Revision B; TP 011 and TP 012 Revision C) but modified to show:
 - (a) Details of any required fire services, electricity supply, gas and water meter boxes discreetly located and/or screened to compliment the development.
 - (b) Details of the proposed formalisation of the 405 space car park at the north-western corner of the site. This should include parking space and access aisle dimensions, provision of accessible spaces, footpaths and landscaping as well as details of any footpath/gate connections to the southern portion of the site.
 - (c) The layout of the development to follow the Design Standards for car parking set out in Clause 52.06-9 of the Monash Planning Scheme as detailed below:
 - Minimum requirements for car park dimensions to be in accordance with the design standards in Table 2 of Clause 52.06-9 of the Monash Planning Scheme.
 - Clearance to car parking spaces to be in accordance with Diagram 1 of Clause 52.06-9 of the Monash Planning Scheme, in relation to the placement of a wall, fence, column, tree, tree guard or any other structure that abuts a car space.
 - (d) The accessible parking spaces designed in accordance with the Australian Standard for Off-Street Parking for people with disabilities, AS/NZS 2890.6. The vehicle path to and from each accessible space shall have a minimum headroom of 2200mm.
 - (e) The access aisle width of the relocated entrance to the existing south-western 252 space car park to be minimum 6.4 metres.
 - (f) A corner splay or area at least 50% clear of visual obstructions (or with a height of less than 1.2 metres) extending at least 2.0 metres long x 2.5 metres deep (within the property) from the edge of the exit lane of each

vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road.

- (g) Details of bicycle parking facilities which generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.

All to the satisfaction of the Responsible Authority.

No Alteration or Changes

2. The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.
3. The location and details of signs shown on the endorsed plans must not be altered without the written consent of the responsible Authority.

Landscaping

4. Concurrent with the endorsement of any plans 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. When endorsed, the plan will form part of the Permit. The Landscape Plan must be generally in accordance with the Landscape Concept Plan dated 19 July 2019, Prepared by GbLA Landscape Architects except that the plan must show:
 - a) landscape details of the formalised northwest 405 spaces car park;
 - b) the location of all existing trees and other vegetation to be retained on site and on the nature strip;
 - c) canopy trees within the front landscape setback to enhance the landscaping image of the industrial area;
 - d) adequate planting of canopy trees, landscaping and other treatments that reduce the visual impact of large paved areas and driveways;
 - e) 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;
 - f) the location and details of all fencing;
 - g) the extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site;
 - h) details of all proposed hard surface materials;

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

5. Before the occupation of the building 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.

6. All landscaping works shown on the endorsed landscape plan(s) must be completed, maintained and any dead, diseased or damaged plants replaced, all to the satisfaction of the Responsible Authority.
7. An in-ground, automatic watering system linked to rainwater tanks on the land must be installed to the main garden areas to the satisfaction of the Responsible Authority.

Construction Management

8. Prior to the commencement of any site works (including demolition and excavation), a Construction Management Plan 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 construction management plan will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
 - a) Hours for construction activity in accordance with any other condition of this permit;
 - b) Measures to control noise, dust and water and sediment laden runoff;
 - c) Prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
 - d) Measures relating to removal of hazardous or dangerous material from the site, where applicable;
 - e) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
 - f) Cleaning and maintaining surrounding road surfaces;
 - g) 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;
 - h) Public Safety and site security;
 - i) 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;
 - j) A Traffic Management Plan showing truck routes to and from the site;
 - k) 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;

- l) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
 - m) Contact details of key construction site staff;
 - n) Any other relevant matters, including the requirements of VicRoads or Public Transport Victoria.
 - o) 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 that does not exceed the EPA guidelines).
9. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Sustainable Design Assessment (SDA)

10. Concurrent with the endorsement of any plans, a Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority. The report must include, but is not limited to, the following:
- a) Demonstration of how 'best practice' sustainability measures have been addressed, having regard to the relevant aspects of Clause 21.13 of the Monash Planning Scheme.
 - b) Identify relevant statutory obligations, strategic or other documented sustainability targets or performance standards.
 - c) Document the means by which the appropriate target or performance is to be achieved.
 - d) Identify responsibilities and a schedule for implementation, and ongoing management, maintenance and monitoring.
 - e) Demonstrate that the design elements, technologies and operational practices that comprise the SMP can be maintained over time.

All works must be undertaken in accordance with the endorsed Sustainability Management Plan to the satisfaction of the Responsible Authority. No alterations to the endorsed Sustainable Management Plan may occur without written consent of the Responsible Authority and (to the extent material and necessary) any relevant flow-on changes to the design response must be also incorporated into the endorsed architectural plans.

11. Prior to the occupation of any of the dwellings approved under this permit, a report from the author of the endorsed Sustainable Management Plan (or similarly qualified person or company) must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that (in relation to those relevant completed dwellings ready for occupation) all measures specified in the Sustainable Management Plan have been implemented in accordance with the approved plan.

