

**1.1 60-60A RICKETTS ROAD & 2-6 GILBY ROAD, MOUNT WAVERLEY  
USE AND DEVELOPMENT OF LAND FOR A SIX (6) STOREY MIXED USE BUILDING  
(TPA/51804)**

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**EXECUTIVE SUMMARY:**

This application proposes the construction of a six (6) storey office building with showroom and café uses at the ground floor, above three levels of basement car parking.

Key issues to be considered relate to building scale, setbacks and form, the provision of car parking on the site and the suitability of the proposed uses which require planning permission (including the showroom and café uses).

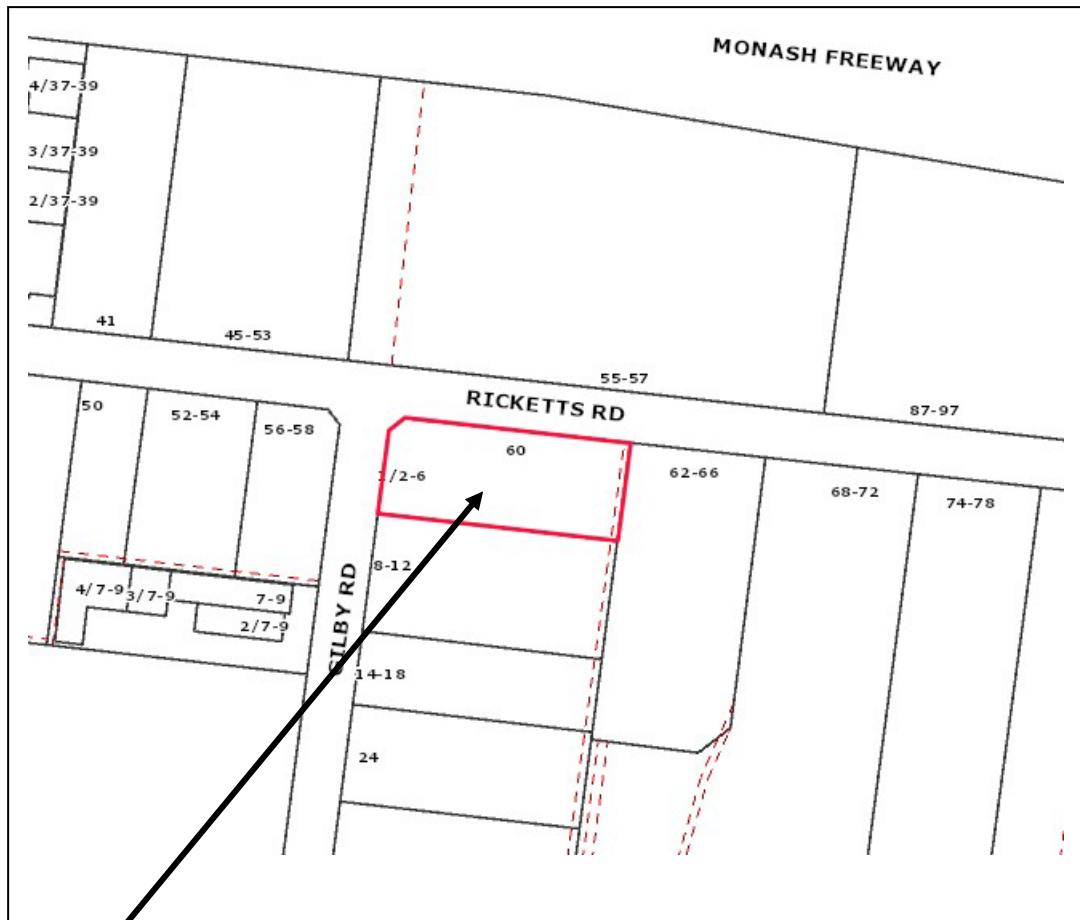
This report assesses the proposal against the provisions of the Monash Planning Scheme including the zoning, Design and Development Overlay and relevant state and local planning policy framework.

