

Application for Planning Permit

170 Forster Road, Mount Waverley, 3149

ADVERTISED COPY



'Dagura Buumarri'
Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.

The river system illustrated in this visual image is bound in greens and golds to acknowledge the warmth often felt in a colder climate. The rich earth hues of green, reds and browns reflect the local landscapes of this state while the extensive use of rhythmical patterning captures the unique landscapes of flat and mountainous areas. The use of earth colours imparts a sense of strength and serenity while contrasting greens throughout the image reminds us of the lushness of the natural world, where animals and humans once lived in harmony – it reminds us of the importance to protect the lands, waterways and skies and care for our localised environment. Scattered throughout the image are bold colours of oranges – a source of energy that continues to be felt as a life-giving source. The orange hues also portray the varying sunsets in which many Victorians enjoy seeing.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Wurundjeri Woi Wurrung people, of the Kulin Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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1.0 Executive Summary

Site Location and Context

Ethos Urban have been engaged by Dexus to prepare a Planning Permit application for the construction of two multi-deck warehouse buildings, located at 170 Forster Road, Mount Waverley within the Axxess Corporate Park (ACP). Specifically, Dexus proposes to construct two multi-deck buildings with ancillary office space, landscaping, and an altered access to a TRZ2.

The site is located within the City of Monash local government area (LGA), in an area surrounded by major research and health institutions, including Monash University and Monash Children's Hospital and Emergency Department.

The site forms part of the Monash National Employment and Innovation Cluster (Monash NEIC). The Monash NEIC is already Melbourne's second largest employment hub and will be further activated being located adjacent to the underground Suburban Rail Loop (SRL) with nearby stations announced at Clayton, Monash and Glen Waverley.

ACP is a unique commercial asset and is well-positioned to be a catalyst for the evolution of the Monash Employment and Innovation Precinct (NEIC). ACP is the largest private landholding in the precinct, is structured to support a staged redevelopment over the short to medium-term and can accommodate a range of land uses that will complement the innovation, education and health services that underpin the Monash NEIC.

Proposal

Dexus propose to undertake development of two, 3 storey vertical warehouse buildings with associated loading, parking, and landscaping in the north-west portion of the ACP. This will involve demolition of the existing buildings and structures on that part of the site.

Each warehouse will provide 3 tenancies per level with heavy vehicle access provided to all levels. Each tenancy will be provided with ancillary office areas with car parking provided in a common car parking area. The maximum building height will be 35.7m.

Planning Permit Triggers

The following planning permit triggers apply:

- Pursuant to Clause 36.04-2, a planning permit is required to alter access to a road in the TRZ2 – Principal Road Network.
- Pursuant to Schedule 6 of Clause 37.01 (Special Use Zone), a planning permit application is required for buildings and works in the SUZ.
- Pursuant to Clause 52.06-3, a planning permit is required to reduce the number of car parking spaces required under Clause 52.06-5.
- Pursuant to Clause 52.05-11, a planning permit is required to erect and display business identification signage greater than 8m².

A planning permit is not required for the use of the building for the purpose of Warehouse.

Reasons why the Proposal should be supported

The proposal satisfies the relevant sections of the VPP and should be supported for the as it:

- Aligns with the SRLA's vision for the Monash NEIC Precinct, to become a 24-hour mixed-use, employment precinct.
- Addresses the relevant PPF, LPPF and MSS policies by providing the revitalisation of this site in an accessible location.
- Provides for the continuing contribution of this significant site to the local and regional economy. It maintains the industrial and commercial land uses on site.
- The siting and design of the proposed works are consistent with the area's character and include functional design elements that will avoid unacceptable impacts on adjoining properties and provide a high-quality interface to the surrounding public realm.

- The proposal provides an opportunity for an existing business and operation to move to the site and provide additional employment opportunities.
- The proposed use is consistent with the purpose of the Special Use Zone.
- The use is consistent with other surrounding uses on the site and will not cause detrimental impacts to nearby residential areas.
- The proposed buildings and works respond to the Purpose and Design Objectives of the Design Development Overlay Schedule 1.
- The works will not significantly alter the appearance of buildings as viewed from adjoining streets or impact the existing streetscape character. Rather, the works will provide an improved public domain interface and allow for appropriate pedestrian permeability around safe vehicular access.
- The proposed works correspond with the context and characteristics of the local environment, matching the scale, design, form and materiality, of the surrounding industrial and commercial buildings. This ensures minimal effect on the existing built form and landscape character and amenity.
- The proposed works incorporate sustainable design initiatives and are suitable from a transport planning perspective as assessed by Impact Traffic and Transport Engineering.

Background to Dexus

Dexus is one of Australia's leading fully integrated real estate groups, managing a high-quality Australian property portfolio valued at \$44.3 billion comprised of office, retail, industrial and healthcare assets.

Dexus is an active owner and investor, with 35 industrial properties under management in Victoria in Laverton, Port Melbourne, Mt Waverley and Truganina, and major developments underway which include Merrifield Business Park and Horizon 3023 in Ravenhall.

Multi-storey warehousing is an innovation being developed across key urban centres in Australia, and across the world, in response to increasing land values, scarcity of land, and increasing importance for businesses to be situated in key locations close to both customers and staff.

The multi-storey development in Mount Waverley will be a flagship example of what industrial precincts will look like in the future with the conversion of end-of-life buildings into operationally efficient, high-tech industrial facilities.

This product type allows more efficient land use, increased operating efficiencies with connectivity and reduced operational and transportation costs for tenants, increased job density and the clustering of diverse users into industry-specific hubs.

The multi-storey warehouse scheme at Mount Waverley has been pursued in response to the demand from both existing customers within the Dexus portfolio, and key tenants located within the Monash NEIC looking to grow their business footprint and operations within a facility of quality and scale not yet available in the precinct.

Potential tenants include growth industries including e-commerce, pharmaceutical and medical, manufacturing and production, food-related and urban services. Key customers within the Monash NEIC include DHL, Leidos Australia, BlueScope, Dulux, Viridian, Telstra, and Nissan, as well as existing Dexus portfolio customers including Amazon and Hello Fresh.

2.0 Overview and Context

2.1 Introduction

The subject site is located at 170 Forster Road, Mount Waverley in the City of Monash Local Government Area. The site is irregular in shape with an approximate area of 6.8 hectares, and a street frontage of 40m to Forster Road and 110m to Gilby Road.

The primary vehicular access is from Forster Road on the western boundary and Gilby Road to the east.

At present, the site comprises a business park with various uses including commercial offices, automotive repair services, technology industry and wholesalers, Goodstart Early Learning and Uniting Mount Waverley amongst others.

The existing buildings are setback from the interfaces of the surrounding road network and there are established landscaping areas provided to each street interface. This includes extensive ground-level planting and mature canopy trees. The primary east-west vehicle access through the site also includes ground-level landscaping and canopy trees along both sides of the street.