Car Parking and Driveways

12. Prior to occupation of any new premises hereby permitted, a Car Parking Management Plan detailing the management and allocation of car parking on the site must be submitted to and approved by the Responsible Authority.

The Car Parking Management Plan must be generally in accordance with the approved parking provision, but modified to detail:

- a) Provision and adequacy of car parking to service all land uses undertaken on the land (including existing land use) in accordance with the car parking rates specified by Clause 52.06-5;
- b) Equitable allocation and management of car parking of car parking throughout the development

The Car Parking Management Plan may be amended with the written consent of the Responsible Authority. When approved the Car Parking Management Plan will be endorsed to form part of this permit.

13. Car parking must be provided prior to the commencement of the use and within the designated spaces to the satisfaction of the Responsible Authority as shown on the endorsed plans under this permit and/or within the designated car parking spaces approved under other Planning Permits for this land.
14. Before the development permitted is completed, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
 - a) constructed to the satisfaction of the Responsible Authority;
 - b) properly formed to such levels that they can be used in accordance with the plans;
 - c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
 - d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
 - e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.

15. The loading and unloading of goods from vehicles must only be carried out on the land.
16. A formal amendment application to this planning permit is required for any proposed opening of the internal access road from the southern side of the subject site into the formalised north-west 405 space car park.

Drainage and Stormwater

17. All stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled into adjoining properties or the road reserve.
18. The nominated point of stormwater connection for the site is to the existing internal drainage system/ existing property connection.

Amenity

19. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.
20. 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.

Signage

21. Signs must not contain any flashing light.
22. Signage must not distract drivers due to its colouring, be mistaken for a traffic signal, be able to be mistaken as an instruction to drivers or constitute a road safety hazard in any way.
23. Signage must not obstruct the view of motorists, obscure traffic signals or constitute a road safety hazard in any way.
24. The intensity of the light in the signs must be limited so as not to cause glare or distraction to motorists, or loss of amenity in the surrounding area, to the satisfaction of the Responsible Authority.

Plant / Equipment or features on roof and balconies

25. 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.

Completion of Buildings and Works

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

VicRoads Conditions (Ref: 26153/18)

27. Unless otherwise agreed in writing by VicRoads, before the development starts, a Functional Layout Plan (FLP) showing access arrangement must be submitted to and approved by the Roads Corporation (VicRoads). When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the Proposed Site Plan (Drawing No. TP004, Revision C prepared by Peddle Thorp) appended to the planning application but modified to show:
- a) Right-turn ban at the existing western access point along Centre Road, located approximately 90 meters East of the McNaughton Road intersection, facilitated by means of signage and pavement linemarking;
 - b) Signage and line marking plan associated with the above changes;
28. Prior to the commencement of the use of the development hereby approved, all works required by VicRoads must be completed, generally in accordance with approved Functional Layout Plan (FLP) to the satisfaction of VicRoads and the Responsible Authority and at no costs to VicRoads;
29. Vehicles must enter and exit the land in a forward direction at all times.
30. Within 6 months from the commencement of the use of the permitted development, the permit holder is to undertake a traffic study and submit to the Roads Corporation (VicRoads) for review and approval. The Study must address the following matters:
- a) Traffic volumes using the site access locations and travelling through the Centre Road and McNaughton Road intersection prior to the commencement of the use of the permitted development for weekday AM and PM peak hours;
 - b) Traffic volumes using the site access locations and travelling through the Centre Road and McNaughton Road intersection for a period of no sooner than 3 months after the commencement of the use of the permitted development Weekday AM and PM peak hours;
 - c) Changes in the operation of the Centre Road/ McNaughton Road intersection and differences in vehicle turning movements at all site access locations between the scenarios specified in (a) and (b) of this condition for the Weekday AM and PM peak hours. These differences must be compared with the estimated changes as documented in the

permit application documents (August 2018);

- d) Any mitigation works that will be required to restore the level of service for the Centre Road/ McNaughton Road intersection. If the increase to the back of queue length attributable to development traffic is found to be more than 15 metres for the existing right turn lane at the Centre Road/ McNaughton Road intersection (east), extension of the right turn lane to cater for the additional right turn demand will be required.
31. Any mitigating works identified, required and agreed by VicRoads, must be delivered and completed by the permit holder/ operator of the subject site, to the satisfaction of and at no costs to VicRoads, within a timeframe prescribed by VicRoads. Functional layout plans and detailed design including Road Safety Audit must be prepared to the satisfaction of VicRoads prior to the commencement of the works.
 32. Unless otherwise agreed in writing by VicRoads, the conditions for a further traffic study will not take effect in the following scenarios:
 - a) if there is another planning permit approved for the land, provided the application for the land considers the traffic generated by development approved under this permit (prior to when the Study is required to be submitted) which materially changes the traffic and / or vehicle access arrangements at the site to the satisfaction of VicRoads and the Responsible Authority, or
 - b) if VicRoads or another party elects to or is required to undertake roadworks on Centre Road (between Westall Road and McNaughton Road) or on McNaughton Road which materially changes the traffic and / or vehicle access arrangements to the site to the satisfaction of the Responsible Authority.
 33. Unless otherwise agreed in writing by VicRoads, the following must be completed to the satisfaction of VicRoads and the Responsible Authority and at no costs to VicRoads:
 - a) Where any mitigating roadworks impact on the subject land, a widening of the road reserve will be required, at no cost to VicRoads. The permit holder must engage a licensed surveyor to prepare a Plan of Subdivision and submit to the Responsible Authority for certification under the Subdivision Act 1988 to show:
 - i. Any land set aside as Road must be labelled “ROAD” on the plan of subdivision.
 - ii. All land to be vested as road or reserve, for which the Roads Corporation is to be responsible, must be vested in the name of the ROADS CORPORATION (not VicRoads) upon certification of the Plan of Subdivision, without any encumbrances.
 - b) The permit holder must reimburse VicRoads and the Responsible Authority with