**The reason for presenting this report to Council is the proposed development cost of \$34 Million.**

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

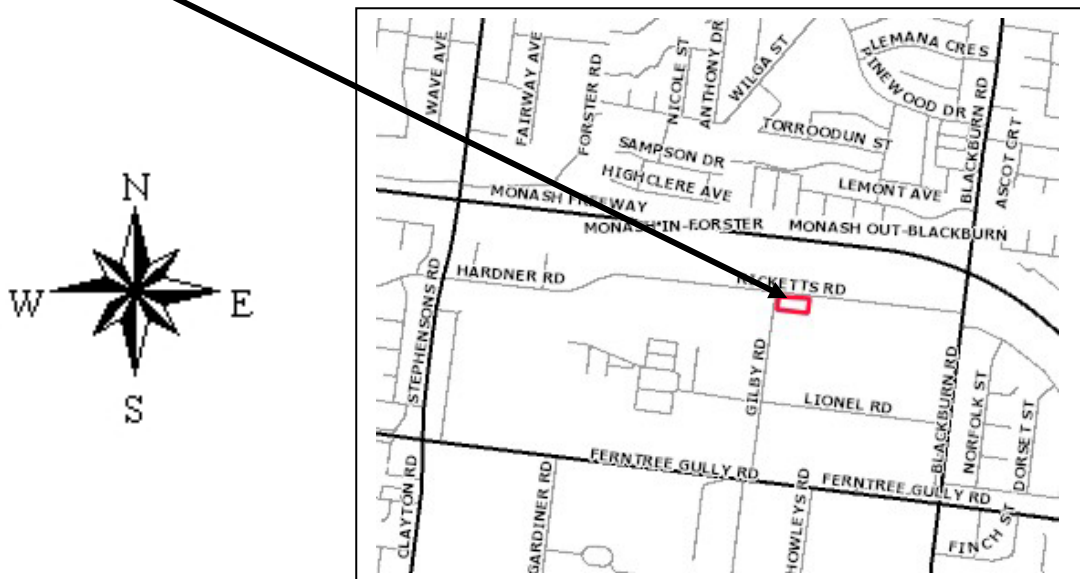
<b>RESPONSIBLE DIRECTOR:</b>	<b>Peter Panagakos</b>
<b>RESPONSIBLE MANAGER:</b>	<b>Natasha Swan</b>
<b>RESPONSIBLE PLANNER:</b>	<b>Alexandra Wade</b>
<b>WARD:</b>	<b>Oakleigh</b>
<b>PROPERTY ADDRESS:</b>	<b>60-60A Ricketts Road &amp; 2-6 Gilby Road, Mount Waverley</b>
<b>EXISTING LAND USE:</b>	<b>Mechanics, Warehouse / Industry and Cafe</b>
<b>PRE-APPLICATION MEETING:</b>	<b>Yes</b>
<b>NUMBER OF OBJECTIONS:</b>	<b>N/A</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> <u><b>State Planning Policy Framework</b></u> Clause 11.01-1S & R– Settlement Clause 11.02-1S – Supply of Urban Land Clause 15.01-1S & R – Urban Design Clause 17.01-1S & R – Diversified Economy Clause 17.02-1S - Business Clause 18.02-4S – Car Parking	<u><b>Local Planning Policy Framework</b></u> Clause 21.01 – Introduction Clause 21.05 – Economic Development Clause 21.07 – Business Parks and Industry Clause 21.08 – Transport and Traffic Clause 21.13 – Sustainability and Environment Clause 22.02 – Monash Technology Precinct Policy Clause 22.03 – Industry and Business Development and Character Policy Clause 22.04 – Stormwater Management Policy Clause 22.05 – Tree Conservation Policy Clause 22.13 – Environmentally Sustainable Development Policy  <u><b>General &amp; Particular Provisions</b></u> Clause 52.06 – Car Parking Clause 52.34 – Bicycle Facilities Clause 53.18 – Stormwater Management in Urban Development Clause 65 – Decision Guidelines
<b>STATUTORY PROCESSING DATE:</b>	<b>2 November 2020</b>
<b>DEVELOPMENT COST:</b>	<b>\$34 Million</b>

### LOCALITY PLAN



**SUBJECT SITE**

### NEIGHBOURHOOD PLAN



**RECOMMENDATION:**

That Council resolves to **Grant a Planning Permit (TPA/51804)** for the use and development of land for a six (6) storey mixed use building including office, food & drink premises (cafe) and showroom and a reduction in car parking at 60-60a Ricketts Road & 2-6 Gilby Road, Mount Waverley subject to the following conditions:

**Amended Plans Required**

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale and dimensioned. When the plans are endorsed they will then form part of the Permit. The plans must be generally in accordance with the decision plans dated 31 August 2020, prepared by Metier but modified to show:
  - a) The reduction / rationalisation of hard paving within the front setback of the site associated with the Showroom entry to increase landscaping opportunities.
  - b) Any direct pedestrian access from the southern side of the building at the ground floor to the southern setback of the site (bricked area shown on the landscape plan).
  - c) Details of the treatment of the fire boosters and any other services located within the front setback of the site.
  - d) The numbering of street trees in accordance with the Tree Management Plan as required by Condition 5 of this Permit, along with Tree Protection areas to be shown on each basement and ground floor plan.
  - e) 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.
  - f) Provide a corner splay or area at least 50% clear of visual obstructions (or with a height of less than 1.2 metres), which may include adjacent landscaping areas with a height of less than 0.9 metres, extending at least 2.0 metres long x 2.5 metres deep on both sides from the edge of the exit lane of the vehicle crossing.
  - g) The shared space for the proposed accessible parking spaces to be hatched.
  - h) An Amended Landscape Plan as required by Condition 3 of this Permit.
  - i) A Tree Management Plan in accordance with Condition 5 of this Permit.

- j) A Waste Management Plan in accordance with Condition 6 of this Permit.
- k) An Amended Sustainable Management Plan in accordance with Condition 8 of this Permit.

**Layout not to be altered**

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

**Landscaping Plan**

3. 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 Plan prepared by TRACT, dated 1 September 2020, except that the plan must show:
  - a) Any changes as required by Condition 1 of this Permit.
  - b) The Tree Protection Zone of street trees adjoining the property.
4. 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.

**Tree Management and Protection**

5. Concurrent with the endorsement of any plans pursuant to Condition 1 and prior to any demolition or site works, a Tree Management Plan (TMP) must be submitted to and approved by the Responsible Authority. The TMP must be prepared by a suitably qualified and experienced Arborist and must set out recommendations and requirements in relation to the management and maintenance of all street trees adjoining the site.

The TMP must make specific recommendations in accordance with the Australian Standard AS4970: 2009 - Protection of Trees on Development Sites and detail the following to the satisfaction of the Responsible Authority ensuring the trees to be retained remain healthy and viable during construction:

- a) A Tree Protection Plan drawn to scale that shows:
  - i. Tree protection zones and structural root zones of all trees to be retained,
  - ii. All tree protection fenced off areas and areas where ground protection systems will be used;
  - iii. The type of footings within any tree protection zones;

- iv. Any services to be located within the tree protection zone and a notation stating all services will either be located outside of the tree protection zone, bored under the tree protection zone, or installed using hydro excavation under the supervision of the Project Arborist; and
  - v. A notation to refer to the Tree Management Plan for specific detail on what actions are required within the tree protection zones.
- b) Details of how the root system of any tree to be retained will be managed. This must detail any initial non-destructive trenching and pruning of any roots required to be undertaken by the Project Arborist.
  - c) Supervision details and certification of tree management activities required by the Project Arborist to the satisfaction of the responsible authority; and
  - d) Any remedial pruning works required to be performed on tree canopies located within subject site. The pruning comments must reference Australian Standards 4373:2007, Pruning of Amenity Trees and a detailed photographic diagram specifying what pruning will occur.

The recommendations contained in the approved tree management plan must be implemented to the satisfaction of the Responsible Authority.

#### **Waste Management Plan**

- 6. Concurrent with the endorsement of any plans pursuant to Condition 1, a Waste Management Plan must be submitted and approved by the Responsible Authority. The plan must be generally in accordance with the plan prepared by Ratio Consultants dated 2 September 2020, but showing to the satisfaction of the Responsible Authority:
  - a) The purpose as stated in the City of Monash MUD and Commercial Developments WMP Guide for Applicants;
  - b) The TPA number included; and
  - c) Scale drawings of waste areas and receptacles.
- 7. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Amended Sustainable Management Plan (SMP) Required**

- 8. Concurrent with the endorsement of any plans pursuant to Condition 1, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The

amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by The Green Factory dated 7 August 2020 but modified to include or show:

a) Any changes as required by Condition 1 of this Permit as relevant.

9. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Car Park Management Plan Required**

10. Before the development commences, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

a) The number and location of car parking spaces allocated to each tenancy;

b) Any tandem parking spaces allocated to a single tenancy;

c) The number and location of car spaces for shared use, including time of shared use;

d) Details of way-finding, cleaning and security of end of trip bicycle facilities; and

e) Details regarding the management of loading and unloading of goods and materials.

11. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Construction Management Plan**

12. 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) Except with the prior written consent of the Responsible Authority, 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).
  - No works are permitted on Sundays or Public Holidays.