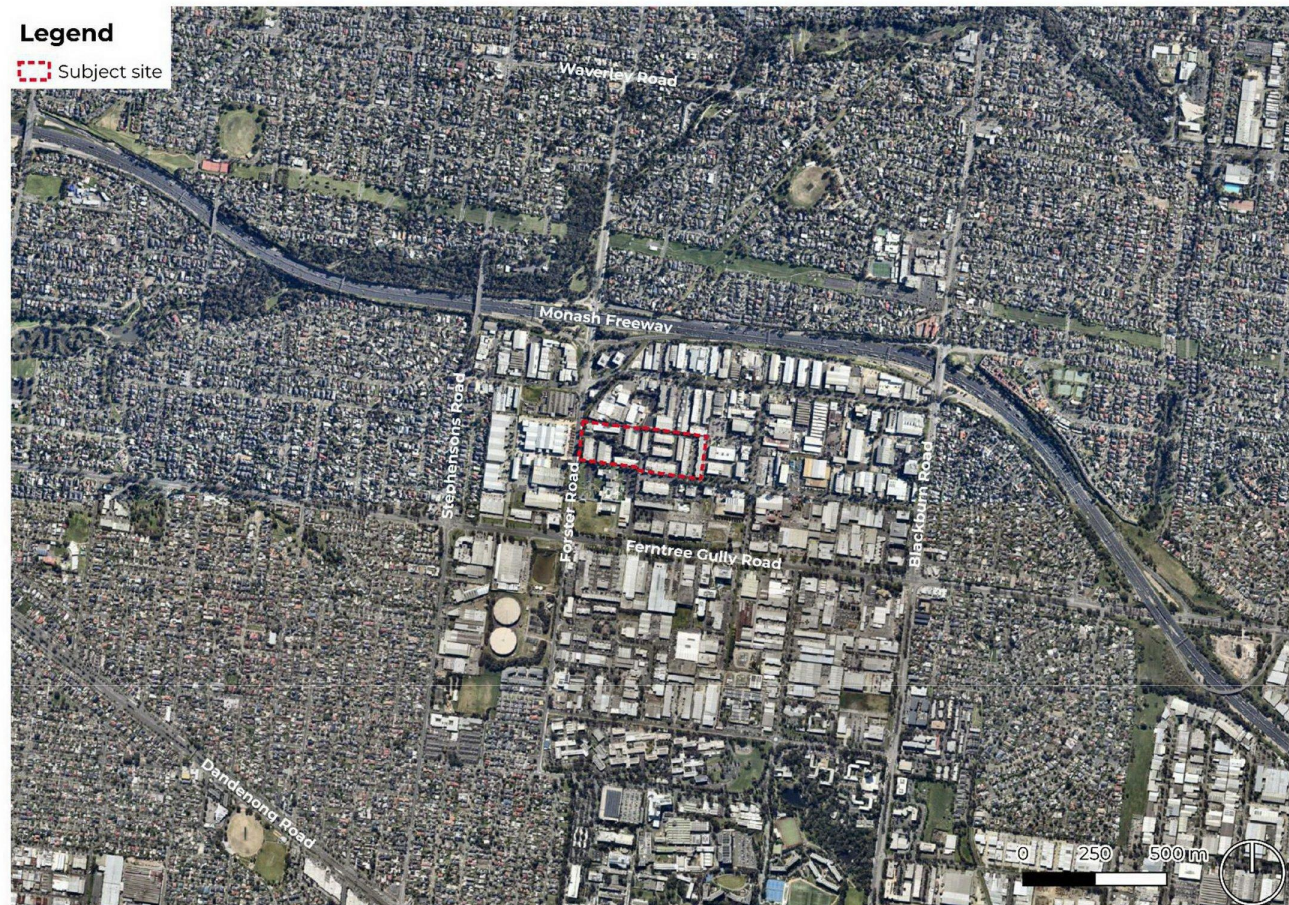


Figure 1 Locational Context

Source: Nearmap / Ethos Urban



Figure 2 Aerial Image

Source: Nearmap / Ethos Urban

2.2 Planning Summary

Ethos Urban have been engaged by Dexu to prepare a planning permit application for the construction of two, three storey vertical warehouse buildings, car parking reduction, signage and alterations to access to a TRZ2 at the site located at 170 Forster Road, Mount Waverley.

Table 1 Planning Summary

Item	Application Specifics
Address	170 Forster Road, Mount Waverley
Existing Use and Development	Existing business park
Proposed Use and Development	Buildings and work associated with two multi deck warehouse buildings, business identification signage, car parking reduction and alteration to access to a TRZ2.
Existing Zone(s)	Special Use Zone – Schedule 6
Overlay(s)	Design Development Overlay – Schedule 1 (DDO1)
State Planning Policy Framework	Clause 11 - Settlement Clause 15 - Built Environment and Heritage Clause 17 – Economic Development
Local Planning Policy Framework	Clause 21.05 – Economic Development Clause 21.06 – Major Activity and Neighbourhood Centres Clause 21.07 – Business Parks and Industry Clause 21.08 – Transport and Traffic Clause 22.03 – Industry and Business Development and Character Policy Clause 22.04 – Stormwater Management Policy

Item	Application Specifics
	22.05 – Tree Conservation Policy 22.08 – Outdoor Advertising Policy 22.13 – Environmentally Sustainable Development Policy
Particular Provisions	Clause 52.05 – Signs Clause 52.06 – Car Parking
Application Triggers	<p>Pursuant to Clause 36.01, a planning permit application is required for buildings and works in the SUZ.</p> <p>Pursuant to Clause 43.02-02., a permit is required for construction of buildings and works.</p> <p>Pursuant to clause 52.05-11, a planning permit is required for business identification signage which exceeds 8m².</p> <p>Pursuant to clause 52.06-3, a planning permit is required to make reductions in the available car parking.</p> <p>Pursuant to Clause 52.29-2, a planning permit is required to alter access to a road in the TR22 – Principal Road Network.</p>

2.3 Site and Surrounds

The site is located at 170 Forster Road, Mount Waverley. At present, the site comprises a business park with various uses including commercial office, automotive repair services, technology industry and wholesalers, Goodstart Early Learning and Uniting Mount Waverley amongst others.

The site is strategically located and anchored by major research and health institutions, forming part of the Monash National Employment and Innovation Cluster (Monash NEIC). The Monash NEIC is already Melbourne's second largest employment hub and will be further activated being located adjacent to the underground Suburban Rail Loop (SRL) with nearby stations announced at Clayton, Monash and Glen Waverley.

The existing buildings are setback from the interfaces of Forster, Ricketts and Blackburn Road. This setback includes ground level landscaping and canopy trees which are spread along the interface with Forster Road. The trees add significant value to the street scene, given the limited qualities of the landscaping provisions in the wider street scene.

The immediate surrounding area is comprised of industrial style buildings. Most buildings occupy large proportions of their overall lot. The space unoccupied by building is typically occupied by internal road infrastructure and car parking. A range of building heights exist within the local area, however the predominate height is between 1-2 stories.

While most buildings in the surrounding area have incorporated setbacks from the street, the landscaping buffers are generally of poor quality, which has resulted in high levels of visibility of internal roads, servicing infrastructure, and car parking and loading bays. Examples of the general street scene, landscaping provisions and the predominate scale and prominence of buildings can be seen below.

There are also no significant design features that inform the signage and business identification in the local area. We note that the heights, scale and general style of signage in the immediate area varies significantly between operational units. We note there are a small number of illuminated signs along the street scene, however the typical signage for the area tends to be non-illuminated business identification signage, examples of which are shown below.

Figure 3 151 Forster Road



Figure 4 179 Forster Road



Figure 5 205-211 Forster Road



2.4 Certificate of Title and Encumbrance

The proposal sits within two lots which are referred to as Land in Plan of Consolidation 106842 and Land in Plan of Consolidation 363429U. The relevant documents are attached at Appendix A.

Section 173 Agreement AE133430A applies to the site, it states that:

- *the Alinta Site must not be accessed from Ferntree Gully Road other than via the Existing Access without the prior written consent of Council;*
- *no more than 250 of the 578 car parking spaces on the Alinta Site may be accessed via Ferntree Gully Road;*
- *before any part of the Subject Land with a Ferntree Gully Road frontage east of the Alinta Site is developed, a traffic impact assessment report, prepared by a suitably qualified traffic engineer must be submitted to and approved by Council;*
- *the future development of any part of the Subject Land with a Ferntree Gully Road frontage east of the Alinta Site must not create more than one vehicle crossover along Ferntree Gully Road;*
- *on the earlier of 30 June 2007 or before the occupation of a permitted use of any part of the Subject Land with a Ferntree Gully Road frontage east of the Alinta Site, the following works must be completed at the cost of the Owner and to the satisfaction of Vic Roads and Council:*
 - *a left turn deceleration lane on the Ferntree Gully Road frontage at Gilby Road in accordance with the TTM Plan or in accordance [illegible] plan approved by Vic Roads and Council;*

- *upgrade of the intersection of Ferntree Gully Road and Gilby Road in accordance with the TIM Plan or in accordance with a revised plan approved by Vic Roads and Council. The upgrade must include the installation of traffic signals at the intersection of Ferntree Gully Road and Gilby Road; and*
- *a fully indented bus bay on the northern side of Ferntree Gully Road at a location approved by Vic Roads and Council. The bus bay must be constructed of concrete and in accordance with the VicRoads Bus Stop Guidelines dated November 2003.*

Further obligations of the owner include the following:

- *The Owner further covenants and agrees that the Owner will bring this Agreement to the attention of all prospective purchasers, lessees, mortgagees, chargees, transferees and assigns.*
- *The Owner further covenants and agrees that:*
 - *the Owner will do all things necessary to give effect to this Agreement;*
 - *the Owner will consent to Council and VicRoads making application to the Registrar of Titles to make a recording of this Agreement in the Register on the Certificate of Title of the Subject Land in accordance with Section 181 of the Act and do all things necessary to enable Council and VicRoads to do so including signing any further agreement, acknowledgment or document or procuring the consent to this Agreement of any mortgagee or caveator to enable the recording to be made in the Register under that section.*
- *The Owner further covenants and agrees that the Owner will immediately pay to Council and VicRoads, Council's and VicRoads' reasonable costs and expenses (including legal expenses) of and incidental to the preparation, drafting, finalisation, engrossment, execution, registration and enforcement of this Agreement which are and until paid will remain a debt due to Council and VicRoads by the Owner.*

The Section 173 Agreement does not impose any restriction that conflicts with the proposed development of the two multi deck warehouse buildings.

3.0 Planning Controls and Strategic Documents

3.1 Zoning

Special Use Zone – Schedule 6 (SUZ6)

The subject site is located within the Special Use Zone – Schedule 6 (SUZ6) under the Monash Planning Scheme. The purpose of the zone is to:

- Encourage the integrated development of offices and manufacturing industries and associated commercial and industrial uses.
- Facilitate the provision of short-term accommodation and complementary business services.

Pursuant to clause 4.0 of Schedule 6 to SUZ, a permit is required to construct a building or construct or carry out works.

A permit is not required for the use of the building for the purpose of Warehouse.

Applications made within SUZ6 are exempt from notice requirements. Decisions also exempt from review. The site is not in proximity to any of the land uses/zones referred to in Schedule 6 which would preclude any exemptions and so is exempt from notice and review.

Zoning controls at the site and the surrounds are depicted in **Figure 3** below.



Figure 6 Planning Zones

Source: VicPlan / Ethos Urban

Transport Zone (TRZ)

The subject site is adjacent to a Transport Zone in the Principal Road Network (TRZ2) under the Monash Planning Scheme. The purpose of the zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for an integrated and sustainable transport system.*
- *To identify transport land use and land required for transport services and facilities.*
- *To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.*
- *To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.*

Clause 52.29-5 sets out that an application made to alter access in the TRZ is exempt from the notice. The decision is also exempt from review.

