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# **12-14 JOHNSON STREET, OAKLEIGH**

Planning Report

Prepared for  
**GOLDMAN JOHNSON PTY LTD**  
7 July 2020



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# EXECUTIVE SUMMARY

This report has been prepared on behalf of Goldman Johnson Pty Ltd in support of a planning permit application at No. 12-14 Johnson Street, Oakleigh for the construction of a six (6) storey building comprising office with ground floor, retail uses over two basement car parking levels.

The proposal will contribute to the vibrancy of the Oakleigh Major Activity Centre (OMAC) through increased employment opportunities, highly innovative and contemporary architecture and public realm enhancements, concurrent with the upgrade of Oakleigh Railway Station.

The subject site is zoned Commercial 1 (C1Z) and is affected by Design and Development Overlay, Schedule 11 – Oakleigh Major Activity Centre (DDO11).

The proposal seeks planning permission to:

- Construct a building or construct or carry out works in the Commercial 1 Zone (Clause 34.01-4)
- Construct or carry out works under the Design and Development Overlay, Schedule 11 (Clause 43.02-2)
- Reduce the number of car parking spaces required under Clause 52.06-5 (Clause 52.06-3)

Given the location of the subject site being proximate to the railway station, the proposed higher density-built form is consistent with the relevant State and Local Planning Policies and with the emerging character of the Oakleigh Major Activity Centre. DDO11 outlines several built form requirements that should be met in order to facilitate increased density. Section 4 outlines how the proposal meets this guidance.

Consideration of the proposed developments impacts on the surrounding area and its consistency with State and Local Planning Policies is discussed in Section 4.

# 1. INTRODUCTION

This report has been prepared on behalf of Goldman Johnson Pty Ltd in support of a planning permit application at No. 12-14 Johnson Street, Oakleigh for the construction of a six (6) storey building comprising office with ground floor, retail uses over two basement car parking levels.

The proposal is a high quality, mixed-use development which will contribute to the vibrancy of the Oakleigh Major Activity Centre (OMAC) by providing office and other complementary commercial uses.

This report addresses the planning merits of the proposal and its consistency with the relevant planning controls and policies of the Monash Planning Scheme. The proposal has been informed by a wide range of specialist property and development disciplines to achieve a high quality and site responsive development.

The planning report is supported by the following enclosed documents:

- Certificates of Title
- MPL Certificate
- Existing Survey Plan by Nilsson, Noel & Holmes (Surveyors) Pty Ltd
- Architectural Plans prepared by Bruce Henderson Architects
- Renders prepared by Bruce Henderson Architects
- Sustainable Management Plan prepared by Sustainable Built Environments (SBE)
- Traffic Impact Assessment prepared by Ratio Consultants
- Waste Management Plan prepared by RB Waste Consulting Service

## 2. SITE AND SURROUNDS

### 2.1. SUBJECT SITE

The subject site is located on the eastern side of Johnson Street at its north-east intersection with Mill Road, Oakleigh. The subject site is located within a triangular shaped 'island' area bordered by streets. The site is an amalgamation of five lots that create a regular shape, with a western boundary length of 24.38m and a frontage along Mill Road of 36.58m, yielding a total side area of 891.8sqm.

The site is currently occupied by two beauty salons, an office and a shoe store which are housed within a single storey, brown brick building with a pitched roof, separated into four tenancies with floor-to-ceiling windows and business identification signage fronting Johnson Street. Car parking is located towards the eastern portion of the site on Lot CM on Plan of Subdivision 33263. This area is devoid of any permanent structures. Vegetation on-site is very limited with some shrub vegetation located along the western boundary, and some small trees located in the car parking area to the east.

The site comprises the following property titles:

- Lot 1 on Plan of Subdivision 33263
- Lot 2 on Plan of Subdivision 33263
- Lot 3 on Plan of Subdivision 33263
- Lot 4 on Plan of Subdivision 33263
- Lot CM on Plan of Subdivision 33263



Picture 1 Johnson Street frontage



Picture 2 Mill Road frontage



Picture 3 Car parking area with access from Mill Road

Map 1 - Site Aerial



## 12-14 JOHNSON STREET, OAKLEIGH 3166

SITE LOCATION

## 2.2. IMMEDIATE INTERFACES

### 2.2.1. Northern interface

No. 8-10 Johnson Street is occupied by a double storey, health clinic to its western aspect abutting Johnson Street. The rear, eastern aspect of this site comprises an at-grade car park with access from Haughton Road to the north-east. Beyond this are double storey commercial buildings. These buildings are within the same precinct of DDO11 as the subject site with preferred building heights of five storeys.

Further north, the upgrade to the Oakleigh Railway Station is currently being undertaken near the intersection of Johnson Street and Haughton Road. This station is serviced by the Cranbourne and Pakenham lines.

Beyond the station, is Oakleigh Village, which includes a number of retail premises, restaurants and services.



Picture 4 Health clinic at No. 8-10 Johnson Street



Picture 5 Oakleigh Railway Station

## 2.2.2. Eastern interface

The subject site abuts No. 1 Mill Road to the east. This property is currently occupied by a single storey, brown brick building used as a R.A.O.B Hall. The building is set back deep into the site and includes a large area of car parking facing Mill Road. A brown brick fence and gate runs along the site's frontage.

Further east at Nos. 12, 16, 18A and 22 Houghton Road and No. 5 Mill Road are a group of properties in a triangular formation with frontages to both Mill and Houghton Roads. They are occupied by double storey residential and commercial developments. Some of these have Houghton Road as their main frontage, whilst others face Mill Road. The buildings to the east of the subject site, are also within the same precinct of DDO11 as the subject site with preferred building heights of five storeys.

Houghton Road is located further east, and runs parallel to the railway line. Oakleigh Railway Station is located between Johnson Street and Mill Road along Houghton Road.

Beyond the railway line is Oakleigh Central, which comprises a broad range of shops including Coles and Woolworths supermarkets. Surrounding Oakleigh Central is the main shopping area associated with the OMAC which includes numerous commercial premises including Oakleigh Market, Eaton Mall and many restaurants and specialty stores.



Picture 6 No. 1 Mill Road



Picture 7 Nos. 12, 16, 18 and 22 Houghton Road and No. 5 Mill Road

### 2.2.3. Southern interface

To the south of the site, the area is characterised by low scale residences with large front and rear private open spaces which are zoned General Residential (Schedule 5 – Oakleigh and Wheelers Hill Activity Centres). These dwellings are also located with Precinct 3C of DDO11 which is classified as part of the ‘Commercial Periphery’ that are strategically earmarked for buildings generally between three and four storeys in height.

The single storey, brick dwelling directly opposite the subject site to the south at No. 16 Johnson Street has its frontage to Johnson Street with Mill Road being its side-age and car parking access to the rear private open space.

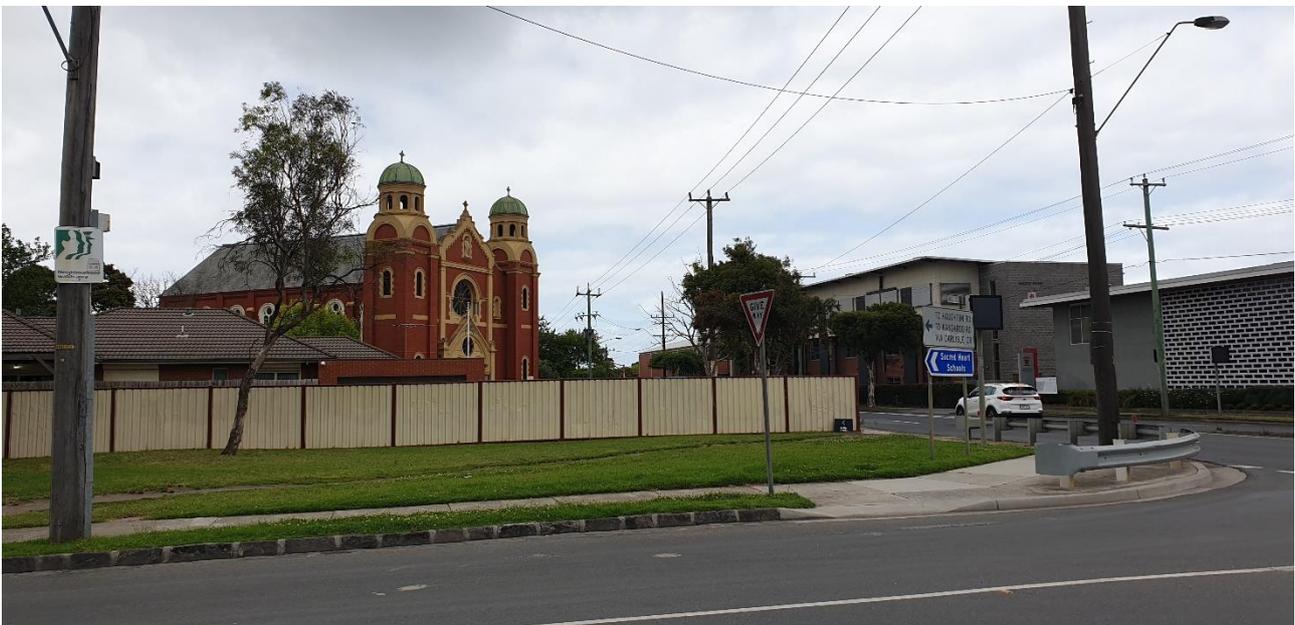
No. 70 Warrigal Road, to the south-west of the subject site, is currently vacant land with large canopy trees. Beyond this, the ‘Sacred Heart Catholic Church’ is located at No. 19-21 Johnson Street, but its main frontage is to Warrigal Road further to the west. Sacred Hear Primary School is located at the end of Johnson Street to the south.