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



**Landscaping and Tree Protection**

14. An in-ground, automatic watering system connected to rainwater tanks on the land must be installed and maintained to the common garden areas to the satisfaction of the Responsible Authority.
15. Before any development (including demolition) starts on the land, a tree protection fence must be erected around all street trees adjacent to the property to define a "Tree Protection Zone" as detailed in the endorsed Tree Management Plan. The fence must be constructed as specified in the endorsed arborist report. The tree protection fence must remain in place until all construction is completed on the land, except with the prior written consent of the Responsible Authority.

**Amenity of Area**

16. 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; or
  - d) presence of vermin.To the satisfaction of the Responsible Authority.

**Plant / Equipment or features on roof**

17. 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.

**Hours of Operation**

18. The food and drinks premises use allowed by this permit may operate only during the following hours, except with the prior written consent of the Responsible Authority:
  - Monday to Sunday: 6am-6pm
19. The showroom use allowed by this permit may operate only during the following hours, except with the prior written consent of the Responsible Authority:
  - Monday to Sunday: 8am-6pm

**Storage of Goods and Waste**

20. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.
21. 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.

**Car Parking and Accessways**

22. Before the use starts or any building is occupied, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
  - a) constructed to the satisfaction of the Responsible Authority;
  - b) properly formed to such levels that they can be used in accordance with the plans;
  - c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
  - d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
  - e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

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

23. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose, to the satisfaction of the Responsible Authority.
24. Any new vehicle crossover or modification to an existing vehicle crossover must be constructed to the satisfaction of the Responsible Authority.
25. All disused or redundant vehicle crossovers must be removed and the area reinstated with footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.

**Drainage and Stormwater**

26. The site must be drained to the satisfaction of the Responsible Authority.
27. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development, to the satisfaction of the Responsible Authority.

**Time for Starting and Completion**

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

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

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

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

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

**NOTES:**

- A. This is not a Building Permit. Building approval must be obtained prior to the commencement of the above approved works.
- B. Building Over Easement will not be approved for the development. The easement is to be expunged at the time of subdivision.
- C. Prior to the issue of a building permit, the owner must obtain the consents of all relevant authorities for any buildings or works, including any paving, fences and landscaping, over any easement or underground services under the control of a public authority including sewers, drains, pipes, wires or cables.
- D. The private on-site drainage system must prevent stormwater discharge from the/each driveway over the footpath and into the road reserve. The internal drainage system may include either:
  - a trench grate (minimum internal width of 150 mm) located within the property boundary and not the back of footpath; and/or
  - shaping the internal driveway so that stormwater is collected in grated pits within the property; and or
  - another Council approved equivalent.

- E. An on site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark. The detention system for the basement is to be separated from the detention system for the property, which is to be at ground level and discharge by gravity.
  
- F. The nominated point of stormwater connection for the site is to the north-west corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the Council pit in the naturestrip outside Gilby Road to be constructed to Council standards. *(A new pit is to be constructed to Council standards if a pit does not exist, is in poor condition or is not a Council standard pit).*
  
- G. All stormwater collected on the site is to be detained on site to the predevelopment level of peak stormwater discharge. The design of any internal detention system is to be approved by Council's Engineering Department prior to drainage works commencing.

### **BACKGROUND:**

#### **History**

A Planning Permit (TPA/38705) was issued for the site on 8 December 2010 for the development of a four storey office building with at grade and basement car parking, licensed 70 seat café / restaurant and partial waiver of the café / restaurant car parking requirement. Works associated with this Permit never commenced and the permit has expired.

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

The site is located on the south-east corner of Ricketts Road and Gilby Road in Mount Waverley at the northern end of Council's National Employment and Innovation Cluster (NEIC).

The site currently contains four buildings, each associated with separate tenancies.

Within the north-west corner of the site is a café / food and drinks premises, which has five unmarked car spaces which are accessed via Ricketts Road. This building is a single storey building which is set back approximately 7.5 metres from Ricketts Road and 6 metres from Gilby Road. An informal area of outdoor seating is located within the front setback of the site.

Further south on the site fronting Gilby Road is a three storey building which appears to be used for warehouse / industry. A garage door fronts Gilby Road and vehicle access is provided to the building via a double width crossover on Gilby Road.

Central to the site is a storage shed which abuts the southern boundary of the site. The remainder of the site is used for informal car parking and storage of machinery. This portion of the site has one double width and one single width vehicle crossover to Ricketts Road.