all the costs associated with the declaration of the land as arterial road pursuant to the provisions of the Road Management Act 2004 and the rezoning of the land to Road Zone Category 1 (RDZ1) pursuant to the provisions of the Planning and Environment Act 1987.

- VicRoads Conditions End -

Time for Starting and Completion

34. In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:

- a. The development is not started before two (2) years from the date of issue.
- b. The development is not completed before four (4) years from the date of issue.

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

- within six (6) months afterwards if the development has not commenced; or
- 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.

35. This permit as it relates to use will expire if the use does not commence within six (6) months after the completion of the approved development.

In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of period referred to in this condition.

36. Signage approved under this permit will expire 15 years from the date of issue.

Permit Notes

Building Approval

A. Building Permit approval must be obtained prior to the commencement of the above approved works.

Drainage

B. One copy of the plans for the drainage and civil works must be submitted to and approved by the Monash City Council Engineering Department prior to

the commencement of works. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.

Variation to Planning Permit

- C. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- D. Unless no permit is required under the planning scheme other signs must not be constructed or displayed without a further permit.

Vehicle access

- E. All new or modified 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. Approval of the relevant electricity company for the power pole relocations is required. The poles are to be relocated to the satisfaction of the Responsible Authority.

VicRoads

- F. The Plans of subdivision under Section 35 of the Subdivision Act must not be used to vest land as road or reserve in the Roads Corporation.
- G. Subsequent to the registration of the plan of subdivision, the permit holder must ensure that the original Certificates of Title that issues in the name of the Roads Corporation, are posted to VicRoads (C/o Manager Survey & Declaration, 4th Floor, South Building, 60 Denmark Street KEW, 3101).
- H. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.

BACKGROUND:

History

Robert Bosch (Australia) Pty. Ltd is a regional subsidiary of the global Bosch Group. The subject land has been occupied by Robert Bosch (Australia) since the early 1960's. Activities undertaken on the site have included manufacturing, warehousing, workshops, product development and support, engineering services and administration. The Clayton premises are the headquarters for Robert Bosch (Australia).

Planning Permit No. TPA/41976 was issued on 18 December 2013 allowing the use and development of part of the land for a three storey office building with associated landscaping and car parking works, alteration of access to a Road Zone and the display of two internally illuminated high wall business identification signs. This approved development has been substantially completed and the office premises is occupied. The approved car park to the immediate west of the new office premises is yet to be completed as a consequence of contamination being detected during construction and rectification works currently being undertaken. The permit was amended in November 2017 to provide for additional office space, these works are currently under construction. The permit completion date was extended in October 2017 to October 2019 and the works are largely completed.

The Site and Surrounds

The subject land is located on the north-west corner of Centre Road and Westall Road in Clayton. The land is substantial in size having an overall area of approximately 12.4 hectares (12,485 square metres). The land has a frontage of 477 metres to Clayton Road (southern boundary), 207 metres to Westall Road (eastern boundary) and 258 metres to McNaughton Road (western boundary).

Numerous buildings currently occupy the site including substantial warehouse-factory buildings and offices up to three storeys in height. Some surplus buildings within the site have recently been demolished. Vehicle access to the site is available from both Centre Road to the south and McNaughton Road to the west. The Centre Road frontage has five crossovers, two of which are currently operational, the McNaughton Road frontage includes three existing crossovers.

The subject land is located within an established industrial precinct. Land to the east of the site on the opposite side of Westall Road is within the City of Greater Dandenong, developed with two-storey warehouse-office premises. Tenants including technology companies, car and light industrial equipment specialists, offices, and a cafe. Land to the south of the site, on the opposite side of Clayton Road is within the City of Kingston, and is occupied by a large building and car storage associated with the Stillwell Motor Group, and office of 'Programmed' services. Land to the west, on the opposite side of McNaughton Road, contains a warehouse associated with Kings Logistics. Land to the north of the site is occupied by PPG Industries.