3.2 Overlays

Design Development Overlay

The site is affected by the Design and Development Overlay – Schedule 1 (DDO1). Pursuant to Clause 43.02-2, a permit is required for construction of buildings and works. The purpose of the DDO is to identify areas which are affected by specific requirements relating to the design and built form of new development, including but not limited to:

- Buildings and car park setbacks;
- Fences in front setback areas;
- Engineering design;
- Services
- Road / street setbacks; and
- Boundary setbacks.

The design objectives of the DDO1 are:

- *To ensure that development, including front setbacks, is in keeping with and contributes to the Garden City Character as set out in the Municipal Strategic Statement.*
- *To ensure that the building scale and form in terms of height and bulk complements and does not visually overwhelm surrounding buildings.*
- *To ensure that streetscape engineering details of new developments integrate with the existing streetscape.*
- *To ensure that fences or planting along property boundaries do not adversely affect urban character or adjacent open space.*
- *To ensure that the landscape treatment within the front setback contributes to the positive aspects of the applicable industry or business Character Type identified in Clause 22.03.*
- *To retain existing on-site vegetation if possible. To ensure that car parking, vehicle access and service areas do not visually impinge on front setbacks or affect streetscape elements such as trees and nature strips.*
- *To minimise visual clutter.*

Applications that comply with the building and works requirements DDO1 are exempt from notice and review. The proposal complies with the guidance within DDO1, and so is exempt from notice and review.

The DDO1 overlay is depicted at **Figure 6** below.



Figure 7 DDD01 overlay

Source: VicPlan / Ethos Urban

3.3 Other Controls

The subject site is not located within an area of Aboriginal Cultural Heritage Sensitivity. No other controls or overlays apply to the site.

3.4 Particular Provisions

Clause 52.05: Signs

Clause 52.05 regulates signs to ensure they are compatible with the amenity and visual appearance of an area and do not contribute to visual clutter, disorder, loss of amenity, the natural or built environment, or the safety or efficiency of a road. The Clause specifies categories of sign control.

The proposed signage is characterised as business identification signage which exceeds 8m². The SUZ states that the site is in sign Category 2.

Clause 52.05-11 confirms that a permit is required for erection and display of business identification signage larger than 8m².

Clause 52.06: Parking

Clause 52.06 seeks to ensure that adequate parking is provided having regard to likely demand generated by activities on the land and the nature of its locality. This is achieved through the establishment of car parking measures for various uses.

As a warehouse development, the proposal requires 2 parking spaces for each premises, plus 1.5 spaces to each 100m² of net floor area. For each warehouse, net floor area is calculated as total area less loading area. The table below calculates the parking spaces required for each warehouse.

Table 2 Car parking requirement calculation

Building	Net floor area (inclusive of ancillary office use)	Calculation	Spaces required	Spaces provided in plans
1	37,250 sqm	2 spaces to each premises plus 1.5 spaces to each 100m ² of net floor area	574	322
2	42,800 sqm		656	368
Total			1230	690

Pursuant to Clause 52.06-3, a permit is required where a reduction in car parking provision is sought.

Clause 52.29: Land Adjacent to the Principal Road Network

This Clause aims to ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a TRZ2.

Clause 52.29-5 sets out that an application made to alter access in the TRZ is exempt from the notice. The decision is also exempt from review.

Clause 52.34: Bicycle Facilities

The purpose of Clause 52.34 is to encourage cycling as a mode of transport, and provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

Clause 52.34-3 specifies the bicycle parking provision requirements for a variety of different uses within Table 1, specifying that industrial uses should provide 1 bicycle space per 1,000 sqm of net floor area proposed.

3.5 General Provisions

Clause 65.01 provides standard decision guidelines which must be considered before the granting of a permit by for the use and development of land as follows:

- The matters set out in Section 60 of the Act.
- The Municipal Planning Strategy and the Planning Policy Framework.

- The purpose of the zone, overlay or other provisions.
- Any matter required to be considered in the zone, overlay, or other provision.
- The orderly planning of the area.
- The effect on the amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

3.6 Strategic Documents

3.6.1 Plan Melbourne

Plan Melbourne is the metropolitan planning strategy that defines the future shape of Melbourne over the next 35 years. The plan sets out a hierarchy of Principles, Outcomes, Directions and Policies to ensure Melbourne grows more sustainable, productive and liveable as its population approaches 8 million.

Of particular relevance to the Dexu ACP is the 2019 Addendum to Plan Melbourne that includes additional information on industrial and commercial land requirements developed as part of the MICLUP and provides an update to Integrated land use and transport planning which includes the Suburban Rail Loop (SRL) project.

The SRL is expected to deliver investment and growth within the station precincts with a focus on creating places that offer great liveability, productivity and connectivity. The station precincts will be inclusive, vibrant and healthy neighbourhoods that incorporate the hallmarks of 20-minute neighbourhoods.

3.6.2 Suburban Rail Loop Business and Investment Case

In August 2021, the Victorian State Government and the Suburban Rail Loop Authority announced the proposed new Suburban Rail Loop (SRL); *a 90km orbital rail line that will provide a direct link to Melbourne Airport and outer suburbs, intending to relieve pressure on roads and transport networks and provide better connections to major job, health and education institutions.*

The high population growth in Melbourne's outer suburbs has driven the establishment of satellite employment centres, however, these often require long commutes for workers to access. The Monash NEIC is already the biggest employment centre outside of the Melbourne CBD, it is expected to see substantial growth in economic and employment opportunities. The SRL station at Monash will only enhance growth in these sectors, along with demand for additional residential development.

The Ambition for the Monash SRL precinct set out by the SRLA is:

Monash Precinct will be known globally for innovation, building on Monash University's strengths in science, technology, engineering and mathematics (STEM) to attract and retain leading global firms. Significant employment growth will be supported by an attractive public realm, comprehensive walking, cycling and public transport networks, and a diverse lifestyle and hospitality offering.

In support of this Ambition, the SRLA Business and Investment Case establishes five Priority Outcomes and Strategies for the Monash Precinct. These include:

- Social connectedness and wellbeing
- Capacity for future employment and industry
- Strategically aligned economic development
- Increased cycling and walking permeability
- Improved connectivity to jobs and services

Additionally, the SRL Business and Investment Case sets out that the growth in jobs within the Monash precinct will grow from 36,500 in 2018 to 162,000 in 2056. However, this can only be achieved *"through changes to planning and land use controls, supporting new mixed-use developments and leveraging new and existing key commercial tenants"*.

Importantly, Dexu's significant landholding presents a key opportunity to realise the SRL's objectives and support the establishment of new mixed-use precinct, in and around the future station.

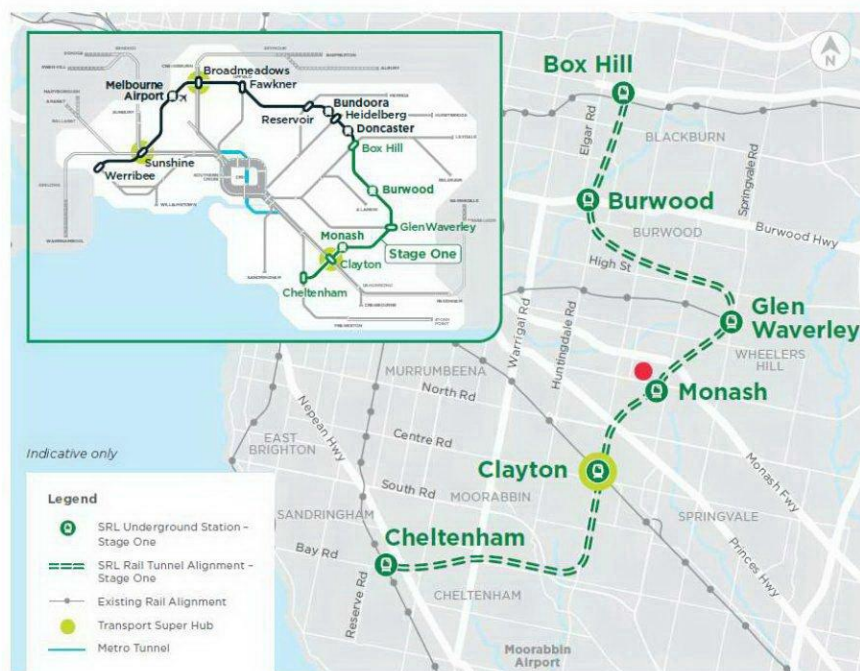


Figure 8 Site location and proximity to future Monash SRL station (site circled red)

Source: SRLA

3.6.3 Melbourne Industrial and Commercial Land Use Plan

The Victorian Government released the Melbourne Industrial and Commercial Land Use Plan (MICLUP) in April 2020. The purpose of the Plan is to facilitate effective planning for future employment and industry needs across metropolitan Melbourne.

The MICLUP identifies the site in the Eastern Region, where it is home to the largest number of jobs and highest share of GRP for metropolitan Melbourne. The MICLUP identifies that the region is set to see a growth in population by approximately 164,600 additional people by 2031, further attracting a projected 87,000 additional jobs. These jobs are expected to be distributed across the municipalities of Monash and Whitehorse.

The Plan recognises the significance of the Monash NEIC and the role it plays in Melbourne's economy. It includes the Monash University, Monash Medical Centre, Monash Children's Hospital, Monash Enterprise Centre, CSIRO, Australian Synchrotron and the Melbourne Centre for Nanofabrication focussing on research and technology. These uses and functions have attracted approximately 75,000 jobs and significant wealth to the region.

