

**1.5 8-20 KING STREET, OAKLEIGH
AMENDMENT TO AN EXISTING PERMIT FOR OFFICE DEVELOPMENT TO PROVIDE
FOR ADDITIONAL BASEMENT STORAGE AND CAR PARKING
(TPA/52498/A)**

EXECUTIVE SUMMARY:

Planning Permit TPA/52498 was issued on 10 November 2021 for the development of ten (10) buildings to be used as office, caretaker’s dwelling, and food and drink premises. The permit included a reduction of on site car parking provision for the development.

This application proposes an amendment to the approved permit and plans, seeking to construct an additional basement storage space and expanded basement car park. A new vehicle crossover is proposed to King Street. The new basement will be used for self-storage units and additional on-site car parking. Layout of the buildings approved under the original planning permit is rearranged, resulting in a reduced number of tenancies and modified car parking provision.

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

Key issues to be considered relate to adequacy of car parking provision, additional traffic generation and potential external amenity impacts.

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

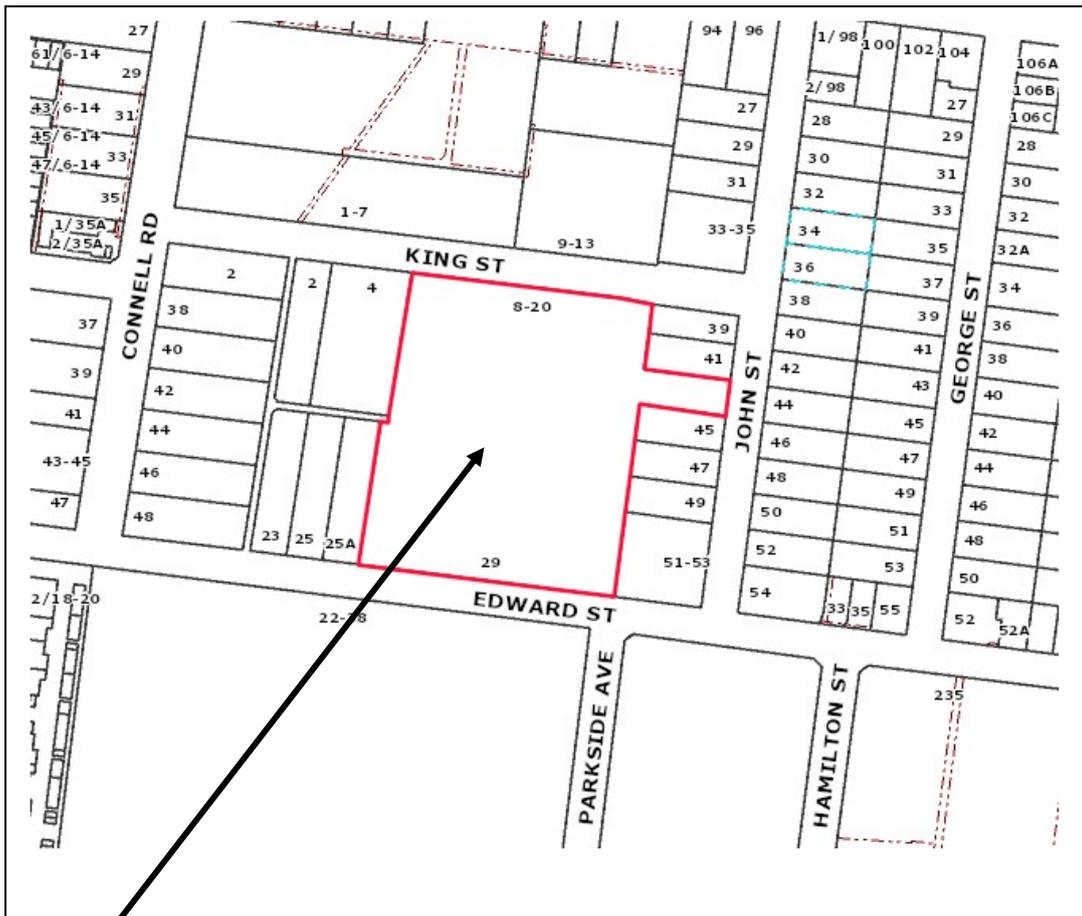
The reason for presenting this report is Council determined the original application.