Picture 8 No. 16 Johnson Street and other dwellings to its south



Picture 9 No. 70 Warrigal Road and 19-21 Johnson Street



Picture 10 Sacred Heart Catholic Church with frontage to Warrigal Road

## 2.2.4. Western interface

Directly in front of the subject site, Johnson Street offers two parallel car parking spaces. More perpendicular car parking spaces are provided along this side of the street further north. Along the western side of the street is a large public car park (for public transport commuters only) located at No. 1-15 Johnson Street and a Bus Stop which services Routes 625 (Chadstone Shopping Centre), 701 (Bentleigh) and 733 (Box Hill).

Within Clause 21.15 (Oakleigh Major Activity Centre Structure Plan) of the Monash Planning Scheme, this site is identified as a 'Strategic Development Site'. Further to the west is Warrigal Road, an arterial road that runs in a north-south direction with a portion of it being raised over Haughton Road and effectively creating an overpass.

The area to the west is zoned as Road Zone, Category 1, with a small section in the car parking area zoned General Residential. Along the western frontage of Warrigal Road, the area is zoned Commercial 1 with shops and a four-storey apartment development.



Picture 11 Car parking area across from the subject site, with the western side of Warrigal Road visible in the background



Picture 12 Car parking area across from the subject site, extending to Houghton Road, the overpass associated with Warrigal Road is clearly visible



Picture 13 Commercial area west of Warrigal Road

## 2.3. THE BROADER AREA

The subject site is located within the Oakleigh Major Activity Centre (MAC). The surrounding area will see substantial change in the near future with low scale commercial and residential buildings being replaced by higher density developments, ranging up to 18 storeys. The upgrade of Oakleigh Railway Station will act as a catalyst for future growth, and multiple sites especially car parking areas, are being earmarked for future development. For example, the large car parking area across from the subject site at No. 1-15 Johnson Street.

The upgrade of Oakleigh Railway Station, managed by the Level Crossing Removal Project, will consist of a contemporary design, and aims to reinvigorate the station precinct to make it more accessible and safer for pedestrians and people who are mobility impaired. Major works are expected to be completed by mid-2020.

The site is located approximately 120m south-west of Oakleigh Central and 140m south-west of Oakleigh Village which provide a local and regional role including retail, specialty food goods, entertainment and service functions.

Recent approvals in the surrounding area include:

- No. 11 Chester Street, Oakleigh (approved, nine storey residential building)
- Nos. 807-811 Warrigal Road, Oakleigh (approved, three residential buildings, between four and 18 storeys)
- Nos. 2-4 Atherton Road, Oakleigh (approved, 10 storey residential building)
- Nos. 63, 65 & 65A Atherton Road, Oakleigh (approved, six storey, mixed use building)
- Nos. 89-93 Atherton Road, Oakleigh (approved, seven storey residential development)

The subject site is located within a 500-metre radius of the following services:

- Oakleigh Central Shopping Centre
- Oakleigh Library
- Oakleigh Police Station
- Sacred Heart Girls' College
- Sacred Heart Primary School

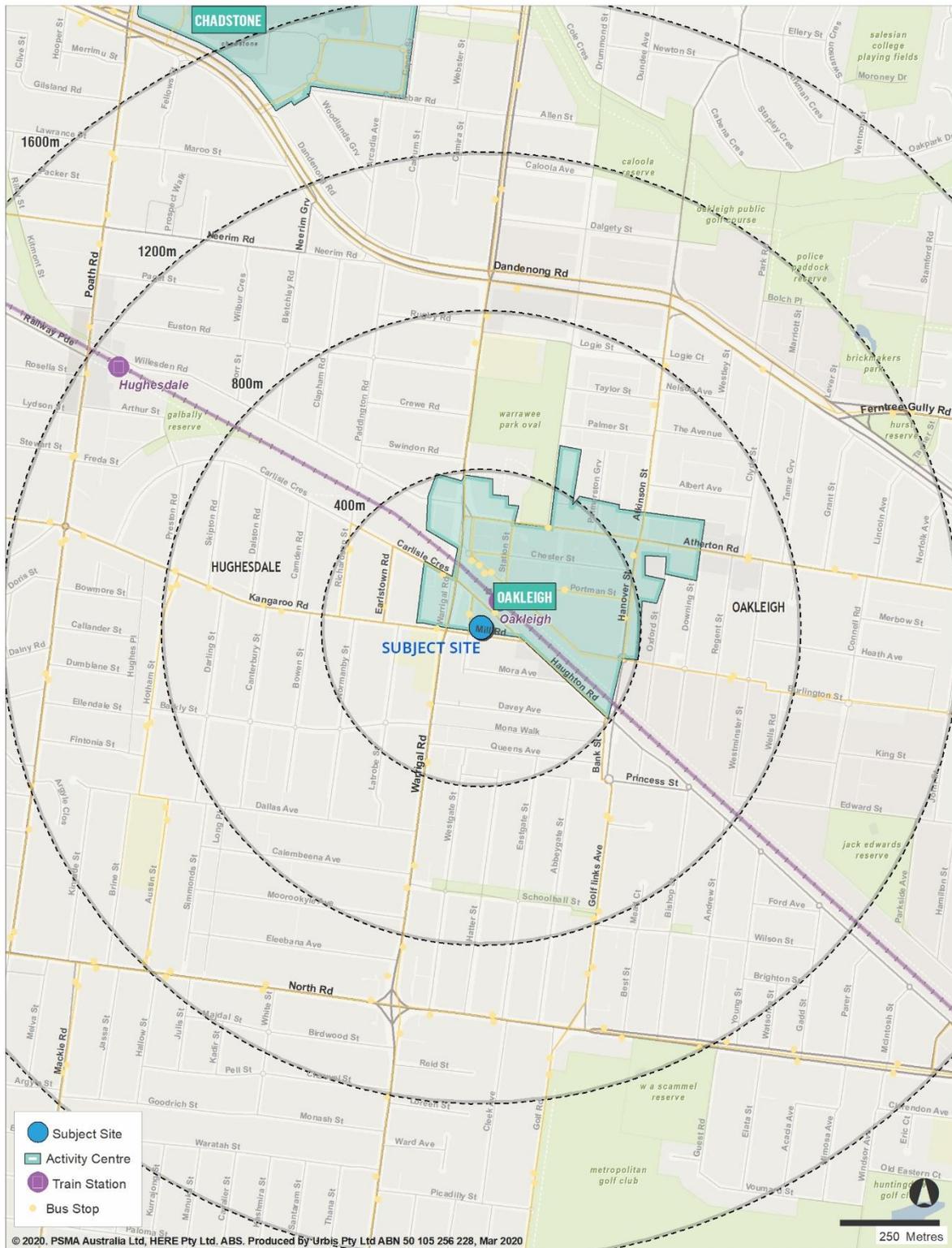
- Oakleigh Grammar
- The Metropolitan Golf Club



Picture 14 Oakleigh Station upgrade

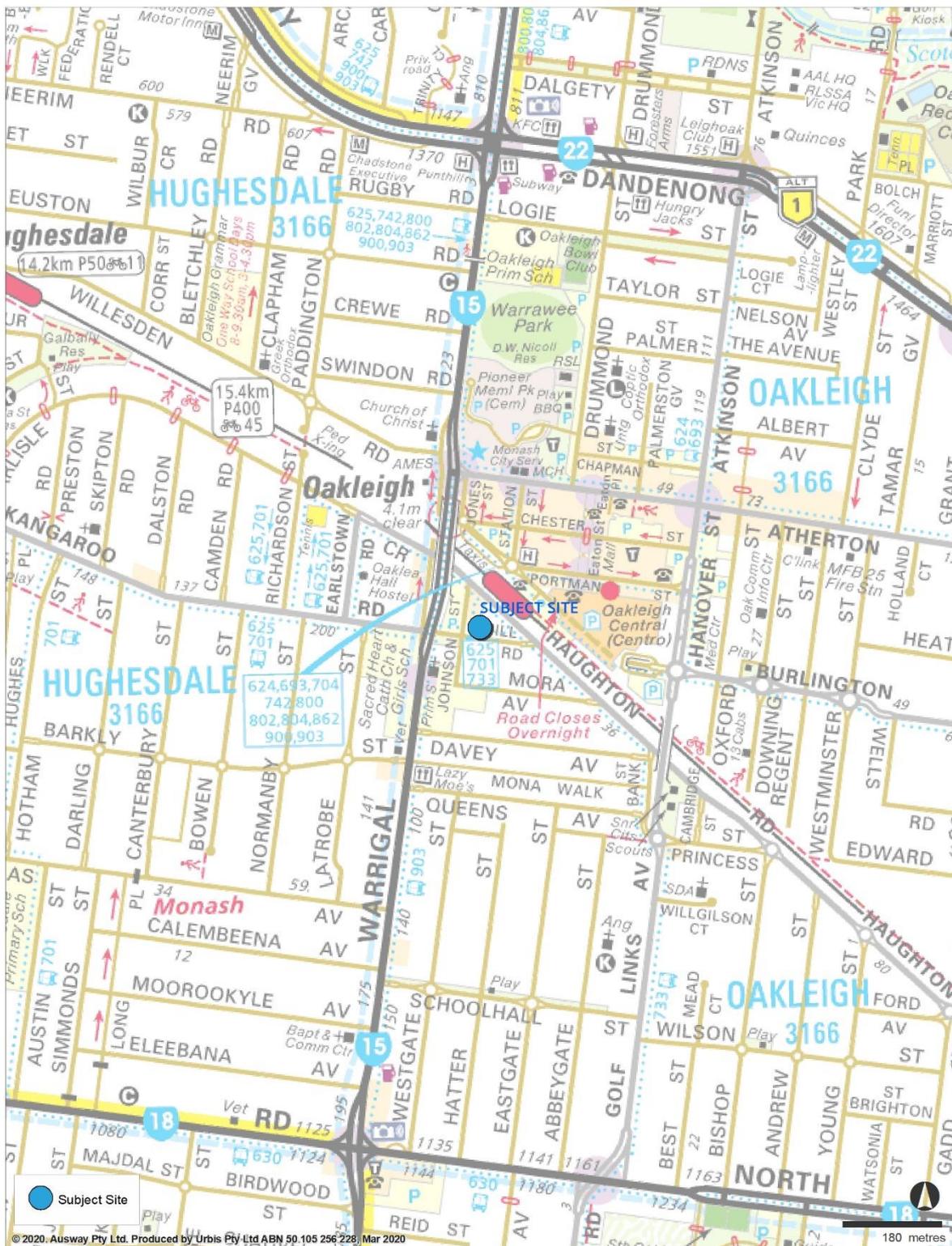
Source: Level Crossing Removal Authority