Within the Eastern Region, the Plan notes that based on population growth, by 2031 approximately 837,000 square metres of additional commercial floor space will be required, and 614,000 square metres will be needed for office uses with the remaining needed for retail. 53% of this is required to be provided in Monash and Whitehorse municipalities.

The MICLUP identifies the ACP as regionally significant industry land which is intended to be supported by regional policy in the Planning Policy Framework in the Victoria Planning Provisions. The MICLUP sets out that future planning for the NEIC and infrastructure projects such as the Suburban Rail Loop may result in changes to the extent of nature of the regionally significant industry precinct.

4.0 The Proposal

4.1 Overview

Dexus proposes to undertake the development of two, 3 storey, multi-level vertical warehouse buildings with associated loading, parking and landscaping in the northwest portion of the ACP. The proposal involves the demolition of the existing buildings and structures on the site.

Each warehouse building will provide 3 tenancies per level with heavy vehicle access provided to all levels. Each tenancy will be provided with ancillary office areas with car parking provided in a common car parking area. The proposed maximum building height is 35.7m.

The proposal will result in an 80,050 m² lettable area and 18 warehouse units. Building 1 will have an area of 37,250m² and 9 warehouse units, and Building 2 will have an area of 42,800m² and 9 warehouse units.

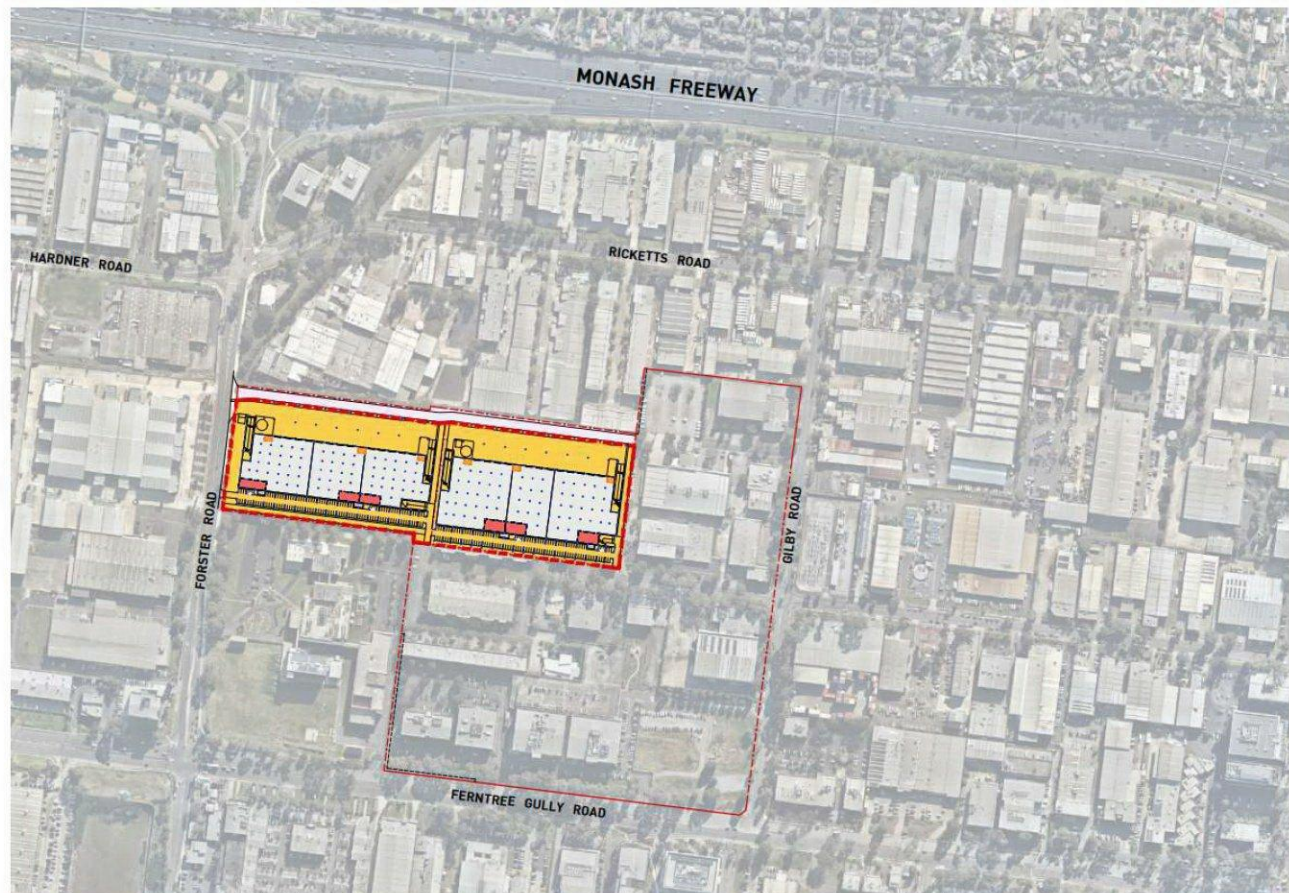


Figure 9 Site Plan (Planning Unit and ACP boundary in red)

Source: Concept Y

4.2 Use

The proposal includes the use of the land for the purpose of Warehouse (with ancillary office per each tenancy), which under the Special Use Zone – Schedule 6 is a Section 1 use, for which no planning permit is required.

The site is part of the Monash NEIC, Melbourne's largest employment hub outside the CBD. The use is in line with the expectations for the area in Plan Melbourne, Suburban Rail Loop and Investment Case, Melbourne Industrial and Commercial Land Use Plan and Monash National Employment and Innovation Cluster Draft Framework Plan, which see the area's ongoing growth as the focus on economic and employment opportunities continue to increase overtime.

4.3 Built form, siting and design

The proposed built form associated with the warehouse buildings respect and enhance the overall appearance of the area and express the aim for growth and innovation of the hub through building design features. Building envelope, heights, scale, materials and overall appearance are consistent with the use and strategic directions for the area.

Both buildings will be laid out over three warehouse levels and feature pitched roofs.

Building 1 will be set back 14.3m from the front boundary adjacent to Forster Road as per DDO requirements. Clause 6.0 of Schedule 1 to the DDO identifies a minimum of 13.7 metres setback from Forster Road. The front setback will allow for landscaping to be provided adjoining the footpath.

The building will also be set back 7.4m from the south side boundary to allow for shared pedestrian and cycling path with a landscaped strip along the side of the path. This will also be used as an emergency access for a fire truck as well. The building will also be set back 13m from the north side boundary to allow for a shared, private road for heavy vehicles into the site.

Building 1 will be separated 11m from Building 2, which will allow for landscape opportunities to be provided between buildings. The building will also be set back 4m from the south boundary adjacent to Lionel Road to allow for landscaping opportunities along that interface.

The buildings will be built following regular column modules across the site. The proposal will use a varied material palette including a blade wall features, metal wall cladding, perforated metal screening, and a variety of pre-cast concrete panels in a variety of finishes and colours.

Planting will also be located along the vertical axis of the building. A trellis is shown in the proposed plans, which will facilitate the growth of the proposed planting along the principal elevation of the building. Further details can be found in the Landscaping Plan.

Figure 10 *Indicative Perspectives*



**View from Forster Road,
South-West**



**View from Forster Road,
North-West**



Internal view of the Site

Source: Concept Y

The proposal scheme uses metallic sheeting at the roof level and proposes at least 10% of the roof area is to be finished with translucent roof sheeting, which will assist in ensuring the buildings have excellent levels of natural light.

Level 1 and 2 will have their truck area and circulation located internally, under the slab of the above floor. The third floor will be covered by a 'super awning' which will cover both the parking and circulation areas.

Internal Layout

The two buildings will be laid out across three levels. Each level will include:

- Three warehouse tenancies ranging between 3,620m² and 5,530m² in area. The warehouse levels will have a minimum clearance of 9.5m.
- Each tenancy will have an ancillary mezzanine office space of areas ranging between 230 m² and 480m², depending on the level.
- Each tenancy will also have a secondary dock office of 50m² adjacent to the truck parking areas.
- Truck parking areas with space for up to 13 trucks in Building 1 and 12 in Building 2.
- Vehicle access to all levels via up and down ramps and heavy vehicle circulation areas.
- Shared lift and lobby access.
- Dock offices.