Adjacent to the eastern boundary of the site is a single storey building used as a mechanics. A total of seven (7) formal spaces are located within the front setback of the site with informal parking located to the rear. The building is set back approximately 10 metres from the frontage of the site with a 1 metre landscaping strip. Vehicle access to the site is provided via Ricketts Road.

An easement is located along the eastern boundary of the site which is identified for drainage and sewerage purposes. A separate Planning Permit application will seek the removal of this easement from the land.

Two street trees are located adjacent to the site on Ricketts Road and two adjacent to the site on Gilby Road.

The subject site is located within the Monash Technology Precinct (now known as the NEIC), located between the Monash Freeway, Blackburn Road, Ferntree Gully Road and Forster Road.

It is noted that a six (6) storey building including offices and a food and drinks premises was recently approved at No. 5-7 Ricketts Road (TPA/51152). Construction is yet to commence.

More specifically, the site's surrounds are detailed as follows:

North:

Ricketts Road is located north of the site, which is a two directional local road with restricted car parking on both sides of the street.

On the opposite side of Ricketts Road is a large two storey office / warehouse development with some ancillary showroom spaces (55-57 Ricketts Road) which supports four separate buildings running north-south with car parking surrounding. Buildings are set back from the street by 10.6 metres, in accordance with the Design and Development Overlay. No fencing is located along the front property boundary. The setback is landscaped with large trees and grass. Separate vehicle access points are provided for each building.

East:

No. 62-66 Ricketts Road abuts the site to the east and supports a single storey warehouse development. The building has an interface to the street which appears as an ancillary office component of the building. The building is set back approximately 11.5 metres from the street and has a landscaped front setback

with the exception of three car spaces. Car parking is also located to the western side and rear of the site. No front fencing is present.

South:

No. 8-12 Gilby Road abuts the site to the south. The site supports a building equivalent to three storeys in height used for warehousing. The building directly abuts the northern boundary of the site. Car parking is provided to the front and southern side of the building, and appears to have vehicle access through the building allowing for car parking to the rear of the site.

West:

Gilby Road abuts the site to the west which is a two directional road with restricted car parking available on both sides of the road.

On the opposite side of the road is a two storey warehouse development which fronts Ricketts Road at No. 56-58 Ricketts Road. Vehicle access to the site is via four separate crossovers located on Gilby Road. No front fencing is present on the site.

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

**PROPOSAL:**

The proposal seeks to demolish all buildings on the land and to construct a six storey building above basement car parking. More specifically:

- Vehicle access to the site is located via Ricketts Road, adjacent to the eastern boundary of the site. All existing crossovers are to be removed.
- A total of 427 spaces are proposed within the basement car park over three levels, including 418 spaces allocated to the office, 5 spaces to the showroom and 4 spaces to the café.
- A total of 64 employee bicycle spaces and 6 end of trip showers are located within the basement, with a further 20 visitor bicycle spaces located at the ground floor for visitors / customers.
- A proposed café is located at the ground floor with a floor area of 227.91sqm. A showroom is also located at the ground floor with an area of 665.29sqm.
- The proposed hours for the café are 6am-6pm, 7 days per week and the showroom from 8am-6pm 7 days per week.
- A total of 11,960.88sqm of office space is proposed across the six (6) levels.
- The building is set back 10.6 metres from Ricketts Road, and 6.5 metres from Gilby Road.
- The building is proposed to be constructed with a mixture of materials including red brick, white fritted glazing, white powder-coated aluminium and white glass fins.
- The building has a maximum height of 24.4 metres.

- No signage is proposed as part of this application.

Attachment 1 details plans forming part of the application.

### **PERMIT TRIGGERS:**

#### **Zoning**

The site is located within the Special Use Zone, Schedule 6. Pursuant to Clause 37.01-4 of the Monash Planning Scheme a planning permit is required to construct a building or construct or carry out works.

Pursuant to Clause 37.01-1, a Permit is required to use the land for a food and drinks premises, and for the use of the land for a showroom. A Permit is not required for the use of the land for an office.

#### **Overlays**

The land is covered by a Design and Development Overlay, Schedule 1. Pursuant to Clause 43.02-2, a Permit is required to construct a building or carry out works.

The Schedule to the Overlay prescribes discretionary controls with respect to the setback of buildings, car parking areas and front fencing.

### **Particular & General Provisions**

#### **Clause 52.06 – Car Parking**

Pursuant to Clause 52.06, a Planning Permit is required to reduce the number of car parking spaces required under Clause 52.06-5.