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

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Catherine Sherwin
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Oakleigh
PROPERTY ADDRESS:	8-20 King Street, Oakleigh
EXISTING LAND USE:	Factory and warehouse premises
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	Zero

ZONING:	Industrial 1 Zone
OVERLAY:	Design and Development Overlay, Schedule 1
RELEVANT CLAUSES: <u>Planning Policy Framework</u> Clause 11.01-1S&R- Settlement – Metropolitan Melbourne Clause 11.02-1S- Supply of Urban Land Clause 13.07-1S- Land Use Compatibility Clause 15.01-1S&R- Urban Design Clause 15.01-2S- Building Design Clause 15.01-4S & R- Healthy Neighbourhoods Clause 15.02-1S- Energy and Resource Efficiency Clause 17.01-1S&R- Diversified Economy Clause 17.02-1S- Business Clause 17.03-1S- Industrial Land Supply Clause 18.01-1S- Land Use and Transport Planning Clause 18.02-2R– Principal Public Transport Network Clause 18.02-4S- Car Parking Clause 19.03-3S- Integrated Water Management	<u>Local Planning Policy Framework</u> Clause 21- Municipal Strategic Statement) Clause 21.07 – Business Parks and Industry Clause 21.08- Transport and Traffic Clause 21.05 – Economic Development Clause 21.13- Sustainability and Environment Clause 22.03- Industry and business development and character policy Clause 22.04- Stormwater Management Policy Clause 22.13- Environmentally Sustainable Development Policy <u>Particular Provisions</u> Clause 52.06- Car Parking Clause 52.34- Bicycle Facilities Clause 53.18- Stormwater Management in Urban Development Clause 65 – Decision Guidelines
STATUTORY PROCESSING DATE:	22 May 2022
DEVELOPMENT COST:	\$38 Million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to **Grant an Amendment to Planning Permit (TPA/52498)** for buildings and works to construct ten (10) buildings and a basement car park for the use of office, caretaker's dwelling and food and drink premises in the Industrial 1 Zone and Design and Development Overlay Schedule 1 and reduction of on-site car parking provision, at 8-20 King Street, Oakleigh subject to the following changes to permit conditions (changes underlined or ~~deleted~~):

Amended Plans Required

1. Before the development starts, amended plans drawn to scale and correctly dimensioned must be submitted to the satisfaction of and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the Permit. The plans must be generally in accordance with the plans submitted to Council prepared by Jam Architects Pty Ltd, dated 21 June 2021 (Revision B) but modified to show:
 - ~~a) The car stacker systems split to have no more than 14 spaces per stacker system while maintaining the total number of parking spaces;~~
 - a) A notation referring to the tree protection measures to the street tree on King Street (east of the western vehicle crossover) in accordance with condition 20 of this permit.
 - b) Provision of a 2m long by 2.5m deep pedestrian sight line on the west side of the proposed crossover on King Street;
 - c) The street tree closest to the vehicle crossover in King Street and the street tree in Edward Street marked and notated 'to be removed by Council';
 - d) The required fire services, electricity supply, gas and water meter boxes; and
 - e) An amended Landscape Plan prepared in accordance with Condition 3.

All to the satisfaction of the Responsible Authority.