Map 2 - Activity Centres and Public Transport



**12-14 JOHNSON STREET, OAKLEIGH 3166**  
**ACTIVITY CENTRES & PUBLIC TRANSPORT**

Map 3 - Development Site Location



**12-14 JOHNSON STREET, OAKLEIGH 3166**  
**SITE LOCATION**

## 3. THE PROPOSAL

The proposal is for the development of the land for the construction of a six storey, office building with ground floor retail uses and two levels of basement car parking.

Planning approval is sought for the following:

- Construct a building or construct or carry out works in the Commercial 1 Zone (Clause 34.01-4)
- Construct or carry out works under the Design and Development Overlay, Schedule 11 (Clause 43.02-2)
- Reduce the number of car parking spaces required under Clause 52.06-5 (Clause 52.06-3)

A summary of the applicable State and Local Planning Policies, Zone, Overlays and Particular Provisions are found at **Appendix A**.

The key features of the proposal are summarised as follows.

### 3.1. BUILT FORM

The proposed development comprises full demolition of the existing building on-site and construction of a six-storey building. The proposed building features a high-quality contemporary design which will positively contribute to the streetscape of Johnson Street and Mill Road as well as the character and amenity of the wider area.

The proposed building includes a three-storey podium constructed using aluminium cladding in a burnt sienna colour, two upper levels in bronze coloured aluminium cladding, with a light weight glazed 'cap' above.

The key features of the building are summarised as follows:

- An overall building height of approximately 23.2m (6 storeys) at its tallest point and a three-storey street wall height of 12.8m (inclusive of a 1m high glass balustrade)
- Setbacks above the street wall range between 3.7m and 5m facing Johnson Street, and 4m along the Mill Road frontage with these increasing at the top floor cap, to 5m from the western boundary and 6.95m to the southern
- In the north-east corner of the site, a lightcourt is proposed from the first floor and above which measures 4.5m in width and length
- Two retail tenancies face out onto Johnson Street and Mill Road with a high level of glazing
- Terraces are located on the third and fifth floors
- Office floor area totalling 2,990sqm (NLA)

### 3.2. VEHICLE ACCESS AND PARKING

- Vehicle access to the site is provided via a 6.1m wide accessway to Mill Road with car parking located at ground floor and on the two basement levels
- A loading bay is located to within the ground floor car parking area adjacent to the lifts
- A total of 61 car spaces are provided within the ground floor and basement carparking areas with a mix of stacker and at-grade spaces
- A total of five motorbike spaces have been provided over the two basement car park levels
- One accessible space has been provided within the ground floor car parking area
- A total of 15 bicycle parking spaces are provided within a dedicated store in the ground floor car parking area. End-of-trip facilities (EOTF) are provided adjacent to the office lobby area. Six visitor bike spaces provided adjacent to the vehicle entrance

Please refer to submitted Traffic Impact Assessment prepared by Ratio Consultants for further detail.

### **3.3. WASTE MANAGEMENT**

- A dedicated waste store is located adjacent to the loading bay
- Each retail/office area will supply their own bins for garbage, recycling and organic waste materials
- Users shall sort their waste and dispose garbage and recyclables into their own bins, then transfer them to the communal waste store
- Waste shall be collected on a weekly basis from the loading bay by private contractor with a mini-rigid vehicle. The collection contractor shall transfer bins between the waste areas and the truck

Please see the attached Waste Management Plan prepared by RB Waste Consulting Service for further details of waste collection

## 4. PLANNING CONSIDERATIONS

### 4.1. STRATEGIC SUPPORT FOR THE DEVELOPMENT

The proposed development enjoys strong strategic support at the State and local policy level. The site is within an area where higher density development and a mixture of uses are encouraged. The Oakleigh area will be undergoing significant change in the near future as the built form outcomes of the DDO are achieved, within the immediate area.

The metropolitan planning strategy, *Plan Melbourne* seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists. The proposal facilitates this by locating a high-quality office development within a MAC where a number of services, employment opportunities and facilities are able to be accessed within short walking distance. Additionally, the site is within proximity to residentially zoned land which allows future employees to live close to where they work.

The surrounding land is located within the Commercial 1 Zone (C1Z), which specifically encourages office, retail and associated commercial services by virtue of these uses not requiring permits.

The proposal will support economic opportunities in a highly accessible, service-rich area. State and local policies (such as clauses 11.03-1R and 18.01-1S) encourage the concentration of development in activity centres and more intense development on sites well connected to public transport. Clause 21.05-1 also seeks to increase the number and diversity of employment opportunities. The proposal complies with this policy and achieves these goals by providing a variety of commercial land uses on-site (retail and office). This complies with the vision for the surrounding area as set out in Clause 21.15.

Having regard to the above, the proposed re-development of the site for a larger-scale office building with ground floor commercial uses is considered to have strategic planning support as it will create additional employment opportunities in underutilised commercial areas in compliance with Clauses 21.05 and 21.06. Local policy aims to offer a range of retail needs and encourage office employment growth with taller forms encouraged near Oakleigh Railway Station. This development will assist Council in meeting this policy. It is noted that retail shop uses are discouraged in Sub Precinct 3C as per Clause 21.15, however this local policy is discordant with the zoning of the land where retail uses do not require a planning permit.

The site has excellent access to the public transport network with it being positioned adjacent to the Oakleigh Railway Station and various bus routes which ensures the development facilitates greater use of more sustainable forms of transport, in compliance with Clauses 18.01-1S, 18.02-1S, 18.02-2S and 21.08 of the Monash Planning Scheme.

A summary of the applicable State and Local Planning Policies, Zone, Overlays and Particular Provisions are is found at **Appendix A**.

### 4.2. MIX OF USES

The proposal is largely an office development, however, includes two retail tenancies at ground level.

In terms of land uses, the supporting mix of uses proposed is consistent with policy at Clause 21.06 and would complement the role and function of the Oakleigh MAC and surrounding area, as well as strengthening its long term viability as a destination for the local and broader community. Table 1 of Clause 21.06 outlines that offices are a major focus for the Oakleigh MAC. The mix of uses proposed is typical of a Commercial 1 Zone and reinforces the general mix of uses already established within the area. The uses proposed are appropriate and are outlined in Council's local policies Clauses 21.05 and 21.06 as being desirable in this location.

### 4.3. BUILT FORM

We submit that the proposed development is of a high quality architecture which responds appropriately to the preferred character of the area as outlined within the Monash Planning Scheme.



Picture 15 Render of the subject site

Source: Bruce Henderson Architects

### 4.3.1. Podium and Setbacks

The proposed podium is a significant improvement on the existing streetscape interface through the demolition of outdated buildings and the removal of at-grade car parking spaces which do not activate the street frontage for the construction of a modern building.

The DDO11 outlines a preferred street façade height up to 12m, with the proposal complying with this albeit for the additional 0.8m of height associated with the lightweight glazed parapet. This does not form the substantive part of the podium and is therefore acceptable.

Above the street facade, the proposal includes setbacks of between 3.7m and 5m facing Johnson Street, and 3.7m along the Mill Road frontage. This distinguishes the lower and upper levels to ensure that the street wall will be the visually dominant element in the streetscape. This is aided by the podium's rectilinear form and use of darker colours to anchor it into the streetscape. This is compared to the upper levels which are lighter in colour and incorporate a lightweight upper level glazed cap. It should be noted that the upper level is setback 5m from both the western and southern boundaries.