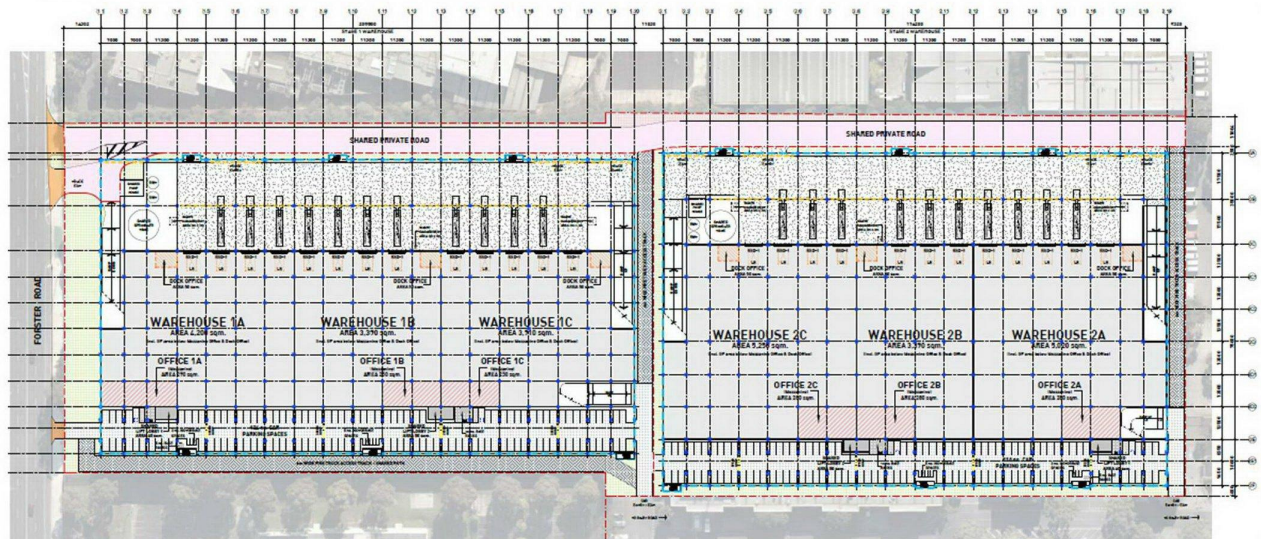


Figure 11 Warehouse Ground Level Plan

Source: Concept Y

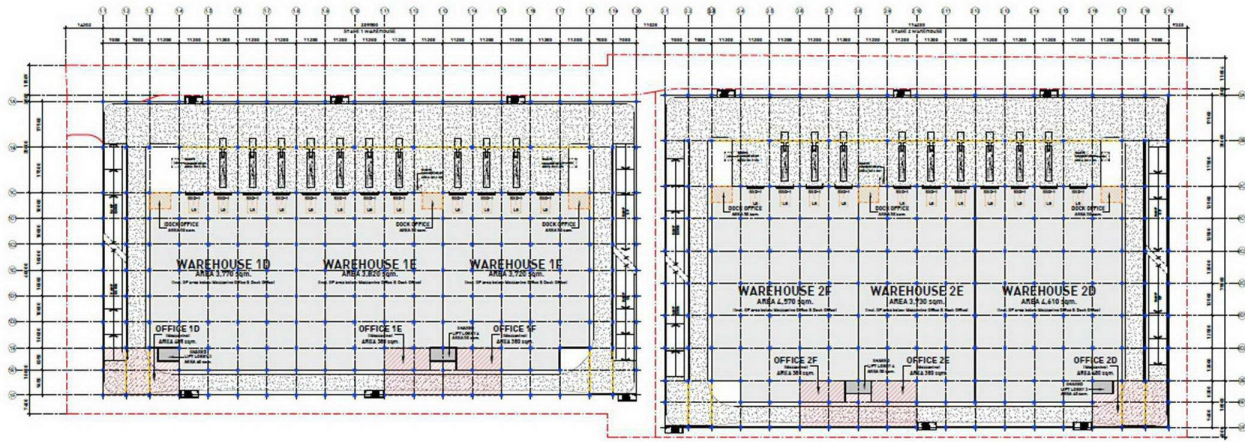


Figure 12 Warehouse Level 1 Plan

Source: Concept Y

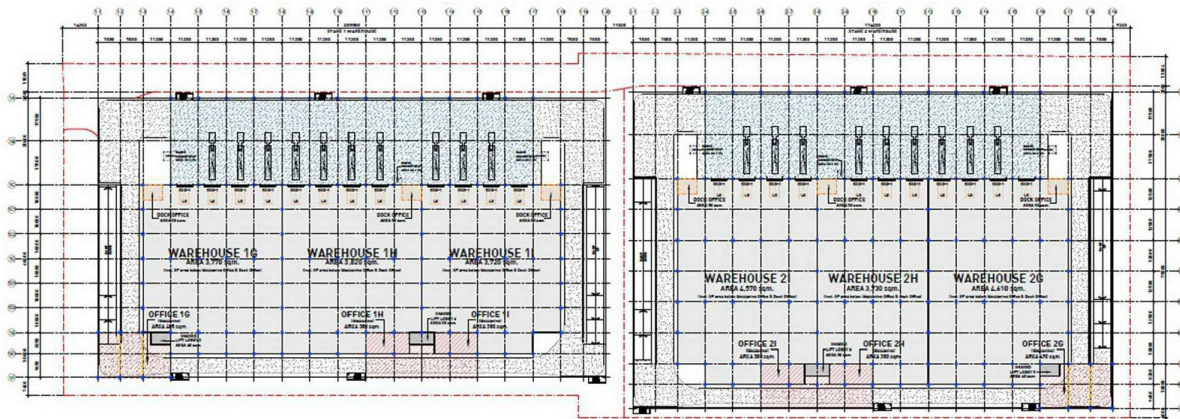


Figure 13 Warehouse level 2 Plan

Source: Concept Y

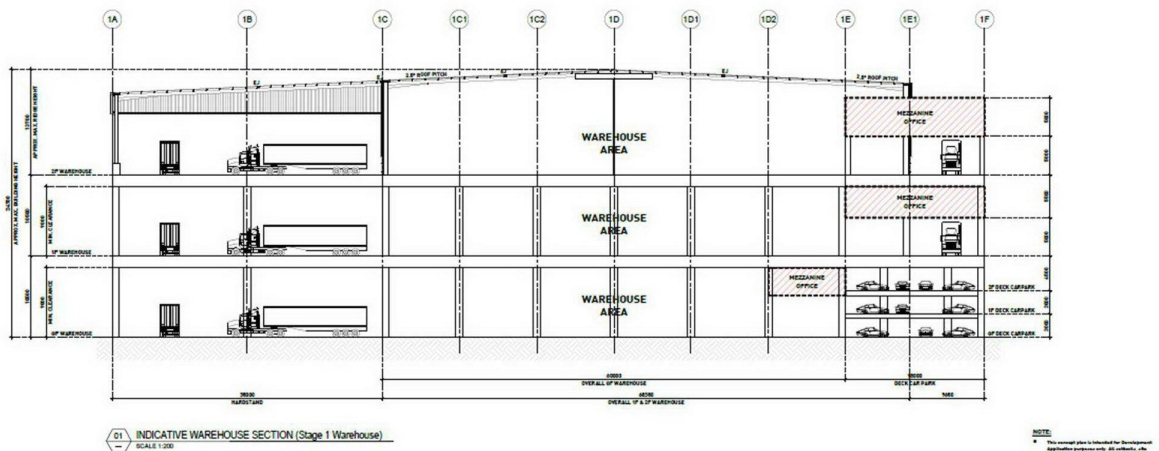


Figure 14 Indicative warehouse section

Source: Concept Y

The multi-level scheme will provide:

- Car parking areas in each building, which will be located across three deck levels on level 1.
- The ancillary mezzanine offices, which will be 10m wide on level 1 and 18m wide on levels 2 and 3. All mezzanine offices will be located on the southernmost point of each warehouse area, and with a clearance of at least 5m from the warehouse area below. In level 1, the mezzanine offices will be adjacent to the third deck carpark level, and in levels 2 and 3, they will be above the truck circulation area.
- Please refer to the detailed Development Plans prepared by Concept Y at **Appendix C** for full details

4.4 Signage

Three tenant signs are proposed on each building which measure 8.7m x 3.3m. Given the scale of the building, the overall scale is considered compatible with the site context and character of the proposed building. The location of

The proposal seeks approval for the sign placement and area. Sign content will be confirmed by each tenants as appropriate.

4.5 Circulation and car parking, bicycles

Heavy vehicle access is provided from Forster Road in the north west of the site. Two separated crossovers provide a dedicated truck entry and exit point. These provide access to the shared private road to the north of the buildings and from the internal ramp of Building 1.

Hard stand and truck parking areas are provided adjacent to each tenancy on the north side of the buildings across the three levels. Trucks will circulate throughout the three levels via designated ramps up located east of each and west of each building, with traffic flowing in a single direction around the tenancies and hard stand areas. No ramps will provide two way traffic flow to ensure a clear and safe circulation of heavy vehicles throughout the buildings.

Car entries to the site are kept separate from the heavy vehicle routes at all times. Car entries are provided from Forster Road in the south west of the site and from the internal street network of the existing ACP accessed via Gilby Road. Cars entering the site are provided direct access to the multi-deck car parking area located along the south of the buildings. Lift lobbies are provided on each level of the car parking area to provide convenient direct access to the office and warehouse tenancies above. 690 car parking spaces are provided.

30 bike parking spaces are included at each level of the multi-deck car parking area providing a total of 90 bike parking spaces. The spaces are provided in the form of Cora bicycle racks and are located conveniently adjacent to the lift lobby at each level.

Pedestrian and cyclist access to the site will be via Forster Road into Building 1, and a shared path accessed via Forster Road located south of Building 1 leading to Building 2. The shared path along the south of Building 1 provides an important pedestrian and cycling link from the existing ACP to the cycling infrastructure along Forster Road and the Scotchman's Creek Trail.

Detailed swept path diagrams have been prepared to demonstrate the suitability of access throughout the site. Please refer to the detailed Transport Impact Assessment prepared by Impact at **Appendix D** for full details.