Layout not to be altered

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

Landscaping Plan

3. Concurrent with the endorsement of any plans requested pursuant to Condition 1, a landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. The Landscape Plan must be generally in accordance with the

Landscape Concept Plan prepared by John Patrick (Revision A) dated 1 July 2021 but modified to show:

- a) the most eastern street tree closest to the eastern vehicle crossover in King Street marked to be removed;
- b) any required fire services, electricity sub-station, gas, electricity and water meter boxes discreetly screened and integrated into the landscaping.
- c) The closest street tree to the east of the western vehicle crossover annotated 'to be retained and protected' in accordance with condition 20 of this permit.

All to the satisfaction of the Responsible Authority

Waste Management Plan

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

Car Park Management Plan

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

- i) The collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by this Permit; and,
- j) Details regarding the management of loading and unloading of goods and materials.

Construction Management Plan

6. Prior to the commencement of any site works (including any demolition and excavation), a Construction Management Plan (CMP) must be submitted and approved by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, the CMP will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address the following issues:

- a) Appropriate measures to control noise, dust and water and sediment laden runoff;
- b) Appropriate measures for the prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
- c) Appropriate measures relating to removal of hazardous or dangerous material from the site, where applicable;
- d) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site so as to prevent material leaving the site and being deposited on Council's road network;
- e) A program for the cleaning and maintaining surrounding road surfaces;
- f) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves;
- g) Measures to provide for public Safety and site security;
- h) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay;
- i) A Traffic Management Plan showing truck routes to and from the site;
- j) A swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;

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

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

Sustainability Management Plan

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

Amenity of Area

8. The amenity of the area must not be detrimentally affected by the use or development, through the:
 - a) transport of materials, goods or commodities to or from the land;
 - b) appearance of any building, works or materials;
 - c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; and
 - d) presence of vermin.

All to the satisfaction of the Responsible Authority.

Car Parking and Accessways

9. Before the use starts or any building is occupied, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
 - a) constructed to the satisfaction of the Responsible Authority;
 - b) properly formed to such levels that they can be used in accordance with the plans;

- c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
- d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
- e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

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

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

Services and Plant Equipment

- 11. All pipes (except down-pipes), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from external view, to the satisfaction of the Responsible Authority.
- 12. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.
- 13. Any required fire services, electricity supply, gas and water meter boxes must be discreetly located and/or screened to compliment the development to the satisfaction of the Responsible Authority. Any required services must be clearly detailed on endorsed plans forming part of this permit.
- 14. No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public and no odour shall be emitted from any receptacle so as to cause offence to persons outside the land.

Drainage and Stormwater

- 15. The site must be drained to the satisfaction of the Responsible Authority.
- 16. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development, to the satisfaction of the Responsible Authority.
- 17. Stormwater discharge is to be detained on site to the predevelopment level of peak stormwater discharge. Approval of any detention system is required by the City of Monash prior to works commencing, or any alternate system.

Caretaker's Residence

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

Food and Drink Premises

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

Tree Protection

20. The closest street tree to the east of the western vehicle crossover is to be protected and maintained by carrying out the following:

- a. Hand excavation only must be carried out at the crossover edge, closest to the tree.
- b. Any roots encountered larger than 30mm diameter must be cut cleanly. They must not be broken off with machinery or left jagged.
- c. The balance of crossover preparation can be completed as per normal methods after the initial work above
- d. Photographic evidence of the above preparation work is to be provided to Council officers to confirm compliance with the above, alternatively arrangement for a Council officer to inspect and confirm compliance must be made.
- e. If two or more roots are encountered at the initial excavation line, are greater than 80mm diameter, work is to be put on hold until a Council arborist can attend to determine the degree of critical impact; alternatively hydro excavation inspection prior commencement of any works could be implemented to help determine any necessary requirements

Satisfactory Continuation

~~20.~~ 21 Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

Time for Starting and Completion

~~21.~~ 22 In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:

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

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

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

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

NOTES:

- A. This is **not** a Building Permit. Building Permit approval must be obtained prior to the commencement of the above approved works.
- B. Council's Horticulture Department must be contacted regarding the removal of the street tree proposed.
- C. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council pits and these works are to be inspected by Council's Engineering Department.
- D. Any works within the road reserve must ensure the footpath and naturestrip are to be reinstated to Council standards.
- E. All disused or redundant vehicle crossovers must be removed and the area reinstated with footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.
- F. The proposed vehicle crossing is to be constructed in accordance with the City of Monash standards.
- G. All new crossings are to be no closer than 1.0 metre measured at the kerb to the edge of any power pole, drainage or service pit, or other services. Approval from affected service authorities is required as part of the vehicle crossing application process.
- H. All service pits and service infrastructure (including power poles) near or within existing and proposed vehicle crossings are to be relocated or modified to the satisfaction of the Responsible Authorities.
- I. The full cost of reinstatement of any Council assets damaged as a result of demolition, building or construction works, must be met by the permit applicant or any other person responsible for such damage, to the satisfaction of the Responsible Authority.

- J. Unless no permit is required under the planning scheme any signs must not be constructed or displayed without a further permit.
- K. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- L. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made.

BACKGROUND:**History**

Planning Permit TPA/52498 was issued on 10 November 2021 for the development of ten (10) buildings to be used as office, caretaker's dwelling, food and drink premises, and a reduction of the number of required car spaces.

Condition 1 of the permit requires submission of amended plans for endorsement. The permit allows the development to commence by 10 November 2023.

The Site and Surrounds

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

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

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

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

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

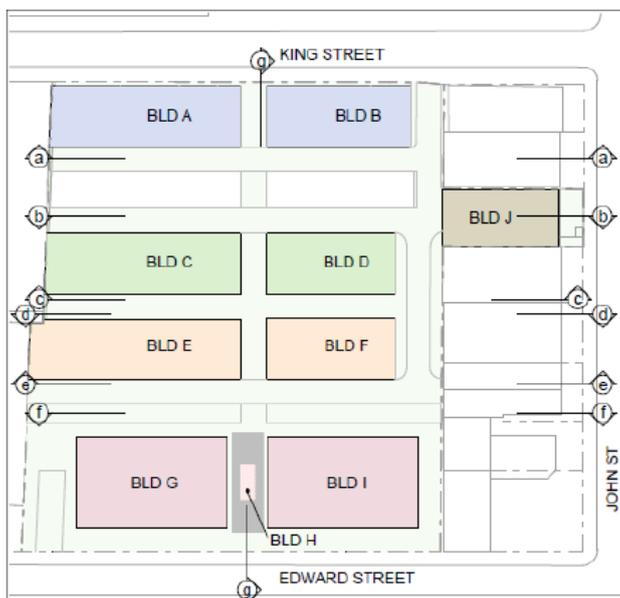
The surrounding land use and development to the north, west and immediate east (adjoining the subject land) are industrial in nature and typically comprise of older style warehouse premises with limited landscaping and car parking. Properties

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

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

PROPOSAL:

Planning Permit TPA/52498 was issued for the development of ten (10) buildings to be used as office, caretaker's dwelling, and food and drink premises. The diagram below outlines the approved site layout:



The existing use and height of the buildings remain unchanged from the existing approval. The following table details the use and height of each approved building.

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

The proposal seeks to amend the approved development as follows:

- Construction of an additional basement below Buildings A, B, C & D accessible via King Street;
- The basement will provide the additional use of self-storage units and associated car parking and accessways;

- A new vehicle crossover will provide access to the basement car park from King Street;
- Not external changes to Buildings G, J and I. There are some internal modifications to Building J.
- Rearrangement of building layout to accommodate new vehicular crossover, driveway and basement. Changes include:
 - Reduction of the number of tenancies:
 - Building A & B from 14 to 10;
 - Buildings C & D from 13 to 11;
 - Buildings E & F from 13 to 11.
 - Buildings C & D layout swapped with Buildings E & F;
 - Substation incorporated into the eastern end of Building B;
 - Increased mezzanine floor levels by 300mm in Buildings C & D;
- The fence and gate on the eastern driveway setback further from King Street;
- Reduced ground level car parking spaces from 99 to 94;
- Increased basement car parking spaces from 236 to 237;
- Deletion of Condition 1a which reads 'the car stacker systems split to have no more than 14 spaces per stacker system while maintaining the total number of parking spaces'. The total number of car parking spaces is adjusted as a result of the rearrangement of car parking layout.