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

PROPOSAL:

The application seeks to construct a new building in the southern part of the site to accommodate industry, warehouse and office uses; display business identification signs; and reconfigure existing car parking on the site.

Details of the proposal can be summarised as:

- Construction of a two storey office, warehouse and factory premises located to the west of the existing Bosch Headquarters premises. The proposed building will provide for:
 - 3,463m² industry floor space;
 - 942m² warehouse floor space;
 - 1,792m² office floor space.
- Building setback 23.6 metres to Centre Road (southern boundary).
- Overall maximum building height is 12.72 metres.
- An additional 136 onsite car parking spaces providing for a total of 963 on site car parking spaces within re-configured parking areas. Car parking areas located within the centre of the site and to the north-west corner of the property (existing 405 spaces temporary car park) will be reconfigured to accommodate the proposed building, replace displaced existing car parking and provide for additional car parking spaces.
- Alteration of access to Centre Road by construction of a new 74 spaces car park on the eastern side of the new building, and removal of access to the existing 405 spaces temporary car park from Centre Road.
- Materials and finishes designed to integrate with the appearance of the existing recently constructed buildings on the land including use of glazing, louvres and aluminium cladding (white and blue).
- Two internally illuminated signs integrated into the eastern and western elevations of the building:
 - Sign 1 (east) 6.476m x 2.59m, total signage display area of 16.8m²;
 - Sign 2 (west) 9.88m x 2.254m, total signage display area of 22.2m².

The building is intended to be occupied by the company 'Bosch DC' and Bosch Australia Manufacturing Solutions (BAMS) divisions. The DC division is currently located in Braeside and repairs machinery for the mining industry, driver controls and hydraulic equipment. The BAMS division is a new specialist manufacturing division with items such as cutting machines, robotics, anti-lock braking systems and diodes.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

The land is zoned Industrial 1 under the provisions of the Monash Planning Scheme. Pursuant to the requirements of Clause 33.01-1 a permit is required for use of premises for an office within the zone. The schedule to the zone does not specify any maximum office floor area limit.

Pursuant to the requirements of Clause 32.01-4 a permit is required to construct a building and carry out works within the zone.

A permit is not required for the uses of industry and warehouse within this zone.

Overlays

The land is subject to Design and Development Overlay – Schedule 1 (DDO1). Pursuant to the requirements of Clause 42.03 a permit is required to construct a building or carry out works.

Particular Provisions

Clause 52.05: Advertising Signs – Category 2

A permit is required for internally illuminated business identification signage in excess of 8m².

Clause 52.29: Land Adjacent to a Road Zone

A permit is required to alter access to a road in a Road Zone Category 1. As a result of the proposed buildings and works, access to the 405 space car park at the north-western corner of the site will no longer be available from the Centre Road. Although the vehicle crossing on Centre Road will remain unchanged, the proposal alters the intensity of vehicle access to Centre Road which is a Road Zone Category 1, hence the need for a permit.

Clause 52.06: Car Parking

Prior to a new building being occupied the car parking spaces required under Clause 52.06-5 must be provided on the land or as approved by the Responsible Authority.

This proposal does not seek to reduce any statutory car parking requirement. Car parking design will be to the satisfaction of the Responsible Authority.

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.

This proposal satisfies the statutory requirement for bicycle facilities and the design the facilities will be to the satisfaction of the Responsible Authority.

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

CONSULTATION:

Further Information

The application was lodged to Council on 16 July 2018 and no request for further information was required. A pre-application meeting was undertaken with Council officers prior to lodgment of the application.

Council received VicRoads' comments on 9 October 2018. It raised a number of issues about access of the site to Centre Road. The applicant requested the application to be put on hold while they were working with VicRoads to resolve the issues.

Amendments were made to the plans after a prolonged discussion with VicRoads by the permit applicant. The amendments on plans dated 12 July 2019 (TP 004 Revision D; TP 005 Revision C; TP 006 & TP 007 Revision B; TP 011 and TP 012 Revision C) are minor including:

- changes to the setbacks to other buildings within the site (front setback unchanged);
- reconfigured the driveway and truck turning bay;
- increase the number of car parking spaces in the new car park to the east of the proposed building from 70 to 74; and
- other minor changes.

VicRoads has consented to the amended proposal and this report is prepared based on this amended plan.

The Applicant has been formally advised that this application is coming to the October Council meeting and a letter has been sent advising them of the details of the Council meeting.

Public Notice

Notice of this application is not required due to the following reasons:

- The subject land is more than 30 metres from a residential zone and the proposed buildings and works are exempt from public notice and review rights under Clause 33.01-4 (Industrial 1 Zone).
- The alteration of access to a road in a Road Zone Category 1 is also exempt from the notice requirement under Clause 52.29 (Land Adjacent to a Road Zone Category 1).
- Signage is not exempt from public notice. However public notification is not considered to be required for the proposed internally illuminated signs as they are appropriate in size and where they are to be displayed in respect of the surrounding buildings and will not cause any detrimental impact.