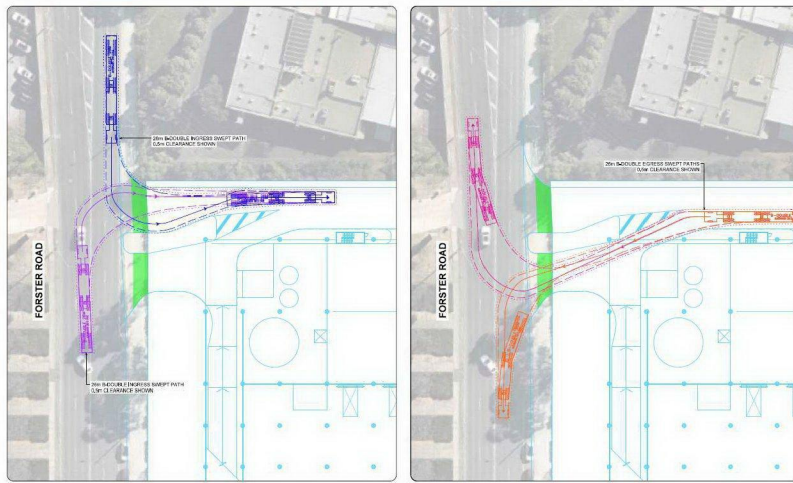


Figure 15 Vehicle Tracking - Transport Assessment (Appendix D)

Source: Impact Traffic Engineering Pty Ltd

4.6 Landscaping

The proposed building will incorporate setbacks and building separation which will allow for each building to be surrounded by landscaped areas. Details of the boundary landscape buffers are shown in the Landscaping Plan prepared by John Patrick Associates. The Landscaping Plan identifies that at least 83 new trees will be planted within the site, along with a significant provision of shrubs and 'groundcovers'.

The building will also feature horizontal planting located along the principal elevations which will extend over the first and second floors of part of the building, as shown in the Aerial Perspectives below. The tree species have been selected to suit the growing conditions of the site and will reach mature heights of 6-10m. The selected tree species includes Blackwood, Red Ironbark, Water Gum, Dwarf Red Spotted Gum. A summary of the planting schedule is included below.

SYM	BOTANICAL NAME	COMMON NAME	D/E N/Ex*	HEIGHT X WIDTH AT MATURITY	MIN SUPPLY SIZE	QTY
TREES						
Am	<i>Acacia melanoxylon</i>	Blackwood	E/N	12-20 x 6-10m	30cm/1.5mH	20
EmLS	<i>Eucalyptus mannifera</i> 'Little Spotty'	Dwarf Red Spotted Gum	E/N	7 x 6m	50cm/2.0mH	34
Es	<i>Eucalyptus sideroxylon</i>	Red Ironbark	E/N	20+ x 8-10m	50cm/2.0mH	6
Tl	<i>Tristaniopsis laurina</i>	Kanooka/Water Gum	E/N	7-9 x 3-6m	30cm/1.5mH	23
TOTAL						83
SHRUBS						
Ca	<i>Correa alba</i>	White Correa	E/N	1-1.5 x 1-1.5m	140mm pot	TO LATER DETAIL
Cg	<i>Correa glabra</i>	Rock Correa	E/N	1.2 x 1.2m	140mm pot	
CLJ	<i>Callistemon</i> 'Little John'	Little John Bottlebrush	E/N	1 x 1.5m	140mm pot	
Wf	<i>Westringia fruticosa</i>	Coastal Roosemary	E/N	2 x 2-3m	140mm pot	
TOTAL						
GROUNDCOVERS						
HvM	<i>Hardenbergia violacea</i> 'Meema'	Meema Purple Coral Pea	E/N	0.3-0.45 x 1-2m	140mm pot	TO LATER DETAIL
LIN	<i>Lomandra longifolia</i> 'Nyalla'	Nyalla Mat-rush	E/N	0.8-0.9 x 0.8-0.9m	140mm pot	
MpY	<i>Myoporum parvifolium</i> 'Yareena'	Creeping Boobialla Yareena	E/N	0.1 x 1m	140mm pot	
PE	<i>Poa labillardieri</i> 'Eskdale'	Eskdale Tussock Grass	E/N	0.6 x 0.5m	140mm pot	
Rh	<i>Ruscus hypoglossum</i>	Butcher's Broom	E/Ex	0.5 x 0.6m	140mm pot	
TOTAL						
*D/E = Deciduous/Evergreen			N/Ex = Native/Exotic			

Figure 16 Landscaping Schedule

Source: John Patrick Landscape Architects

The proposal includes the retention of 7 existing trees in the front setback of the site. These trees will continue to make a valuable contribution to the character and amenity of the site and the Forster Road interface. A number of trees are required to be removed as part of the development, these trees are located internally to the site. As set out in the Arboricultural Report prepared by John Patrick Landscape Architects, most trees to be removed are of medium or low agricultural value.



Figure 17 Proposed Landscaping Plan

Source: John Patrick Landscape Architects



Figure 18 Proposed Aerial Perspectives (View from Forster Road, North-East)

Source: Concept Y

Please refer to the detailed Landscape Plans at **Appendix E** and the Arboricultural Report at **Appendix F** each prepared by John Patrick Landscape Architects for full details.

As the site is greater than 4000m² it is subject to the provisions of Clause 52.17 (Native Vegetation). All native vegetation on the site has been planted and is therefore exempt from permit requirements. The scheme allows for the retention of several trees in the frontage facing towards Forster Road, which is encouraged by DDO1.

4.7 Waste Collection

Monash Council have adopted guidelines relating to the preparation of Waste Management Plans (WMP) and WMP are required for developments that exceed 1,000sqm of floorspace (non-residential). Leigh Design have prepared a WMP in support of this proposal, which follows the adopted guidelines set out by the Council.

In summary, the Management Plan confirms that the assumed likely waste generation that will be created via the proposed land use could be adequately managed. Please refer to the detailed assessment at **Appendix G**.

4.8 Environmental performance

The building will focus on sustainable design principles, featuring the following in the building and site design:

- All-electric energy systems
- 99kW PV System will be installation at roof level
- Rainwater Harvesting
- High efficiency LED lighting and sensors
- Sustainable landscaping guidelines
- PV electricity generation and storage, and EV charging stations
- Sustainable building materials, orientation and 10% translucent sheeting

Further details relating to sustainable design principles, and the environmental qualities/performance of the building are set out in the Sustainability Management Plan prepared by ADP Consulting at **Appendix B**.

4.9 Staging

The development of the warehouse buildings will be completed in two stages. Building 1 fronting Forster Road will be developed in Stage 1, estimated for construction in 2023, and Building 2 fronting the inside of the precinct will be developed on Stage 2, estimated for construction in 2024. By 2026 it is expected that the multi-level industrial building will be completed.

5.0 Policy Context

5.1 Planning Policy Framework (PPF)

The Planning Policy Framework (PPF) provides the broad objectives and strategies for planning in Victoria. The key provisions including the objectives and strategies of the Framework of relevance to the proposal are discussed below.

5.1.1 Clause 11 – Settlement

Clause 11 (Settlement) advocates for planning to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure, recognise the need for a contribute towards health, wellbeing and safety, diversity of choice, adaptation in response to changing technology, economic viability, a high standard of urban design and amenity, energy efficiency, prevention of pollution to land, water and air, protection of environmentally sensitive areas and natural resources, accessibility and land use and transport integration.

Clause 11 also advocates for planning to prevent environmental problems created by siting incompatible land uses close together and facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.

Clause 11.01-1S (Settlement) seeks to “*promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.*”

Strategies to achieve this objective of relevance to the subject site include:

- *Develop sustainable communities through a settlement framework offering convenient access to jobs services, infrastructure and community facilities.*
- *Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.*
- *Provide for growth in population and development of facilities and services across a regional or subregional network.*
- *Plan for development and investment opportunities along existing and planned transport infrastructure.*
- *Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:*
 - *Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.*
 - *Developing settlements that will support resilient communities and their ability to adapt and change.*
 - *Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.*
 - *Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.*
 - *Encouraging an integrated planning response between settlements in regions and in adjoining regions and states in accordance with the relevant regional growth plan.*
 - *Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan.*
 - *Improving transport network connections in and between regional cities, towns and Melbourne.*
- *Encourage a form and density of settlements that supports sustainable transport to reduce greenhouse gas emissions.*
- *Limit urban sprawl and direct growth into existing settlements.*
- *Promote and capitalise on opportunities for urban renewal and infill redevelopment.*
- *Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.*
- *Ensure retail, office-based employment, community facilities and services are concentrated in central locations.*
- *Ensure land that may be required for future urban expansion is not compromised.*

Clause 11.02-1S (Supply of urban land) seeks to “ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.”

Strategies to achieve this objective of relevance to the subject site include:

- *Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.*
- *Ensure that sufficient land is available to meet forecast demand.*
- *Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.*
- *Planning for urban growth should consider:*
 - *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
 - *Neighbourhood character and landscape considerations.*
- *Monitor development trends and land supply and demand for housing and industry.*

Clause 11.03-1R (Activity centres – Metropolitan Melbourne) seeks to support the development and growth of activity centres. Strategies to achieve this objective of relevance to the subject site include:

- *Support the development and growth of Metropolitan Activity Centres by ensuring they:*
 - *Are able to accommodate significant growth for a broad range of land uses.*
 - *Are supported with appropriate infrastructure.*
 - *Are hubs for public transport services.*
 - *Offer good connectivity for a regional catchment.*
 - *Provide high levels of amenity.*
- *Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.*

5.1.2 Clause 15 - Built Environment and Heritage

Clause 15 addresses the design of the built environment and includes principle objectives of ensuring land use and development responds to its landscape, character, valued built form and cultural context, and delivering functional, accessible, safe and diverse physical and social environments through the appropriate location of use and development and through high-quality buildings and urban design.