#### **Clause 52.34 – Bicycle Facilities**

Pursuant to Clause 52.34-2 (Bicycle Facilities), a Permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

As the required bicycle parking has been provided on the site, a Planning Permit is therefore not sought under this provision.

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

### **CONSULTATION:**

Further information was requested of the Permit Applicant on 19 August 2020. In this letter, officers raised the following preliminary concerns:

- The extent of the proposed basement car park, failing to provide for sufficient landscaping;
- The amount of hard paving within the front setback of the site limiting opportunities for planting; and

- The potential impact of the basement car park on adjoining street trees.

The Permit Applicant responded to this letter by providing the requested information. In relation to the preliminary concerns, the Applicant:

- *Provided additional information regarding soil levels above the basement;*
- *Reduced the hard paving within the Ricketts Road frontage of the site; and*
- *Provided an arborist report and some consequential cut outs to the basement to allow for the retention of the trees.*

The Applicant was advised that this application was coming to the October Council meeting, in addition to a letter that was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been advised that this application is recommended for approval subject to conditions.

### **Public Notice**

Under the Special Use Zone 6 the application is exempt from requiring public notice.

As the proposal seeks to reduce the front setback to Gilby Road this causes the need for Council to consider whether notice should have been given. The application was not advertised, as it is considered the reduced setback would not cause any material detriment to the surrounding properties.

### **Referrals**

**Department of Transport (Ref: PPR33746/20-A)** – Pursuant to Clause 66.02-11, an application to construct or carry out works for an office development of 10,000sqm of leasable floor area or more is required to be referred to the Department of Transport as a Determining Referral Authority.

The Department has considered the application and does not object to the grant of a Permit.

**Drainage Engineering** – No concerns subject to standard conditions and notes. Building over easement will not be approved for the works. The easement is to be expunged.

**Traffic Engineering** – The following comments have been made:

- The provision of car parking for the café and showroom is not supported and is recommended that five (5) on site visitor spaces be shared between the two uses.
- Confirmation is required that car spaces 75, 76, 117, 118, 133, 215, 258, 259, 361, 407 & 408 complies with the design requirements of Clause 52.06.
- A pedestrian sight line splay to be provided on both sides of the accessway in accordance with Clause 52.06.
- Parking spaces are to be allocated and clearly marked in order to effectively manage the parking spaces to the full capacity, especially the tandem spaces.



- The shared space for the proposed accessible parking spaces are to be hatched.
- The proposed crossing will affect the existing graded side entry pit. Approval from Council's Development and Drainage Engineering Department is required as part of the vehicle crossing application process.
- Existing redundant crossings are to be removed and replaced with kerb and channel.

**Horticulture** – No concerns subject to standard conditions for tree protection measures of the street trees.

**Waste Management** – No concerns subject to conditions requiring additional detail within the Waste Management Plan. The bin storage area provided is acceptable.

### **DISCUSSION:**

#### **Planning Policy Framework**

The planning policy framework seeks to ensure that sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses (Clause 11.02-1s).

Clause 17.02-1S (Business) seeks to encourage development that meets the community's needs for retail, entertainment, office and other commercial.

The site is located within the Monash Technology Precinct, which forms the core of the Monash National Employment and Innovation Cluster, and seeks to continue to support employment uses and industry in order to foster innovation, growth and diversification of employment. Clause 17.01-1R seeks to facilitate the development of the cluster by ensuring a high level of amenity to attract businesses and workers supported by good public transport and integrated walking and cycling paths, and maximised investment opportunities for the location of knowledge intensive firms and jobs.

The proposed uses and general development is consistent with the objectives of the Planning Policy Framework.

#### **Special Use Zone, Schedule 6**

The site is located within the Special Use Zone, Schedule 6 which encourages the development of both offices and manufacturing industries associated with commercial and industrial uses, in addition to complementary business services.

The proposed office use is as of right (no permit required). A showroom use is complementary to an office use and the surrounding area. The food and drink premises is also small in scale and will directly service those within the building and within the Ricketts Road area.

**Local Policy Framework**

The local planning policy framework seeks to support employment within Melbourne's South East Region.

Industry, business and activity centres in Monash need to continue to positively attract and retain local business to provide employment opportunities and investment. This may be achieved by proactively supporting the industry and business communities, retaining and enhancing the competitive advantages of Monash, and by creating viable, attractive and convenient industry, business and activity centres.