Referrals

External Referrals

VicRoads (Ref: 26153/18)

The application was referred to VicRoads pursuant to the requirements of Clause 52.29 (Land adjacent to a Road Zone, Category 1) for alteration of access to a road in a Road Zone Category 1. The authority has no concerns to the granting of a planning permit for the proposed development subject to conditions requiring the following:

1. Unless otherwise agreed in writing by VicRoads, before the development starts, a Functional Layout Plan (FLP) showing access arrangement must be submitted to and approved by the Roads Corporation (VicRoads). When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must

be drawn to scale with dimensions and must be generally in accordance with the Proposed Site Plan (Drawing No. TP004, Revision C prepared by Peddle Thorp) appended to the planning application but modified to show:

- a. Right-turn ban at the existing western access point along Centre Road, located approximately 90 meters East of the McNaughton Road intersection, facilitated by means of signage and pavement line marking;
 - b. Signage and line marking plan associated with the above changes;
2. Prior to the commencement of the use of the development hereby approved, all works required by VicRoads must be completed, generally in accordance with approved Functional Layout Plan (FLP) to the satisfaction of VicRoads and the Responsible Authority and at no costs to VicRoads;
 3. Vehicles must enter and exit the land in a forward direction at all times.
 4. Within 6 months from the commencement of the use of the permitted development, the permit holder is to undertake a traffic study and submit to the Roads Corporation (VicRoads) for review and approval. The Study must address the following matters:
 - a. Traffic volumes using the site access locations and travelling through the Centre Road and McNaughton Road intersection prior to the commencement of the use of the permitted development for weekday AM and PM peak hours;
 - b. Traffic volumes using the site access locations and travelling through the Centre Road and McNaughton Road intersection for a period of no sooner than 3 months after the commencement of the use of the permitted development Weekday AM and PM peak hours;
 - c. Changes in the operation of the Centre Road/ McNaughton Road intersection and differences in vehicle turning movements at all site access locations between the scenarios specified in (a) and (b) of this condition for the Weekday AM and PM peak hours. These differences must be compared with the estimated changes as documented in the permit application documents (August 2018);
 - d. Any mitigation works that will be required to restore the level of service for the Centre Road/ McNaughton Road intersection. If the increase to the back of queue length attributable to development traffic is found to be more than 15 metres for the existing right turn lane at the Centre Road/ McNaughton Road intersection (east), extension of the right turn lane to cater for the additional right turn demand will be required.
 5. Any mitigating works identified, required and agreed by VicRoads, must be delivered and completed by the permit holder/ operator of the subject site, to the satisfaction of and at no costs to VicRoads, within a timeframe prescribed by VicRoads. Functional layout plans and detailed design including Road Safety Audit must be prepared to the satisfaction of

VicRoads prior to the commencement of the works.

6. Unless otherwise agreed in writing by VicRoads, the conditions for a further traffic study will not take effect in the following scenarios:
 - a. if there is another planning permit approved for the land, provided the application for the land considers the traffic generated by development approved under this permit (prior to when the Study is required to be submitted) which materially changes the traffic and / or vehicle access arrangements at the site to the satisfaction of VicRoads and the Responsible Authority, or
 - b. if VicRoads or another party elects to or is required to undertake roadworks on Centre Road (between Westall Road and McNaughton Road) or on McNaughton Road which materially changes the traffic and / or vehicle access arrangements to the site to the satisfaction of the Responsible Authority.
7. Unless otherwise agreed in writing by VicRoads, the following must be completed to the satisfaction of VicRoads and the Responsible Authority and at no costs to VicRoads:
 - a. Where any mitigating roadworks impact on the subject land, a widening of the road reserve will be required, at no cost to VicRoads. The permit holder must engage a licensed surveyor to prepare a Plan of Subdivision and submit to the Responsible Authority for certification under the Subdivision Act 1988 to show:
 - i. Any land set aside as Road must be labelled “ROAD” on the plan of subdivision.
 - ii. All land to be vested as road or reserve, for which the Roads Corporation is to be responsible, must be vested in the name of the ROADS CORPORATION (not VicRoads) upon certification of the Plan of Subdivision, without any encumbrances.
 - b. The permit holder must reimburse VicRoads and the Responsible Authority with all the costs associated with the declaration of the land as arterial road pursuant to the provisions of the Road Management Act 2004 and the rezoning of the land to Road Zone Category 1 (RDZ1) pursuant to the provisions of the Planning and Environment Act 1987.

These conditions are in relation to the operation of the Centre Road/ McNaughton Road intersection which the permit applicant will be working with VicRoads for any mitigating works if required.

Internal Referrals

The application has been referred to Council’s Traffic and Drainage Engineers for comment.

Drainage Engineer

Council's Drainage Engineer has not raised any concerns with the proposed development, however suggested the following standard notes be imposed on the planning permit:

- All stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled into adjoining properties or the road reserve.
- The nominated point of stormwater connection for the site is to the existing internal drainage system / existing property connection.