The DDO11 outlines preferred setbacks above the street wall of at least 5m. Whilst the proposal does not comply with this, this is acceptable as the degree of compliance is marginal. It should be noted that the upper level (Level 5) exceeds this requirement from the southern boundary, with a setback of 6.95m. The purpose of setbacks above podiums is typically to ensure that the podium remains the more dominant element in the streetscape and to avoid the upper levels from dominating the surrounding area. This is achieved through site's corner location, where the setbacks provided, in addition to the street widths ensure the development provides adequate transition to adjacent buildings and does not visually dominate the surrounds. The overall architectural design of the building, which provides a heavier, darker podium, adds to the prominence of the street wall. It is important to note that the setback to Johnson Street generally complies albeit for the corner where there is a reduced setback. This is the logical response to location at an intersection.

The design of interfaces between buildings and public spaces such as footpaths should enhance the visual and social experience of the user. Policy within DDO11 encourages the enhancement of the public realm and the provision of visual interest at the pedestrian level. The construction of a modern commercial building with large, glazed, ground floor lobbies, active tenancies is a significant improvement to the Johnson Street and Mill Road intersection. Through the activation of the ground floor, the building will provide visual interest and interaction at street level where it is currently limited. Commercial uses with large windows at ground floor open out onto the street ensuring passive surveillance and perceived pedestrian safety is maximised. A

canopy is proposed above the street to provide weather protection to pedestrians. This complies with building design requirements as outlined within DDO11 and local policy at Clause 21.15.

In terms of the location of the vehicle entrance along the Mill Road frontage, this has been treated in a perforated metal panelling. This ensures it appears visually interesting and permeable to pedestrians. Behind the perforations, at night and during the day, light and movement will be visible and as such, increase the perception of safety. The extent of inactive frontage has been reduced through the incorporation of a portion of Retail Tenancy 2 along a greater extent of the Mill Road frontage to act as a sleeve to the centrally located back of house areas. Where services have been located along the frontage, they have been minimised and those which must be along the front façade have been integrated into the design. This satisfies public realm, pedestrian spaces and street and public space quality policies at Clauses 15.01-2 and 21.15 as well as DDO11.



Picture 16 Mill Road frontage render

Source: Bruce Henderson Architects

### 4.3.2. Overall Building Height and Massing

The massing of the proposal reduces as its height increases. The base is built to all boundaries (save for the lightcourt setbacks), whilst the middle, visually lighter levels, incorporate side setbacks, with a lightweight, further recessed upper level cap on the fifth floor.

The development has an overall building height of approximately 23.2m (6 storeys) with the top floor being setback 5m from both the west and south boundaries.

It is acknowledged that the proposal exceeds the preferred maximum building heights (17.5m and five storeys) within DDO11 for Precinct 3C. The DDO11 outlines that the preferred building height can be exceeded in particular instances where the context warrants an alternative design response and that that design response demonstrates a respect for, and significantly contributes to, the preferred character of the OMAC.

We submit that the exceedance is warranted in this instance due to higher floor to ceilings associated with office developments and the site's corner location. The upper level setbacks ensure the building provides a reasonable transition to the lower forms to the south which are designated as having a preferred building height of four storeys. The separation provided by the width of Mill Road assists with the transition and also the amelioration of bulk impacts. Through the incorporation of a vertically articulated, stepped form, the proposal will fit into the preferred character of the area, thus meeting the requirements of the DDO11. The upper levels are lightweight and will not visually dominate the surrounds. This is compliant with policy at Clause 22.03-2.

Within Clause 21.15, the Oakleigh Major Activity Centre Framework Plan and DDO11, the car park site to the west is annotated as a Strategic Redevelopment Site with a preferred building height of eight storeys. The proposed six storey building, being directly opposite the car park, will provide an appropriate height transition between the taller form to the west and the lower forms to the south.

Looking at the overall massing of the proposal, the northern boundary wall has a maximum height of 23.2m whilst the eastern boundary wall is 20.4m in height. The adjoining lots will not be impeded in their development and can build along these shared boundary walls. This is further ensured through the inclusion

of a lightcourt from the first floor and above in the north-eastern corner of the site. Its dimensions are 4.5m in length and width. Therefore, as the sites are developed, these side walls will be obscured. In the meantime, a well-articulated treatment has been proposed.



Picture 17 Render of the subject site

Source: Bruce Henderson Architects

### **4.3.3. Building Design**

#### **4.3.3.1. Architectural quality**

The development is considered of high architectural quality and in that regard responds to the design objectives within Clauses 15.01-2 and 22.03-2 as well as the requirements of DDO11. The contemporary design is appropriate and will promote Oakleigh MAC.

The proposed design is offering a modern built form that revitalises the street frontages. The design response is such that it provides articulation to both streets. This is achieved through the overall design of the building being such that the vertical articulation is reinforced through the walls and windows breaking up the façade into smaller sections. The three structural elements of the building provide a stepped form which distinguishes the lower and upper levels, not only by massing but also by colour whereby above the podium, the development becomes increasingly lightweight. The side walls have been treated in a visually interesting pattern thus ensuring the building is of a high architectural quality and has been considered “in the round” which also assists in ameliorating visual bulk impacts. This is similar to the plant and equipment located on the roof which are surrounded by a perforated screen. This meets the requirements of DDO11 and Clause 22.03-2.

Landscaping is not a typical feature of existing commercial buildings in the surrounding area. The proposed landscaped terraces will provide green spaces to soften the built form and urban setting. The landscape design will aim to integrate into the architecture and express character through materials and detailing.



Picture 18 Render of the subject site

Source: Bruce Henderson Architects

#### 4.3.4. Amenity Impacts

In this instance, the subject site is completely surrounded by land within the Commercial 1 Zone, thereby reducing the relevance of the residential amenity objectives as there is no direct abuttal with private open spaces or habitable rooms from which amenity can be impacted on in terms of overlooking and overshadowing. Due to surrounding non-sensitive uses, the proposed development will not cause any adverse amenity impacts to the surrounding neighbours by the way of noise, light, odour or traffic movements.

Looking within the building, the office is provided with a high level of internal amenity for future employees. Large floor plates with two, wide street frontages will ensure there is an appropriate level of daylight access. Employees will have access to landscaped areas in addition to the ground floor commercial uses.

The site is well serviced by different modes of public transport and other community, commercial and recreational facilities that will make the area a highly desirable place to work and visit.

Overall, we submit that the proposed development will provide a high level of internal amenity to future occupants. It will also ensure that external amenity impacts to surrounding neighbours will be limited.

In terms of amenity impacts to the residential area to the south, due to the distance, the proposal would not result in overlooking or reduce daylight. This complies with the decision guidelines of the Commercial 1 Zone. It is also important to note that DDO11 designates these areas for redevelopment of between three and four storeys in height, and as such, whilst they are currently low scale, this is likely to change in the future.

Shadowing impacts of the development have been assessed and they show that at all times of the day, between 9am and 3pm, only a portion of the southern footpath would be impacted, with none of the private open spaces to the south being affected.

The subject site is located within a commercial area along a busy road where there are higher noise levels anticipated. Any noise levels would be typical of a commercial building. Plant and equipment are located on top of the building however this is substantially setback from any dwellings. This complies with the requirements of DDO11.

The development has incorporated lightcourts from the first floor and above in the north-east corner of the site to ensure the development will have access to daylight and air in the event that a development is approved on the adjacent site. The submitted SMP also includes a daylight analysis which confirms that in the event the surrounding sites are developed (which is likely), the proposed office, will continue to have reasonable natural daylight. Additionally, it should be noted that the adjoining site is substantially larger and therefore has greater capacity to provide additional setbacks or a larger lightcourt.



Picture 19 Render of the subject site with potential development to the east

Source: Bruce Henderson Architects

## 4.4. VEHICULAR ACCESS AND LOADING REQUIREMENTS

### 4.4.1. Carparking Provision

A total of 61 car parking spaces are proposed within the ground floor and two basement car parking levels below the office building. Given the subject site's location within 400m of the Principal Public Transport Network, reduced car parking rates apply.

All on-site carparking is proposed to be accessed via the crossover to Mill Road.

The proposed development has a statutory carparking requirement of 98 spaces. The provision of 61 spaces results in a shortfall of 37 spaces. Accordingly, a car parking reduction is required under Clause 52.06-5.

Clause 52.06-7 allows for a reduction in the statutory requirement, however, it must be accompanied by a Car Parking Demand Assessment. The full assessment is in the Traffic Impact Assessment prepared by Ratio Consultants.

In summary, Ratio Consultants are of the opinion that:

- *In terms of parking availability in the surrounds, Ratio Consultants carried out a parking inventory on 7 November 2019 between 8am and 8pm, which indicated there was an overall supply of 263 on-street car parking spaces, and even at the peak demand time of 3pm, there were a minimum of 102 spaces available.*
- *The provision of office staff parking at a rate of 1.97 car spaces per 100m<sup>2</sup> overall is acceptable for the office use. Given the limited provision of on-site car parking and the predominantly short-term parking in*

*the surrounds, this will encourage employees to use the available public transport services and active modes which are readily available (including the adjacent Oakleigh Train Station and Bus Routes)*

- *In terms of the other commercial uses, it is likely to attract walk-up trade and any staff or visitors can utilise adjacent public transport. One staff space is provided for each tenancy which should be sufficient for a manager for each tenancy*

In addition to the above, numerous recent VCAT decisions have confirmed that office uses are most suited to modal shifts to reduce reliance on motor vehicles. The Planning Scheme encourages a forward-thinking approach towards decreasing reliance on car-based travel. There is also strong support for drastic changes to private motor vehicle reliance from VCAT. A Red Dot VCAT decision (*Ronge v Moreland CC* [2017] VCAT 550) further expanded on policy behind this approach. The Member clearly advocated for a reduction in the statutory car parking provision in inner-city sites such as this.