Clause 15.01-11 (Urban design) seeks to “create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.”

Strategies to achieve this objective of relevance to the subject site include:

- *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure the interface between the private and public realm protects and enhances personal safety.*
- *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
- *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
- *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
- *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*
- *Promote good urban design along and abutting transport corridors.*

The relevant sub-clauses of Clause 15 address urban design, building and subdivision design, neighbourhood character and sustainable development.

Clause 15.01-2S (Building design) seeks to “*achieve building design outcomes that contribute positively to the local context and enhance the public realm.*”

Strategies to achieve this objective of relevance include:

- *Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.*
- *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
- *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
- *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
- *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
- *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
- *Encourage development to retain existing vegetation.*

5.1.3 Clause 17 – Economic Development

Clause 17.01-1S (Diversified economy) seeks to “*strengthen and diversify the economy.*”

Strategies relevant to the subject site to achieve this objective include:

- *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*
- *Improve access to jobs closer to where people live.*

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

Strategies to achieve this objective of relevance to the subject site include:

- *Plan for an adequate supply of commercial land in appropriate locations.*
- *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
- *Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.*
- *Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.*

5.2 Local Planning Policy Framework

The Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF) are prepared by Council to apply high level State policies to a local context, responding to specific requirements and features of the municipality.

The following policies contained within the LPPF are relevant to the amendment and are outlined in the discussion and assessment below.

5.2.1 Clause 21.05 – Economic Development

Clause 21.05 seeks to foster business growth, increase the number and range of local employment opportunities, encourage appropriate mixed-use development while facilitating innovation and growth.

Strategies to achieve these objectives of relevance to the subject site include:

- *Enhance the relationship and linkages between the Monash Technology Precinct (Map 4) and the Synchrotron Facility, Monash University and Monash Medical Centre to take advantage of supporting infrastructure and complementary activities.*
- *Develop and maintain a streamlined development approvals process for significant business investment and development proposals including a register of major vacant properties to highlight potential investment opportunities, supported by clear development guidelines (information sheets) for key strategic sites and a register of contacts for those interested in the development of those sites.*
- *Improve the attractiveness, convenience and accessibility of key industry, business and activity centres through the development of structure plans, business plans, and urban design frameworks.*
- *Encourage the development of restricted retail uses on sites fronting Dandenong Road and Ferntree Gully Road between Gardiners Road and Clayton Road, that can also provide landscape setbacks in accordance with Clause 43.02 - DDO1 and can provide adequate on-site car park spaces.*

5.2.2 Clause 21.06 – Major Activity and Neighbourhood Centres

Clause 21.06 recognises the role of major activity and neighbourhood Centres where they provide a convenient and accessible service; “they provide jobs, investments and good and services for residents and business.” This clause notes that the Monash NEIC is the main place of state significance.

Strategies to achieve the objectives of the clause, of relevance to the subject site include:

- *In considering future development in activity centres, maintain the hierarchy of the existing major activity and neighbourhood centres and promote the development and expansion of retail and related facilities appropriate to the centre’s role.*
- *Enhance the structure and function of major activity and neighbourhood centres by encouraging a variety of mixed use development, enhancing streetscapes and access including public transport, walking and cycling, improving car parking and creating attractive environments for the benefit of the local community.*
- *Maintain the vibrancy of the street by encouraging “active frontages” with retail, leisure and cultural facilities.*
- *Promote the Monash Technology Precinct through potential synergies between Monash University, Monash Medical Centre, the Australia Synchrotron and other high technology, research and development institutions and businesses and by facilitating appropriate land use and development.*
- *Enhance the landscape and signage character of the streetscape and improve the safety and amenity of pedestrian networks including cycle ways, public transport access and parking opportunities where necessary, in all activity centres.*
- *Require new residential development to provide useable recreational areas, including private, communal and secluded open space areas that are well designed, integrated, functional, safe, solar oriented, well ventilated and meet the needs of future residents.*
- *Ensure new residential development achieves high quality architectural and urban design outcomes that positively contribute to neighbourhood character.*
- *Promote and facilitate housing projects that will result in a mix of housing types including mixed use developments in appropriate locations, such as “shop top” dwellings within activity centres, as well as over car-parks and other appropriate areas.*

- *Encourage development that incorporates improved energy efficiency during both building and operation, and minimises production of waste and pollution of the air.*

5.2.3 Clause 21.07 – Business Parks and Industry

Clause 21.07 identifies existing land used for industry and also focuses on the Monash Technology Precinct being an area designated for less intensive industrial uses. The key objective for the precinct is to *build the profile* and acknowledge the *potential synergies between the university, medical centre and synchrotron facility*.

Strategies to achieve these objectives, of relevance to the subject site include:

- *Encourage redevelopment and revitalisation of older industrial areas that results in improved streetscapes and a reduction in parking problems.*
- *Encourage Restricted Retail uses to locate on suitable premises fronting Dandenong Road and Ferntree Gully Road between Gardiners Road and Clayton Road.*
- *Ensure properties abutting main roads are maintained and enhanced visually.*
- *Create the right climate for strong employment opportunities having regard to the changing nature of industry and the local economy.*
- *Provide an attractive environment commensurate with the types of activities in the industrial areas of Monash. Enhance the physical environment, walking and cycling infrastructure, public transport access and traffic and car parking networks of industrial areas.*

5.2.4 Clause 21.08 – Transport and Traffic

Clause 21.08 seeks to facilitate and provide safe, efficient, and effective access to minimise travel times throughout the city and provide connectivity to a wider range of destinations.

Strategies to achieve this objectives, of relevance to the subject site include:

- *Reduce travel time for residents of Monash by improving local employment opportunities by encouraging office and research and development land uses within business and industrial zones and encouraging home based businesses.*
- *Encourage bicycle parking facilities adjacent to change and shower facilities on new developments near bicycle paths.*
- *Ensure access to commercial/industrial areas meets the needs of the enterprises in those areas and assists in maintaining their competitiveness.*
- *Ensure traffic generated by a non-residential use is appropriate to the street and locality and does not adversely affect existing traffic pattern.*

5.2.5 Clause 21.13 – Environmentally Sustainable Development

This Clause contains a number of objectives regarding various aspects of design to the end of achieving best practice in environmental sustainability from the design stage through to construction and operation. At Clause 22.06-4, Table 1 specifies the application requirements for different types of development.

As the proposed development is non-residential with a gross floor area of more than 500m², a Sustainability Management Plan (SMP) is required.

5.2.6 Clause 22.03 – Industry and Business Development and Character

Clause 22.03 seeks to ensure that industrial developments continue to consider key design principles and the general design framework for building facades, street tree planting and incorporating building setbacks from major traffic routes.

The policy sets out a number of general requirements, as well as specific built-form controls and design criteria that should be adhered to. The policy provides guidance relating to setbacks, building heights, parking/vehicle access, street frontages, landscaping, engineering design, services and signage.

5.2.7 Clause 22.04 – Stormwater Management

This Clause seeks to encourage developments to manage any increases in stormwater flows, by using on-site retention schemes where viable. Where on-site management of storm water cannot be achieved, a levy applies as is set out in 22.04-4.

The policy seeks to ensure that all development proposals can demonstrate that they will not lead to any detrimental effect on overall stormwater quality within the municipality, and that storm water can be adequately managed through the development proposal scheme.

5.2.8 Clause 22.05 – Tree Conservation

This Clause identifies the importance of maintaining and enhancing the overarching design principle of Monash, which is the Garden City Character. The policy seeks to ensure that existing semi-mature, and mature canopy trees be retained wherever possible and that existing street trees be retained and protected.

5.2.9 Clause 22.08 – Outdoor Advertising Policy

Clause 22.08 seeks to ensure that any outdoor advertising does not conflict with or erode the qualities of the Garden City character. The general objectives support advertising signs that provide appropriate and effective identification of businesses, and any other land uses.

5.2.10 Clause 22.13 – Environmentally Sustainable Development Policy

The policy recognises the importance of ensuring that Monash continues to become a more sustainable destination and that development ensures that they meet appropriate environmental design standards.

The policy confirms that all applications that exceed the thresholds set out in Table 1 within 22.13-4 should be accompanied by a Sustainable Design Assessment (SDA), or a Sustainability Management Plan (SMP). The proposed development exceeds a gross non-residential floor area of 1,000m² and so needs to be supported by an SMP.

6.0 Planning Assessment

6.1 Strategic Plans

The proposed development accords with the high-level strategic framework set out by the Melbourne Industrial and Commercial Land use Plan (MICLUP) which encourages substantial employment floorspace creation through Monash and Whitehorse. The proposed development will provide an opportunity to create substantial job opportunities in the region and will also allow for significant innovation within the industrial sector, bringing a host of benefits including more effective land use, enhanced job densities and induced job creation and spin-off jobs within supporting sectors.

The future delivery of the Suburban Rail Loop stations in proximity to the site will also bring significant benefits, enhancing transportation links to and from the site and increasing the overall job catchment area, with nearby stations being announced at Clayton, Monash and Glen Waverley. The delivery of the SRL will assist in increasing accessibility to the site, and further enhance the regional significance of the ACP, particularly through higher value uses such as multi-level industrial.