These conditions will form part of the planning permit if one was to issue.

Traffic Engineer

Council's Traffic Engineer raised the following comments to the proposed development:

- The plans do not indicate clear details of the proposed formalisation of the 405 space car park and it is recommended that more detailed design plans should be provided as part of Condition 1 of the permit. It is considered likely that a design review is likely to result in efficiencies in car parking numbers and an improved layout of the car park.
- The proposed relocation of the internal access point to the existing 252 space car park in the southwest corner of the site is considered to be an improvement to facilitate safe and functional vehicle turning manoeuvres. The access aisle width at the entrance to the car park should be a minimum of 6.4 metres.
- The proposed one lane access aisle at the north end of the 70 space car park is considered to be acceptable as vehicle movements are likely to be low.
- The swept path analysis contained in the traffic report indicate that vehicle turning movements for the internal access roads are satisfactory.

Proposed conditions to address the first two concerns will not have any consequential impact to the development, in particular regards to setbacks, number of car parking spaces and vehicle manoeuvres.

Other standard conditions requiring the layout of the development to follow the design standards for car parking and accessible parking spaces to be designed in accordance with the Australian Standard will also be imposed on the permit if one was to issue.

DISCUSSION:

Consistency with State and Local Planning Policies

Plan Melbourne Refresh and Monash Housing Strategy

Plan Melbourne Refresh 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.*

A key initiative of Plan Melbourne Refresh is to facilitate development of identified National Employment and Innovation Clusters (NEIC). These designed clusters consist of concentrations of business and institutions that make a major contribution to the national economy.

The Monash National Employment and Innovation Cluster (MNEIC) is recognised as a national employment and innovation cluster providing for a mix of education and research organisations, corporate headquarters and industry. The cluster supports 75,000 jobs and has the largest concentration of employment outside Melbourne’s CBD. The MNEIC is recognised for the important role it provides as a key employment hub for south eastern Melbourne.

The subject land is identified as the ‘core employment/ university/ hospital precinct’ within the MNEIC in the Monash Housing Strategy. The MNEIC anchors the southern region of Melbourne and forms part of an ‘employment corridor’. The cluster has a well developed reputation as a centre for industry, with a thriving business community comprised of small, large and multinational corporations. The proposed development for industrial and office uses is consistent with the strategic direction identified in Plan Melbourne Refresh and the Monash Housing strategy.

State Planning Policy Framework

Settlement strategies of Clause 11.01-1R seeks to focus investment and growth in places of state significance including the Monash National Employment and Innovation Cluster (MNEIC).

The subject land is located in the Core Employment Precinct within the MNEIC. It is an appropriate location for the proposed development which will provide for new jobs and investment associated with an industrial and technology based use.

Economic Development policy at Clause 17 seeks to provide for a strong and innovative economy. Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.

Relevant Employment and Diversified Economy strategies of Clause 17.01-1S seek:

- Protect and strengthen existing and planned employment areas and plan for new employment areas.
- Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.
- Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and

technical services based on the emerging and existing strengths of each region.

- Improve access to jobs closer to where people live.

Local Planning Policy Framework

Clause 21 being the Municipal Strategic Statement (MSS) outlines the key strategic planning, land use and development objectives for the City of Monash. The MSS recognises the leafy suburbs and treed streetscape being Garden City Characteristics of the municipality. The MSS highlights the significance of the Monash Technology Precinct and location advantages of the municipality within metropolitan Melbourne.

Clause 21.01-2 (Maintaining the Garden City Character)

'Garden City Character is a key influence in planning decisions and Council is committed to its preservation.'

'Monash's policy of large front setbacks facilitates the retention and enhancement of canopy tree cover which acts to soften the built form and provide shelter and shade.'

'The Garden City Character has been identified as an important factor in attracting residential, commercial and industrial investment in the city.'

The proposal with a setback of minimum 23.6 metres from the front boundary will result in an enhanced landscaping presentation of the subject land to Centre Road consistent with applicable Garden City Character policy objectives. Significant landscaping opportunities and outcomes are achieved as a result of the proposed development. The proposed landscaping scheme for the site includes substantial landscaping areas throughout the site including planting of canopy trees within the street setback, car park areas and surrounding the proposed two storey building.

Clause 21.05 (Economic Development) recognised the strength of Monash *'lies in its ease of access to Melbourne CBD and its location as the gateway to the rapidly expanding south-eastern growth corridor'*. It specifies that industry, business and activity centres in Monash need to continue to positively attract and retain local business to provide employment opportunities and investment.

Clause 21.07 (Business Parks and Industry) identifies that Monash is well placed, and its accessibility and its central geographical location attracts business including the headquarters for national and international corporations. It is important to improve the quality of industrial areas and business parks by *'utilising planning provisions that create a distinctive identity for the area, enhance landscaped setbacks and which facilitate the location of appropriate commercial activities, will improve the working environment of the local population'*. In addition, *'substantial building setbacks planted with trees and other vegetation are regarded as very important in maintaining and enhancing the established Garden City Character and economic image of Monash'*.