Whilst this decision pertains to a site in the inner city, the context is similar with the subject site being adjacent to a railway station and bus stop.

Throughout the decision there are numerous relevant statements in support of the reduction and also regarding the limited importance that should be placed on car parking demand assessments. Relevant statements within the summary of this decision are applicable to this application, as follows;

- *State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.*
- *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*
- *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*
- *However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*
- *Policy tells us the future must be different.*
- *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*
- *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*

The *Ronge v Moreland* decision also confirms that where there is access to alternative forms of transport (such as the subject site), we need to drastically change how we are currently moving around Melbourne. Providing less car parking spaces encourages people to cycle, walk or use public transport.

Within a 2018 VCAT decision regarding the car parking reduction associated with an office development, *KM Tram Enterprise Pty Ltd v Boroondara CC* [2018] VCAT 1237, the Tribunal made the following relevant comments:

[29] *In this context of a change from the 'business as usual' approach, I agree with Ms Dunstan that office workers are prime candidates for a mode change given their commuting patterns of travel to and from work during peak times. This is the time when public transport services run at highest frequencies and when Melbourne's roads are most congested. The combination of 'carrot' and 'stick' makes it viable for many office workers commuting to a site such as this to change from private vehicle to public transport.*

[30] *I am not persuaded that the council's option of reducing the amount of office space so that it better aligns with on-site parking supply is consistent with planning policy. Plan Melbourne which promotes '20 minute neighbourhoods' where most of a person's everyday needs can be met locally within a 20*

*minute journey from home by walking, cycling or local public transport. The everyday needs referred to include local employment opportunities along with shopping, education and community facilities.*

[31] *Local employment opportunities in this context are not limited to retail or community services. There is a benefit in encouraging office uses in the '20 minute neighbourhood mix', as it provides opportunities for business owners and their staff to work locally. I find this line of argument is far more persuasive than the council's position of limiting the amount of office floor space so that more cars can be brought into this part of Hawthorn.*

Please refer to submitted Traffic Impact Assessment prepared by Ratio Consultants for further detail.

#### **4.4.2. Bicycle Parking Provision**

As described in the Traffic Impact Assessment, the proposed development has a statutory requirement of 15 bicycle spaces, including 11 employee spaces and four visitor/customer spaces pursuant to Clause 52.34 of the Monash Planning Scheme.

The proposal includes a generous provision of 21 bicycle spaces which is in excess of the statutory requirement for bicycle parking. The proposal includes:

- 15 staff/employee spaces within wall mounted vertical bicycle parking rails (such as the Ned Kelly bicycle parking rails) provided within a secure bicycle parking room located on ground floor
- Six visitor/customer spaces within three, double sided 'hoop' rails (such as the Arc De Triomphe bicycle parking rails) located adjacent to the car park entrance

The bicycle parking has been designed appropriately and in accordance with the relevant sections of AS2890.3:2015.

The facilities are designed to support bicycle use by employees, visitors and customers by providing end of trip facilities which complement the good access to the available bicycle connections. The proposal has a requirement for two showers and two change rooms (or direct access to a communal change room). The development proposes to provide three unisex combined showers and changing rooms near the bicycle parking room within the ground floor of the development. The proposal also includes a provision of 12 lockers.

Additionally, 29 percent of visitor spaces are provided as horizontal-at-ground-level spaces, in publicly accessible locations, with convenient access to building entrances, lift shafts, etc. This exceeds the requirement outlined in AS2890.3:2015 that 20% of bicycle parking must be provided at ground floor. All access ways and storage spaces are designed to comply with AS2890.3:2015.

Please refer to submitted Traffic Impact Assessment prepared by Ratio Consultants for further detail.

#### **4.4.3. Car Parking Layout and Access Arrangement**

The proposed carparking layout and access arrangements have been assessed under the relevant guidelines. A summary of the key elements includes:

##### **4.4.3.1. Accessways**

- Access to the on-site car parking is proposed directly from Mill Road via a 6.1m wide vehicle crossover. Sightline triangles are provided either side of the splay
- A loading bay area is proposed at ground floor which will be used for waste collection and unloading/loading. The loading area is accessed via the 6.7m wide access
- Swept paths which demonstrate the vehicle access arrangements along the access ramp and within the basement are included in the Traffic Impact Assessment

##### **4.4.3.2. Car Parking Spaces**

- A total of 61 car parking spaces are proposed on-site for the proposed development. Of those total number of spaces, 14 are proposed within car parking stacker systems and have been assessed against relevant design standards further in this report

- All car spaces are provided in accordance with the minimum requirements of Clause 52.06-9, specifically Table 2 of Design Standard 2
- Car spaces located are clear of any encroachments in accordance with Diagram 1 of Clause 52.06-9 (Design Standard 2)
- Seven Klaus SingleVario 2061-190 car parking stacker systems are proposed within the ground floor level of the development to cater for a total of 14 vehicles. Each system will provide two levels of dependent parking which will be allocated to the same commercial tenancy. A headroom clearance of 3.80m is proposed within the ground floor. The car stacker systems will operate in a dependant manner with the vehicle parked on the lower level of the stacker system needing to depart and wait/queue on-site, in order to access the upper car parking space within the stacker system
- The proposed mechanical parking complies with Design Standard 4 of Clause 52.06-9
- Access to and from all spaces has been checked using a turning template based on the B85 and B99 design car presented in AS2890.1-2004 and Ratio Consultants are satisfied that vehicles will be able to safely manoeuvre to and from each space as well as all vehicles being able to enter / exit the site in a forwards direction
- Two opposing B99 design vehicles, can pass at the vehicle entrance in a suitable manner

#### **4.4.3.3. Loading**

In order to accommodate on-site loading the development includes:

- The ground level loading bay accessed from the driveway can accommodate a 6.4m waste vehicle and 6.4m loading vehicle
- Vehicles can enter/exit the loading bay in a forward direction
- A minimum 3.8m headroom clearance is provided
- Swept paths which demonstrate the vehicle access arrangements within the loading area are included in the Traffic Engineering Assessment

Based on the above, Ratio Consultants are satisfied that adequate loading opportunities are provided on-site as part of the development and there will be no impact on amenity, road safety or traffic flow as a result of the proposed development

Please refer to submitted Traffic Impact Assessment prepared by Ratio Consultants for further detail.

#### **4.4.3.4. Traffic**

Ratio Consultants has undertaken a thorough assessment of the likely demand generated by the use and ultimately found that the car parking provision and traffic impacts are acceptable. In terms of traffic impact, the maximum anticipated traffic generation of the proposed development is 32 vehicle trips each peak hour directly onto Mill Road and the surrounding road network. Ratio Consultants confirmed the volume of traffic likely to be generated by the proposed development is relatively small and will not have a significant impact on the capacity and operation of the surrounding road network.

Please refer to submitted Traffic Impact Assessment prepared by Ratio Consultants for further detail.

## **4.5. SUSTAINABLE MANAGEMENT**

Redevelopment of the site located in an existing built up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes which reduce staff and visitors from relying on private vehicles.

Policy at clauses 15.01-2S, 21.13, 22.04 and 22.13 of the Monash Planning Scheme, encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management. Sustainable Built Environments (SBE) have prepared a Sustainable Management Plan that demonstrates that the proposed development achieves "Best Practice" in environmental design standard.

The development will incorporate the following key sustainable design initiatives:

- BESS Project Score of 51 Percent

- A STORM Rating of 109%, achieved via a rainwater harvesting system with a capacity of 25,000L (Basement Level 2) is proposed for the site to offset potable water demand for irrigation and toilet flushing
- A total of 100sqm of terrace runoff is to be diverted through a 4sqm raingarden on the first floor terrace
- The incorporation of a lightcourt from the first floor and above in the north-east corner ensures the development will have access to daylight and air in the event that a development is approved on the adjacent site
- Daylight modelling results show 69% of the retail tenancy area and 66.4% of the office area achieve a Daylight Factor of 2% or more
- Extensive perimeter glazing with the use of double hung windows to provide daylight and cross-ventilation
- Efficient mechanical services

Accordingly, the proposal meets the applicable policies.

Please refer to the assessment by Sustainable Built Environments (SBE) for further information.

## **4.6. WASTE MANAGEMENT**

RB Waste Consulting Service has prepared a Waste Management Plan that outlines the strategy proposed for the subject site. In summary, the report proposes the following waste collection:

- A dedicated waste store is located adjacent to the loading bay
- Each retail/office area will supply their own bins for garbage; recycling and organic waste materials
- Users shall sort their waste and dispose garbage and recyclables into their own bins, then transfer them to the communal waste store
- Waste shall be collected on a weekly basis from the loading bay by private contractor with a mini-rigid vehicle. The collection contractor shall transfer bins between the waste areas and the truck

A swept path assessment has been prepared and is included as part of Appendix F within the Traffic Impact Assessment prepared by Ratio Consultants. This demonstrates that the nominated waste collection vehicle can access the loading area from Mill Road, conduct waste collection, turn-around and exit the site onto Mill Road in a forward direction.

Please refer to the Waste Management Plan by RB Waste Consulting Service for further information.

## 5. CONCLUSION

The proposed development at No. 12-14 Johnson Street, Oakleigh will contribute positively to the built form character of the area, sitting comfortably within the character of taller buildings. The building offers an contemporary design which respect the surrounding Oakleigh OMAC character whilst incorporating elements to improve the public realm through increased pedestrian safety.