The site is located within the Monash Technology Precinct which forms the core of the Monash National Employment and Innovation Cluster under Plan Melbourne. Clause 22.02 (Monash Technology Precinct Policy) seeks to attract and encourage the development of businesses within the precinct, in buildings which are of a high quality sustainable design. Clause 22.03 (Industry and Business Development and Character Policy) also includes a number of design guidelines in relation to setbacks, car parking and vehicle access, fencing and landscaping.

Clause 22.03 identifies the site within 'Industry Character Type 3'. The character statement identifies the desired future character statement as being a modern industrial and technology park within an attractive landscape setting. Architecture should be appropriate in form and scale to the functional requirements of the business or industry.

The building is of a high quality design, utilising good quality materials including brick and glass which is reflective of the history of this area and the current warehouse and industrial buildings. The building will be a welcome and positive addition to the streetscape.

A Sustainability Management Plan was prepared with the application which indicates that the building has been designed to increase thermal energy efficiency and water efficiency.

Restricted retail is identified as an inappropriate use for the precinct. The proposed showroom will complement the office space, and limit sales on the land. The showroom is proposed to operate 8am-6pm, 7 days a week which is considered appropriate given the lack of sensitive uses surrounding the site.

The food and drink premises is proposed to operate 6am-6pm 7 days a week. This is considered appropriate given it will service employees of not only the subject site but also surrounding industrial and warehouse uses which operate on weekends.

The ground floor uses will service the function of the offices on the upper levels which is envisaged by local policies to provide an attractive business area.

### **Design and Development Overlay**

The Design and Development Overlay, Schedule 1 provides a number of design objectives and policies with respect to building setbacks, fencing and landscape treatment.

Any building, car parking or front fencing should be set back a minimum of 10.6 metres from Ricketts Road and Gilby Road. This is not a mandatory control and may be varied. The building is proposed to be set 10.6 metres from Ricketts Road, with a setback of 6.6 metres to Gilby Road.

The intent of the provisions is that the setback prescribed is applied to any street frontages that abuts the site.

The setback identified within this policy seeks to:

- *Ensure that development, including front setbacks, is in keeping with and contributes to the Garden City Character as set out in the Municipal Strategic Statement*
- *Ensure that fences or planting along property boundaries do not adversely affect urban character or adjacent open space.*
- *Ensure that the landscape treatment within the front setback contributes to the positive aspects of the applicable industry or business Character Type identified in Clause 22.03.*
- *Ensure that car parking, vehicle access and service areas do not visually impinge on front setbacks or affect streetscape elements such as trees and nature strips.*
- *Minimise visual clutter.*

The setback to Ricketts Road is met, whilst the sideage of the building to Gilby Road is sought to be varied. Given that the Gilby Road interface is the sideage of the building, and the reduced setbacks present within Gilby Road it is considered that the proposed setback is acceptable.

The purpose of the setbacks sought are to provide for a landscaping buffer to the street frontages.

A number of hard stand areas are proposed within the Ricketts Road frontage of the site. It is considered that these areas should be reduced, including the removal of the seating area adjacent to the showroom. A proposed condition will require the reduction of the hard paved area in this location.

A detailed landscape plan has been prepared, showing that a high level of landscaping can be provided given soil is provided above the basement car park (measuring up to one metre in depth). The basement layout has also been revised following investigation from an Arborist which requested some additional setbacks to allow for the retention of the street trees.

Landscaping has been provided within the southern setback of the site with low level planting and climbing plants which will increase the amenity of future tenants within the building (particularly at the ground and first floor levels).

No front fencing is proposed, consistent with the Design and Development Overlay. However, a retaining wall with a maximum of 1 metre in height is located along the frontage of the site due to the fall of the land.

The Design and Development Overlay (nor the remaining local policies) does not provide any guidance regarding preferred heights of development. The six storey form is consistent with other approved developments in the streetscape, and provides for additional business opportunities as encouraged by the Local Planning Policy Framework. The site has no residential abuttals, and therefore will not result in amenity impacts to adjoining properties. In this case, the height and consequential floor area of the development is limited also by car parking availability on the site.

The single accessway will provide for a cohesive approach to the design, providing for additional street parking and landscaping on the site than currently exists.

Waste storage and collection will be from within the basement car park, in accordance with the design objectives of the Overlay.

#### **Landscaping, Tree Removal and Tree Retention**

There are no trees on the land currently. A Landscape Plan has been prepared with the application which shows planting including canopy tree planting within the frontages of the site. Low level planting and a wall creeper is also proposed on the southern boundary of the site.