The proposed two storey building is consistent with the architectural design and built form of the headquarter building to the east. The 10 metre landscape setback in front of the building will allow for canopy tree planting in response to the Garden City Character.

Clause 21.07-3 specifies the following objectives:

- To continue image enhancement and landscaping of industrial areas and transport routes consistent with the Garden City Character of Monash.
- To positively influence factors affecting the industrial environment with Monash such as building and car park setbacks from frontage boundaries, design of industrial buildings and surrounds and fencing treatments.
- To improve car parking provision and traffic flow in industrial areas and discourage on street parking.
- To positively encourage the renewal and quality of built form in industrial areas.

The Design and Development Overlay is applied to industrial and business areas to ensure that design and development is complementary to the Garden City Character of the municipality enhancing local streetscape and managing potential car parking problems. The subject land is within the controls of the Design and Development Overlay Schedule 1 (DDO1). The proposal generally complies with the relevant requirements in terms of street setbacks, and achieves the design objectives of the DDO1. Details of the assessment will be discussed in the balance of this report.

Clause 22.03: Industry and Business Development and Character Policy

The Clause seeks to enhance the Garden City Character of industrial and business areas. The desired future character statement states that areas should continue to develop as a modern industrial and technology precinct within an attractive landscape setting. Relevant objectives for new developments include:

- *“To ensure that new development is successfully integrated into existing business or industrial areas to enhance the streetscape character and amenity.”*
- *“To ensure that development contributes to the maintenance and development of a high quality urban environment within the industrial and business areas and their environs, including the enhancement of the image of industrial and business areas when viewed from any road.”*

The policies require buildings to be setback from street frontages in context with the surrounding environment and to create open and spacious streetscapes. The proposed building with a front setback between 23.6 to 25.2 metres is substantial and will allow for canopy tree planting to soften the visual impact to the streetscape, and to maintain the Garden City Character.

ASSESSMENT

Buildings and Works

Built form, design and front setback

The architectural form of the proposal is in keeping with the character of the surrounding area through a high quality and contemporary design. The new building is lower in scale than the existing three storey building to the west and it has a similar scale to the existing headquarters building to the east. The building would sit well on the subject location, and it has been designed to integrate with the built form of the existing headquarters building. The building is well articulated with glazed facades and horizontal elements which avoids blank sheer facades visible from Centre Road.

The proposed front setback of 23.6 metres to 25.2 metres is substantial and will allow for landscaping and canopy tree planting in front of the proposed building. The proposal is in accordance with the requirements of Design and Development Overlay 1 that requires buildings be setback 20 metres to Centre Road. This front setback area is occupied with a 10 metres landscaping buffer along Centre Road, a 6 metre road with a drop off area, a foot path, staircases and ramp for accessing the building, and additional landscaping areas in front of the proposed building. The front setback will transition between the headquarters building to the east, and the at-grade car park to the west, where the car park is built up to the front boundary.

Existing car parks to the west and in front of the headquarters building are retained and the proposal will not cause additional detrimental impact to the streetscape. The proposal is consistent with the desired future character of the industrial precinct set out in Clause 22.03 in that the buildings are appropriate in built form and scale, and has been designed to the functional requirements of the industry. The proposal allows for an extensive landscaped setback on the lot frontage, and new car parking areas are located behind the front setback areas. Design of the new building is attractive and well integrated with the existing headquarters building to the east. The proposal will have minimal visual impact to the streetscape and adjoining properties, and will not cause visual clutter to the area.

Use

The proposed office use will take up 28.9% of the floor area of the new building, while the rest of the building will be used for industry and warehouse which are as-of-right uses within the Industrial 1 Zone. The office component will not dominate the use of the land and is consistent with the purpose and intent of the zone.

The office use will not cause amenity impact to adjoining properties and the amenity of the area will not be detrimentally affected.

Signage

The proposed two (2) internally illuminated signs are to display on the eastern and western facades of the proposed building:

- A 6.476 metres x 2.59 metres sign with the name 'Rexroth' (a Bosch company) on the eastern façade of the proposed building.
- A 9.88 metres x 2.254 metres sign with the name 'Bosch' (and Bosch logo) on the western façade of the proposed building.

They are appropriate in size and where they are to be displayed in respect of the surrounding buildings. They are not expected to cause any detrimental impact as they are not excessive in area and consistent with the signage in the area.

The need for the proposed business identification signs is warranted in this large industrial site.