A summary of the approved and proposed development is indicated in the table below:

Use	Existing Approval	Proposed Amendment	Difference
Office (with ancillary warehouse/showroom)	14,751.5 sqm	14,975sqm	+223.9sqm
Food and drink premises	229 sqm	232sqm	+3sqm
Caretaker's dwelling	1	1	-
Self-storage	-	1,966sqm (not including car parking and accessways)	+1,966sqm

Car parking spaces	412 spaces	418 spaces	+6 spaces
Bicycle parking (staff)	88 spaces	88 spaces	-
Bicycle parking (visitors)	33 spaces	45 spaces	+12 spaces

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

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

Pursuant to Clause 33.01-1, the use of the land for warehouse (store) does not require a planning permit.

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

Relevant Decision Guidelines

Clause 33.01 provides particular decision guidelines for buildings and works.

The responsible authority must consider these decision guidelines, including:

- The Municipal Planning Strategy and the Planning Policy Framework.
- Any natural or cultural values on or near the land.
- Streetscape character.
- Built form.
- Landscape treatment.
- Interface with non-industrial areas.
- Parking and site access.
- Loading and service areas.
- Outdoor storage.
- Lighting.
- Stormwater discharge.

These decision guidelines will be discussed in the assessment section of this report.

Overlay

The site is affected by the Design and Development Overlay, Schedule 1 (DDO1). Pursuant to Clause 42.02-2, a Permit is required to construct a building or construct or carry out works.

Buildings and works must be in accordance with any requirements in a schedule to the overlay. A permit may be granted to construct a building or carry out works

which are not in accordance with any requirements in the schedule, unless the schedule specifies otherwise.

The amendment does not seek to amend the front setback or building height of the original approval.

Particular & General Provisions

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

The provision of car parking meets the requirements of Clause 52.06 for the additional store use.

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

CONSULTATION:

Public Notice

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

No objections to the amendment application were received.

Referrals

External Referral

There are no statutory referral authorities.

Internal Referral

Traffic Engineer

The application was referred to Council's Traffic Engineers, who have no concerns with the proposal subject to the conditions on the original permit.

Horticultural Services

The proposed vehicle crossover on King Street is setback 3.1 metres to the existing 17 metre high *Platinus* tree which is in good condition. Council's Horticultural Services Division advises that numerous tree protection measures are required for the construction of the crossover at the proposed location. These requirements have been included in the amended permit conditions.

DISCUSSION:**Consistency with State, Regional and Local Planning Policies****State Planning Policy Framework (PPF)**

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

Local Planning Policy Framework (LPPF)

The proposal is consistent with the Local Planning Policy Framework aspirations which seek to facilitate employment opportunities. The addition of self storage units at basement level is consistent with the objectives of the industrial zone.

The amendment continues to satisfy the requirements of the Huntingdale Precinct Plan as it does not seek to amend the building height or setbacks of the original approval.

Assessment**Streetscape character, Built Form & Landscape treatment**

The site is located within the Design and Development Overlay, Schedule 1 (DDO1) which applies to industrial and commercial design. The overlay specifies a preferred building setback of 7.6 metres to all 'other streets' which in this case includes King Street, John Street & Edward Street. The proposed basement is setback over 17 metres from the boundary in King Street, sitting below the garages and car parking area of the original approved development. Ground floor setbacks remain the same as the original approval. The additional basement will not be visible from King Street, Edward Street or John Street, hence no impacts to the streetscape of these streets and the landscaping outcome to the street frontages will be maintained. There are also no impacts to the interface with the residential properties in John Street.