A number of hard stand areas are proposed within the Ricketts Road frontage of the site. A proposed condition will seek to reduce the hard paving associated with the showroom component where possible to allow for additional landscaping, given its prominent location.

The site has a number of street trees adjoining the property. The basement has been reconfigured in response to advice from the applicant's arborist, to ensure that there is no impact on the health of these trees. A proposed condition will require a Tree Management Plan to be provided to ensure construction does not impact the street trees.

**Car Parking, traffic and access**

The requisite car parking spaces required under Clause 52.06 and the car parking provided are shown in the following table:

Use	Floor area	Clause 52.06 Requirement	Car spaces required	Car spaces provided
Office	11960.87sqm	3.5 spaces to each 100sqm of net floor area	418 spaces	418 spaces
Food and Drink premises	227.91sqm	4 spaces to each 100sqm of net floor area	9 spaces	4 spaces
Showroom	665.29sqm	No statutory parking rate provided	N/A	5 spaces
<b>Total</b>			427 spaces	<b>427 Spaces</b>

The provision of office car parking on the site meets the statutory car parking requirement. A combined total of 9 spaces is provided for the showroom and café for staff, and therefore a reduction of the car parking requirements for the café is sought.

Whilst Council's traffic engineers have raised concerns regarding the provision of car parking for the café and showroom, given the nature of the showroom and its location, it is likely that this use will have a direct relationship to the office use on the land and therefore the number of additional visitors to the site is expected to be limited.

The café component is likely to service workers in this building and other offices and industry uses within the area, particularly along Ricketts Road. It is expected that any customers to the café outside of this area will be undertaking a multi-purpose trip and the café is likely to have a low patronage level from people remote from the area.

It is noted that parking on Ricketts Road and Gilby Road adjacent to the site is limited to 1/2 an hour from 8am – 6pm Monday to Saturday, and therefore ideally suited to the sort of short stay visitors common with a showroom space and small café of this nature.

The proposal also allows for the removal of two double crossovers and two single crossovers on the site, increasing on-street car parking opportunities adjacent to the site.

A car parking management plan will be required to be provided which will allow for the allocation of car spaces on the site for each tenancy, particularly the tandem car spaces proposed.

Following an initial review from Council’s Traffic Engineers, the basement layout was amended to align with Clause 52.06 of the Planning Scheme with all spaces measuring a width of 2.6 metres and depth of 4.9 metres, accessed via a 6.4m wide isle. Further confirmation is required that spaces comply with the clearance requirements of Clause 52.06. A proposed condition of the permit will provide for this clarification.

The traffic generation from the site will be accommodated by the surrounding road network. The application was referred to the Department of Transport who has no concerns with the proposal.

### **Bicycle Parking**

Clause 52.34 of the Monash Planning Scheme sets out the provision of bicycle facilities for various uses. The requisite number of bicycle spaces are outlined in the table below:

<b>Use</b>	<b>Floor Area</b>	<b>Bicycle Requirement</b>	<b>Bicycle Spaces Required</b>
Office	11960.87sqm	1 space to each 300sqm for employees  1 space to each 1000sqm of floor area for visitors.	Employees – 40 spaces  Visitors – 12 spaces
Food and Drink premises (retail)	227.91sqm	1 space to each 300sqm for employees  1 space to each 500sqm for visitors.	Employees – 1  Customers - 0
Showroom	665.29sqm	No specified rate.	N/A
<b>Total</b>			<b>41 employee spaces</b>  <b>12 visitor spaces</b>

A total of 56 bicycle spaces are proposed within the site including 64 bicycle spaces for employees located within the basement car park and 20 customer / visitor spaces proposed at the ground floor within the Ricketts Road frontage of the site. The provision of bicycle parking therefore exceeds this requirement and no reduction is sought.

End of trip facilities are also proposed including 6 showers within the building which satisfy the requirements of Clause 52.34-5.

### **Waste Management**

Waste collection will occur via a private contractor, with waste collected from within the basement. This will minimise any impact to the surrounding road network and parking availability within the street.

**CONCLUSION:**

The proposed development is generally consistent with the applicable requirements and objectives of the Monash Planning Scheme including relevant state and local policies with respect to the use and overall scale of the development. 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 design response is of high architectural quality consistent with Monash Technology Precinct Urban Design Guidelines and the provisions of the Design and Development Overlay and will provide a positive contribution in the streetscape.

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

**LIST OF ATTACHMENTS:**

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (February 2020).

Attachment 3 – Zoning and Overlays Map.