Car Parking, traffic and access

The subject site is not within the Principal Public Transport Network as shown on the *Principal Public Transport Network Area Maps*. Car parking is provided in accordance with the requirement specified by Clause 52.06-6 of the Monash Planning Scheme. The table below details the number of car parking spaces required:

Use	Numbers/ Areas	Clause 52.06 Requirement	Car spaces required
Office	1792m ²	3.5 car spaces to each 100sqm of net floor area	62.7 spaces
Industry	3463m ²	2.9 car spaces to each 100sqm of net floor area	100.4 spaces
Warehouse (store)	942m ²	2 spaces + 1.5 spaces to each 100sqm of net floor area	16 spaces
Total			179 spaces

The proposed building is located where a 297 space car park was approved in Planning Permit TPA/41976 with the development of the headquarters office. This car park will be relocated to the north-west corner of the site where it has been informally used in the interim during construction of the headquarters office.

The need for the interim car park was due to the delay in construction of the 297 space car park after site contamination was unexpectedly located during construction. The interim car park was approved under an amendment of the associated planning permit and the use of it would be ceased after construction of the 297 space car park.

The applicant undertook the necessary site remediation works which caused delay in delivery of the car park and this application proposes to formalise the interim

car park to provide an on-going car parking provision in lieu of the 297 space car park.

The headquarters office has been constructed and occupied. In the event that this application was approved, it will provide for adequate car parking provision for the whole site (including for the headquarters office). Proposed permit conditions require a car parking management plan to be approved by Council for allocation and management of the car parking spaces within the site.

As stated previously, the interim car park at the north-west corner of the site has been used for car parking and this application is proposed to be formally line-marked this car park to provide for an on-going car parking provision. Proposed permit conditions will require this car park to be properly line-marked to satisfy the relevant requirements in Clause 52.06 (Car Parking). It is anticipated that after line-marking this car park will provide for 405 spaces. It will be 189 car spaces in excess of the original approved 297 spaces car park.

In addition, this proposal will provide for a new 74 space car park at the eastern side of the proposed building. Along with the 189 additional car spaces created in the formalised north-west car park, a total of 263 new car spaces is provided within this application. This is in excess of the required car spaces of 179 for the proposed building.

Overall, after construction of the new car parks in this proposal, there will be 963 car spaces provided for the entire site in excess of the 936 car spaces required for the proposed and existing buildings.

The following table sets out the number of car parking spaces required and provided for the entire site:

Building	Car spaces Required
Existing headquarters building and other existing buildings	757 spaces
Proposed building	179 spaces
Total required	936 spaces
Total provided	963 spaces
Surplus	27 spaces

The proposal provides for 27 car spaces in excess of the statutory requirements for the whole site. The arrangement and access to the car parking spaces are satisfactory, subject to the conditions required by Council's Traffic Engineer and VicRoads.

Bicycle Parking

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

Use	Floor Area m ²	Clause 52.34-5 Requirement	Bike parking requirement generated
Office	1792m ²	1 to each 300m ² of net floor area (employee)	5.97 spaces
		1 to each 1000m ² m of net floor area (visitor)	1.79 spaces
Industry	3463m ²	1 to each 1000m ² of net floor area (employee)	3.46 spaces
		None for visitor	
Warehouse (store)	942m ²	No requirements	N/A
TOTAL REQUIRED			11 bike spaces

The proposal provides for twelve (12) on site bicycle parking spaces and satisfies the statutory requirement. The location of the bicycle parking spaces behind the existing gatehouse is satisfactory. It will not be visible from the street yet easily accessed via the new 74 spaces car park. The design of the bicycle spaces and associated signage of the bicycle facilities should be in accordance to the standards in Clause 52.34-7 which could be addressed via permit conditions.

Alteration of access to a road in a Road Zone Category 1

The proposal does not require removal, relocation or redesign of any vehicle crossovers on Centre Road. The alteration of access to Centre Road (Road Zone Category 1) is due to the construction of a new 74 spaces car park on the eastern side of the new building, and removal of access to the existing 405 spaces temporary car park from Centre Road, which will result in additional traffic volumes to Centre Road.

In order to ensure the proposal provides appropriate access to Centre Road, the application was referred to VicRoads. They did not raise any concerns with the proposed development provided conditions are met. The proposal will not affect the operation of Centre Road nor cause hazard to public safety.

CONCLUSION:

The proposal is considered satisfactory in that it complies with the requirements of the Monash Planning Scheme including relevant state and local policies. The proposed development will provide additional office, industrial and warehouse

spaces which will support continued investment in the land and within the key National Employment and Innovation Cluster precinct.

It is a suitable design response having regard to the surrounding context and is consistent with relevant objectives of the Monash Planning Scheme. The proposed building is appropriate in building height and scale, and the overall proposal satisfies the objectives of the Design and Development Overlay. The proposal satisfies the statutory car parking requirement and the additional vehicle volumes accessing Centre Road does not cause any concerns in regards to road operation and public safety. The proposed signage is also appropriate in respect of the site context.

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

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans, Landscape Plans And Existing Condition Plan.

Attachment 2 – Aerial Photograph (January 2019).

Attachment 3 – Zoning and Overlays Map.