The additional vehicle crossover to King Street will cause minimal disruption to the streetscape of King Street given the industrial context, and it will not result in removal of additional street trees. A total of two vehicle crossovers across the 88.39 metres wide frontage of King Street is considered to be acceptable.

The proposed amendments to the internal layouts of the existing approval are minor in nature, as the building envelope and footprints will not be changed. The marginal changes in the floor area of different uses will not cause any additional detrimental impacts to the adjoining properties. There are no external amenity

impacts such as overshadowing. The implication on car parking provision will be discussed in the below section.

Car Parking, traffic and access

The amended proposal generates the following additional requisite car parking spaces having regard to Clause 52.06:

Use	Net Floor Area (square metres)	Clause 52.06 Requirement under the Planning Scheme (including car parking credit from existing use)
Office (with ancillary warehouse/showroom*)	14,975m ² (including additional 224m ² proposed)	364 (3 spaces to each 100m ² of net floor area minus credit of 85 spaces)
Food and drink premises	232m ²	8 (3.5 space to each 100m ² of leasable floor area)
Caretaker's dwelling	1	1 (1 space to each 1 or 2 bedroom dwelling)
Self-storage	1,966m ²	196m ² area set aside for car parking and accessways (10% of site area)
Total Required		373 spaces + 196m ²
Total Provided		418 spaces and an area of 270m ²
Variance		Surplus of 45 (credited) spaces and 74m ² of area set aside for car parking and accessways

Overall, the proposal generates a statutory requirement of 458 car parking spaces, and a requirement for 196 square metres of area to be set aside for car parking and access ways associated with the self-storage use.

A total of 418 car spaces are provided on site, 8 of which are provided within the 270 square metres of area set aside within the basement space for the self-storage use.

The site benefits from a parking credit of 85 spaces, which results in a surplus of 45 spaces for the proposed development. The previous approval had a surplus of 46 spaces. The proposal also has a surplus of 74m² of area set aside for car parking and accessways associated with the self storage use.

Council's Traffic Engineer maintains that the likely parking demand of the development can be accommodated within the site. The proposed provision of

410 parking spaces plus additional 8 spaces in the basement storage area is appropriate.

Vehicle movements are considered satisfactory and the level of traffic to be generated by the amended proposal can be satisfactorily accommodated by the surrounding road network.

Condition 1a of the original approval requires the car stacker systems split to have no more than 14 spaces per stacker system. The amended plan shows that the car stackers are split to have 11-14 spaces, satisfying the requirement. This condition is no longer necessary and will be deleted.

Bicycle Parking

Clause 52.34 *Bicycle Facilities* does not specify any bicycle parking requirements for the proposed warehouse use. An additional 12 bicycle spaces are proposed within the basement storage level.

A total of 133 bicycle parking spaces is provided across the site for the development, exceeding the statutory requirements.

List of condition changes to permit

The proposed amendment will result in changes to the permit as follows:

- Condition 1a deleted as no longer relevant on plans.
- New condition 1a referring to the tree protection measures for the street tree.
- Condition 3 amended to include street tree protection measures as a result of the new vehicular crossover proposed.
- New condition 20 for street tree protection measures and consequential renumbering of conditions.

CONCLUSION:

The proposed amendment is appropriate given the zoning of the land and the design response which is generally consistent with the objectives and requirements of the relevant state, regional and local policies. The proposed self-storage use does not require planning approval, and construction of an additional basement will cause minimal adverse amenity impact to the area. The provision of on site car parking spaces is acceptable and the anticipated car parking demand generated from the amended proposal will be accommodated within the existing road network.

It is therefore recommended that the proposed amendment be approved.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (January 2021).

Attachment 3 – Zoning and Overlays Map.