The development responds to its policy context and the surrounding area. It is worthy of approval for the following reasons:

- It responds to State and Local Policy by providing a mix of uses that will increase local employment opportunities
- The proposal responds to the built form requirements of Design and Development Overlay – Schedule 11
- A high-quality architectural response using innovative and environmentally sustainable design measures have guided the development from its inception
- Passive surveillance to both street frontages from both the ground floor uses and office space will improve quality of the pedestrian environment
- The office building includes a high level of internal amenity for future employees and visitors through the incorporation of terraces
- The site provides an opportunity for the equitable development of neighbouring sites and off-site impacts are minimised
- All loading is to occur on-site, limiting the external impacts to neighbouring properties and the wider area

The proposed development provides a high architectural response and will make a valuable contribution to the provision of office space and commercial tenancies. With this in mind, we respectfully request that Monash City Council supports this application with the issue of a planning permit.

# DISCLAIMER

This report is dated 7 July 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Goldman Johnson Pty Ltd (**Instructing Party**) for the purpose of Town Planning Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

# **APPENDIX A**

# **PLANNING POLICY FRAMEWORK**

# PLAN MELBOURNE

Plan Melbourne locates Monash within the 'Eastern Region' as per Map 13. Plan Melbourne also acknowledges that, in the past decade, planning approaches have not adequately addressed area and population based needs. It recognises that in the future, service planning and resource allocation will need to take account of population distribution, growth projections and existing infrastructure and resources.

Plan Melbourne introduces the '20-minute neighbourhood' concept, which seeks to create healthy, safe and active local communities. It suggests healthy communities are those where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists.

## PLANNING POLICY FRAMEWORK

The Planning Policy Framework seeks to foster the objectives of planning in Victoria through appropriate planning policies and practices. These seek to encompass relevant environmental, social and economic factors.

The following policies are relevant to the planning application:

- **Clause 11 Settlement** recognises that planning is to 'anticipate and respond to the needs of existing and future communities through provision of zones and service land for housing, employment, recreation and open space, commercial and community facilities and infrastructure'. The policy also seeks to facilitate sustainable development that takes full advantage of existing settlement patterns.
- **Clause 11.02-1S Supply of Urban Land** seeks to ensure a sufficient supply of land is available for residential uses, and requires planning to consider opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- **Clause 11.02-2S Structure Planning** seeks to facilitate the orderly development of urban areas
- **Clause 11.03-1S Activity Centres** aims to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres. Relevantly, strategies include focusing activity centres as a place for business and working, to reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres and providing local employment.
- **Clause 11.03-1R Activity centres – Metropolitan Melbourne** aims to support development and growth in MACS by ensuring they can accommodate significant growth for a broad range of land uses.
- **Clause 15.01S Urban Design** aims to 'create urban environments that are safe, function and provide good quality environments with a sense of place and cultural identity'
- **Clause 15.01-2S Building Design** provides a range of urban design strategies which seek 'to achieve building design outcomes that contribute positively to the local context and enhance the public realm'. This clause also states that planning must consider as relevant:
  - Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).
- **Clause 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** includes the strategy to create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs (including employment) within a 20 minute walk, cycle or local public transport trip from their home.
- **Clause 15.01-5S Neighbourhood character** aims 'to recognise, support and protect neighbourhood character, cultural identity, and sense of place.' The policy ensures development responds to its context and reinforces a sense of place and the valued features.
- **Clause 17.01-1S Diversified Economy** aims to strengthen and diversify the economy to facilitate growth in a range of employment sectors.
- **Clause 17.02-1S Business** aims to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services.
- **Clause 18.01-1S Transport** seeks to integrate land use and the transportation system in a more holistic manner. Recognised as a fundamental component of any successful metropolitan area, this

clause identifies strategies aimed at creating a more sustainable and successful transport network. Relevantly, strategies include *'ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.'*

- **Clause 18.02-1S Sustainable Personal Transport** seeks to promote the use of sustainable personal transport through a range of strategies, one of which is to ensure the provision of bicycle end-of-trip facilities in commercial buildings.
- **Clause 18.02-2S Public Transport** aims to facilitate greater use of public transport and promote increased development close to high-quality public transport routes, such as the subject site.
- **Clause 19 Infrastructure** aims to provide for a range of social and physical infrastructure in an efficient, equitable, accessible and timely manner. The clause specifically encourages redevelopments to utilise existing infrastructure and human services.

## LOCAL PLANNING POLICY FRAMEWORK

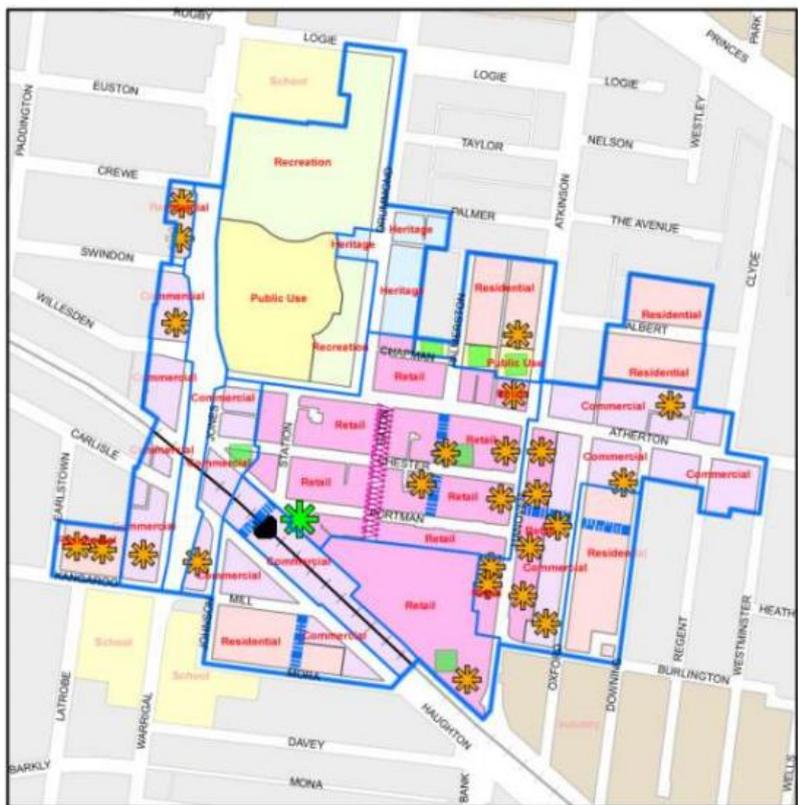
The Local Planning Policy Framework (LPPF) comprises the Municipal Strategic Statement and Local Planning Policies applicable to the City of Monash. The key sections of the MSS and LPPF are summarised below:

- **Clause 21.01-1 Municipal Profile** identifies that the Municipality has significant commercial land use areas such as the Oakleigh Major Activity Centre. Activity centres play a diverse role in terms of accommodating future housing, retail, commercial and civic services. More intensive, higher scale development is directed towards activity centres to accommodate population growth. Railway stations form the basis of activity centres and urban consolidation opportunities. Additionally, the municipality has extensive bus routes including Smart Bus routes. Regarding employment, Monash City Council has a higher proportion of people employed as professionals, managers, administrators and sales workers and a slightly lower proportion of people employed as trades workers, plant and machine operators and drivers and labourers in 2011. The business community is an important generator of income and employment for the local economy. The City of Monash is known for its garden city character, including its wide streets with street trees, which contribute to higher quality commercial environments.
- **Clause 21.05 Economic Development** recognises that the Oakleigh Activity Centre is undergoing continued growth, particularly in underutilised commercial areas, and contributes to job creation. Activity centres need to attract and retain local business by enhancing the competitive edge and attractiveness of activity centres. There is a notable preference for clustering of businesses and industry in accessible, attractive and well serviced locations.
- **Clause 21.06 Major Activity and Neighbourhood Centres** provide attractive environments for job growth and investment, convenient access to public transportation, and offer a wide range of retail needs. Oakleigh Major Activity Centre in particular is a key focus for integrated high-rise residential development, mixed commercial uses, offices, shopping, recreation and community services. High rise development should be located adjacent to the Oakleigh Railway Station. In particular, office uses should be encouraged where contiguous retail frontage is not compromised. Within this activity centre, greater public transport linkages and services are encouraged, as well as sufficient parking to meet the centre's needs.
- **Clause 21.08 Transport and Traffic** recognises the need to provide a more environmentally responsible transport system, including through the provision of an accessible integrated network of walking and cycling routes for safe and convenient travel.
- **Clause 21.13 Sustainability and Environment** aims to adopt environmentally sustainable practices to water quality and management, air quality and noise, waste management, energy use and transport among other issues. The related strategies include encouraging high rise developments in the Oakleigh Major Activity Centre that result in integrated housing, office, shopping, recreation and community services and provides a mixed level of activity.
- **Clause 21.15 Oakleigh Major Activity Centre Structure Plan** implements the Oakleigh Major Activity Centre Structure Plan and aims to develop a mixed use activity centre. The Oakleigh Major Activity Centre Framework Plan places the site in an area earmarked for commercial development, with residential uses on the upper floors. Precinct 3 'Commercial Periphery' where the subject site is located, aims to *"encourage an appropriate mix of higher density residential development and commercial uses in*

the precinct. High quality contemporary architecture will mark the passage to and past the Oakleigh Village.” Retail shop uses are discouraged in Sub-Precinct 3C.

- **Clause 22.03 Industry and Business Development and Character Policy** applies to land in the Commercial 1 Zone. It aims to ensure new developments create or enhance a high-amenity built form environment and attractive landscape setting that supports the Garden City Character. The subject site is identified within Business Character Type 1 (BUS 1) (Oakleigh Activity Centre). The desired future character statement states “new development within this Character Type will respect the scale and form of development of the relevant Activity Centre, while providing for appropriate change.”
- **Clause 22.04 Stormwater Management Policy** applies to new developments and aims to improve stormwater quality through the effective management of stormwater flow through water sensitive urban design. Levies apply to the Oakleigh catchment area if on-site retention systems are not provided and if the impervious area of the site is greater than 35% of the site area and this impervious area is to be increased.
- **Clause 22.13 Environmentally Sustainable Development Policy** applies to new developments and seeks to ensure they achieve best practice in environmentally sustainable development, from the design stage through to construction and operation, such as through energy efficiency, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology. An application must be accompanied by either a Sustainable Design Assessment or a Sustainability Management Plan.

Figure 1 Oakleigh Major Activity Centre Framework Plan



**LEGEND**

- |  |  |
|--|--|
|  Eaton Mall                         |  Retail - Retail/Commercial/Residential above |
|  Strategic Development Sites        |  Commercial - Commercial/Residential above    |
|  Car Parks                          |  Residential - Medium Density                 |
|  Oakleigh Village - Western Gateway |  Heritage & Community                         |
|  Pedestrian Links                   |  Public Use                                   |
|  Oakleigh Station                   |  Recreation                                   |
|  Railway Line                       |  |

Source: Monash Planning Scheme – Clause 21.15 Oakleigh Major Activity Centre Structure Plan

## **Oakleigh Major Activity Centre Structure Plan, City of Monash, 28 August 2012**

The Oakleigh Major Activity Centre (OMAC) is a key focus for convenience due to its mix of uses and close proximity to Oakleigh Railway Station. The policy document was informed by community consultation and the policy objectives of Melbourne 2013 and Melbourne @5 million, with a primary imperative to accommodate projected growth in the area. The vision states "*The centre will provide a range of employment opportunities in enterprises that provide a diverse range of services*" and the objective for enterprise, retail and business states "*enterprise is able to establish and grow to meet demand in the activity centre.*"

The land uses within the existing activity centre (Precinct 3) are described as "*predominantly commercial with a mix of retail and office uses*". The preferred built form within this precinct includes new development that exhibits "*architecture of contemporary excellence that is energy efficient and sustainable*" and the "*amalgamation of sites is encouraged*".

The property across to the west of the subject site at No. 1-15 Johnson Street is identified as a 'Strategic Development Site' (currently a public car park).

The built form guidelines of the structure plan have been implemented in Clause 21.06, Clause 21.15 and Schedule 11 (Oakleigh Major Activity Centre) of the Design and Development Overlay in the Monash Planning Scheme.

# ZONE

## Commercial 1 Zone

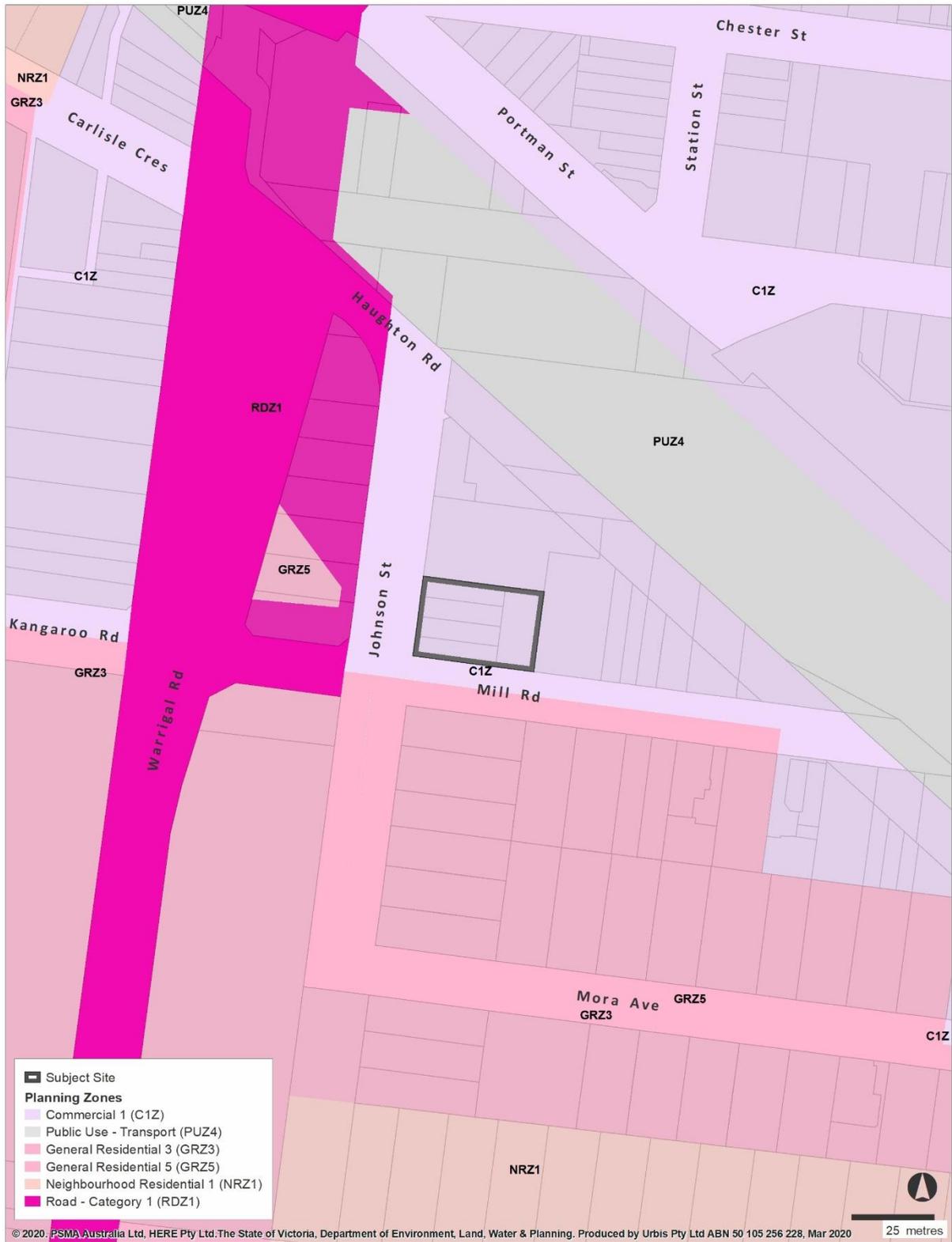
The subject site is located within the Commercial 1 Zone (C1Z). The purpose of the zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

In accordance with the Commercial 2 Zone:

- A permit is required for buildings and works pursuant to Clause 34.01-4.
- Use of the land for office and retail (including shop) does not require a permit, pursuant to Clause 34.01-1.

Map 4 - Zoning Map



**12-14 JOHNSON STREET, OAKLEIGH 3166**  
**PLANNING ZONES**

# OVERLAYS

## Design and Development Overlay – Schedule 11 (Oakleigh Major Activity Centre) (DDO11)

The site is subject to Schedule 11 of the Design and Development Overlay.

**Schedule 11** is for the “Oakleigh Major Activity Centre” (OMAC) and the subject site is located within Precinct 3C ‘Commercial Periphery’.

This schedule stipulates the preferred built form outcomes for the OMAC, including the following outcomes specifically relating to the subject site:

- *The preferred building height is 5 storeys / 17.5 metres (for land between Haughton Rd, Mill Rd & Johnson St). This height can be exceeded if the site conditions warrant an alternative design response and it can demonstrate respect for and significantly contribute to the preferred character of the OMAC.*
- *For the purposes of this schedule, the minimum height of a commercial storey (floor to floor) is 3.8 metres (excluding basement).*
- *A zero street setback up to a façade height of 12 metres is preferred.*
- *A 5-metre setback behind the facade above the 12-metre street façade height is preferred. The setback should have regard to sensitive uses, including residential uses.*
- *Mechanical plant and/or equipment must be screened from view from the front street frontages and abutting properties.*
- *High quality, contemporary architecture with enhanced pedestrian environments that incorporates environmentally sustainable design is encouraged.*
- *Developments should prevent unreasonable off-site amenity impacts on adjoining and nearby residential uses, including through noise attenuation measures.*
- *Material and finishes should reinforce vertical articulation, stepped built form and the distinction between podium and upper levels. Long continuous facades should be broken into smaller vertical sections.*

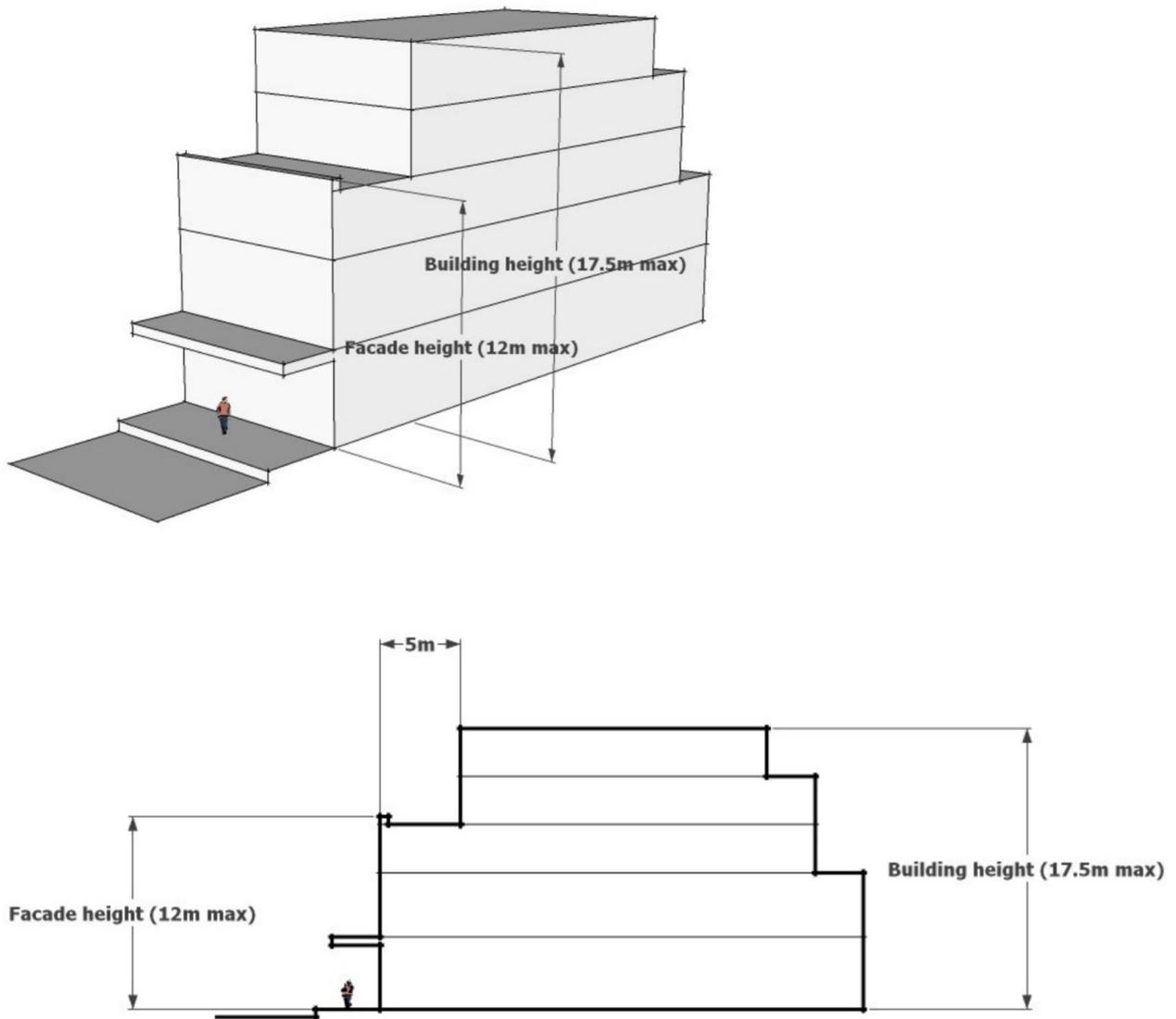
The schedule also includes a series of buildings and works requirements which are discussed in the assessment.

In accordance with the Design and Development Overlay:

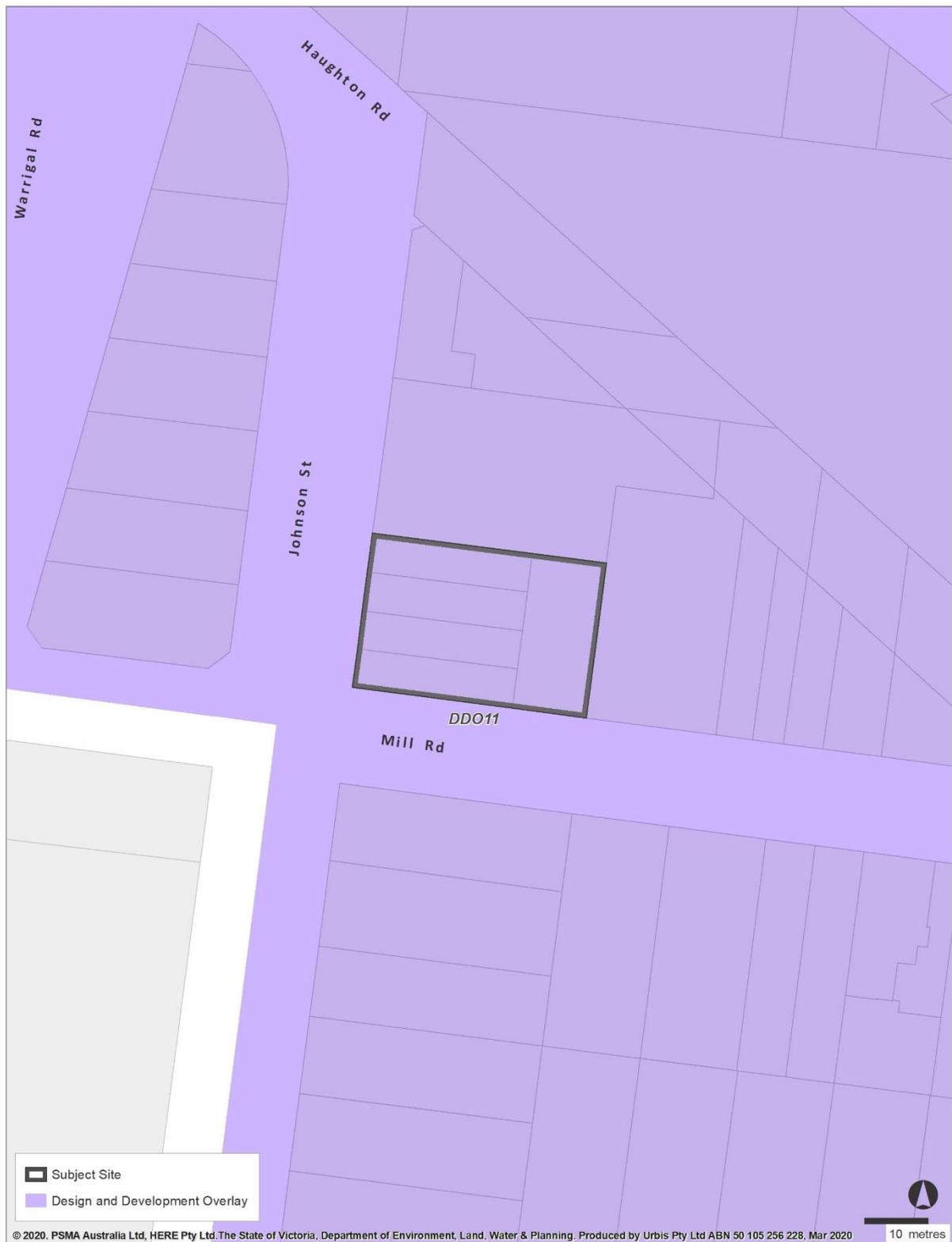
- A permit is required to construct a building or construct or carry out works pursuant to Clause 43.02-2

Figure 2 Preferred building height and setbacks of Precinct 3C within DDO11

Source: Monash Planning Scheme – Schedule 11 to the Design and Development Overlay



Map 5 - Design and Development Overlay - Schedule 11



**12-14 JOHNSON STREET, OAKLEIGH 3166**  
DESIGN AND DEVELOPMENT OVERLAY (DDO11)

# GENERAL AND PARTICULAR PROVISIONS

## Clause 52.06 – Car Parking

Pursuant to Clause 52.06-1, before a new use commences the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the Responsible Authority.

Given the location of the site in the Principal Public Transport Network Area, the Column B rates apply as follows:

- Office: 3 car spaces to each 100sqm of net floor area
- Retail: 3.5 car spaces to each 100sqm of net floor area

The proposed development has a statutory carparking requirement of 98 spaces. The provision of 61 spaces results in a shortfall of 37 spaces. Accordingly, a car parking reduction is required under Clause 52.06-5.

Clause 52.06-7 allows for a reduction in the statutory requirement, however, it must be accompanied by a Car Parking Demand Assessment. The full assessment is in the Traffic Impact Assessment prepared by Ratio Consultants.

## Clause 52.34 – Bicycle Facilities

Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The following minimum bicycle spaces are required:

- Office: 1 to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm for employees
- Office: 1 to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm for visitors
- Retail: 1 to each 300 sqm of net floor area
- Retail: 1 to each 500 sqm of net floor area

A total of 21 bicycle parking spaces are provided, with 15 staff/employee spaces located in a secure bike store, and six visitor spaces located along the Mill Road frontage adjacent to the vehicle entrance.

This therefore exceeds the number of spaces required under Clause 52.34-5 of the Monash Planning Scheme.

## Clause 53.18 – Stormwater Management in Urban Development

This clause applies to an application under a provision of a zone to construct a building, or construct or carry out works. The purpose of the clause is:

- *To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.*

An application to construct a building or construct or carry out works must meet all the objectives and should meet all the standards of Clause 53.18-5 and Clause 53.18-6.

## Clause 65 - Decision Guidelines

The responsible authority must consider the decision guidelines of Clause 65 when considering a planning permit application.



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