Given the site is located within the Monash NEIC, which is the second largest employment hub in Melbourne, the proposed land use is appropriate in respect of the strategic policy context and the future aspirations for the NEIC. The land use is permissible without the need for a planning permit. As such, matters relating to the site's location, proximity to sensitive uses and the proposal's relationship to the surrounding area are already considered to be acceptable in a strategic sense.

As part of this submission, we have included indicative details on the strategic master planning of the entire site and how this proposed industrial development unit can be integrated into the wider, strategic site. Considerable design thought has already been made in respect of the strategic landscaping, densities, and land use types, as well as the strategic connectivity through the site.

While not statutorily required, the following documents have been submitted (see Appendix C) to demonstrate how the industrial development proposal can be integrated into the wider area, without precluding the delivery of alternative uses within the wider site area:

- Indicative Site Layout
- Strategic Land Uses
- 3D Visualisation of Strategic Site
- Indicative Ground Floor Uses
- Strategic Connectivity Plan
- Indicative Interface Section

The ACP is regionally significant industrial land and is supported by the regional policy; therefore, the proposed development is an appropriate response to the site and its surrounding context, particularly in light of the aspirations of the MICLUP.

6.2 Alignment with policy aspirations for the ACP

The LPPF provides guidance for local decision-makers regarding the interpretation and contextual application of the SPPF. The LPPF provisions outlined above provide a strategic direction for the management of use and development in industrial areas.

The proposed development responds to the goals and strategies of Clause 11. The subject site is in a state-significant area designated for expansion of industrial use and development. This would result in an expansion of facilities and opportunities to the Monash community and the wider region.

In a similar vein, the proposed development is in an area in which there are no environmental or heritage designations that need to be accommodated within the scheme design. Notwithstanding, the proposal responds appropriately to its context, remaining consistent with the external appearance and materiality of the surrounding area.

While we note that the overall scale of the building is greater than the buildings in the surrounding context, we do not consider this to detract from the design qualities of the scheme, given the considerations made towards the façade design, external materiality, setbacks, and landscaping that are incorporated. As such, we consider the proposed development to align with Clause 15.

The expansion of this industrial area through the proposed development presents an opportunity to improve access to jobs, thereby facilitating the operation of large industries in the State. The ACP is regionally significant and so the proposed expansion aligns with the aspirations of Clause 17 of the SPPF and Clause 21.05, 21.06 and 21.07 of the LPPF.

The proposal is in a precinct designated for industrial activities, where surrounding land uses are consistent with the proposal. The proposed development does not directly interface with residential areas and will not require heavy vehicles to use residential roads or roads through major activity centres. The proposed built form incorporates quality design principles and materials and is consistent with the emerging character of the immediate area. The proposal is also consistent with the co-ordinated approach to signage design and placement in industrial areas.

The proposed development also incorporates best-practice sustainability measures. Environmental matters are discussed at 6.7 below. As such, the proposed development to comply with the requirements of Clauses 21.06, 21.08 and 21.13.

6.3 Response to the PPF

The PPF provides guidance for local decision-makers regarding the interpretation and contextual application of the SPPF. The LPPF provisions outlined above provide a strategic direction for the management of use and development in industrial areas.

The proposed development complies with the requirements of the PPF and aligns with the policy aspirations as earlier discussed. The proposal aligns with the policy requirements as follows:

- The subject site is in a state-significant area designated for expansion of industrial use and development. This would result in an expansion of facilities and opportunities to the wider Monash region. The proposal will allow for the expansion of this industrial area through the proposed development and presents an opportunity to improve access to jobs, thereby facilitating the operation of large industries in the State. The proposal scheme responds to the goals and strategies of Clauses 11 and 17, Clause 21.05 and Clause 21.07.
- The proposal scheme also incorporates several features to ensure that stormwater can be appropriately managed and dealt with, without having any detrimental impact on the drainage infrastructure serving the local area. All overland flow paths will be sized during detailed design to ensure appropriate protection is provided to the development's finished floor levels. Stormwater quality treatment will be provided for the subject site, and rain gardens will be used to treat stormwater from the subject site. Further details can be found in the Stormwater Management Strategy (Appendix H) As such, the proposed scheme will comply with Clause 22.04.
- Key design features have been incorporated into the overall scheme design to ensure that the proposed scheme adds value to the visual environment and provides a contemporary yet appropriate response to the industrial region. The proposal scheme incorporates key features such as generous building setbacks, significant landscaping and new tree provisions, in accordance with Clause 15, Clause 22.03 and 22.05.
- The proposal supports the objectives for land use in the City of Monash to provide industrial opportunities in industrial zones. The proposed development will contribute to a positive image and amenity in the area through quality design and materials which are appropriate to the setting of the SUZ. The industrial development will not adversely impact the amenity and safety of surrounding land uses.
- The proposal is in a precinct designated for industrial activities, where surrounding land uses are consistent with the proposal. The proposed development does not directly interface with residential areas and will not require heavy vehicles to use residential roads or roads through major activity centres. Likewise, the proposal will adequately be able to adequately manage traffic flows and vehicle movements within the site without any disruption to the wider highway network. As such the proposal complies with Clause 21.06, Clause 21.08, and Clause 22.03.
- The proposed built form incorporates quality design principles and materials and is consistent with the future character of the area established through DDO1. The proposed development includes the key design principles set out in the DDO and incorporates sustainability features which ensures that the development can significantly reduce any potential environmental impacts relating to its construction and operation. The key environmental features are set out within the Sustainability Management Plan as is statutorily required via Clause 22.13. The proposed development is therefore consistent with the guidelines of Clause 22.13.
- The proposal is also consistent with the coordinated approach to signage design and placement in industrial areas, as required by Clause 22.08. Signage at the site is assessed in greater detail in the following section of the report.

6.4 Buildings and Works

The buildings and works are consistent with the relevant policy and decision guidelines of SUZ6 and DDO1, as follows:

- The circulation between, and within, buildings is organised in a way that separates different types of vehicles and the direction of circulation when appropriate, to enhance staff and user safety.
- There are no height restrictions in the zone, and the proposed overall height of the buildings is considered an appropriate response to the site and surrounding area.
- The 690 car parking spaces provided are appropriate for the use of Warehouse with a combined area of 80,690m² (or 37,620m² for Building 1 and 43,070m² for Building 2).
- The building contributes to an attractive streetscape and street activation in that its design incorporates high-quality façade and landscaping treatment interfacing Forster Road and the internal shared paths.
- Dexus intend to retain ownership of the site and will be responsible for the maintenance of the buildings, landscaping and paved areas.
- No known places of Aboriginal heritage sensitivity are present in the site and surrounding area. Any places of post-contact heritage value affected by a Heritage Overlay will not be affected by the proposed development.
- The parcel does not share any interfaces with non-industrial land uses, ensuring that the development has no potential negative impact on the amenity of other, more sensitive land uses.
- The proposal can adequately manage stormwater and land drainage matters, which can be conveyed through the site.
- The design of buildings makes provisions to allow for solar energy infrastructure to be installed at the roof level.
- The proposal does not preclude the delivery of any alternative land uses in the wider area.
- The works are also consistent with the requirements of Sub-clause 2.0 of DDO1, as follows:
 - The buildings and car parking areas are set back from the front boundary by 14.3m, which exceeds the minimum standards set within DDO1.
 - No front fence is proposed along the front boundary.
 - The accessway and shared path widths are consistent with those performing a similar function within the neighbourhood.
 - No service or waste areas will be visible from the street.

6.5 Parking, Traffic Generation, Access and Waste

Car Parking

The number of car parking spaces (690) is below the thresholds within Clause 52.06-5 for a warehouse building. As such, a detailed analysis has been undertaken by Impact Traffic Engineering which provides an analysis of the assumed demand for parking within the site, based on several case studies for similar industrial developments.

The findings of the analysis concluded that the parking demand for this development typology is generated at a substantially lower rate when compared to the statutory rate set out in Clause 52.06-5.

The assessment identifies that the actual, likely capacity requirement would be 0.35 spaces per 100 sqm, however, a provision rate of 0.86 spaces per 100 sqm (in effect, 690 spaces) is proposed. While this is lower than the statutory rate, it is substantially greater than the anticipated demand to be generated by the site and is therefore deemed appropriate.

The reduction is consistent with the decision guidelines in 52.06-10 as:

- It has been evidenced that the demand for car parking within the site is to be substantially less than the policy requirement.
- That an over-provision of spaces is made when the proposal scheme's parking provisions are compared with the anticipated demand.
- The site benefits from public transport accessibility, which will be further enhanced via the provision of the SRL.
- Bicycle and end-of-trip facilities are provided, to facilitate alternative modes of travel.
- The design standards set out in 52.06-9 has been incorporated within the design of the car parking and road infrastructure.

- The modelling undertaken by Impact sets out that the demand for warehouse land can vary significantly depending on size of tenancy and location. The following section from the Transport Assessment explains this in more detail:

IMPACT has commissioned studies at numerous warehouse developments of varying sizes in Metropolitan Melbourne. The findings of the studies align with the results of the RMS (NSW) studies in that parking demand is lower than the rate nominated at Cl 52.06, and also reveal that – Parking demand for warehouse land uses vary depending on the size of tenancy, with smaller multi-unit warehouse tenancies (with tenancies that are on average 500 sq.m or less) generating parking demands at a higher rate as compared to larger single unit warehouses. This notion also holds firm with smaller single unit warehouse tenancies generating parking demands at a higher rate when compared to larger single unit warehouses (...)

The IMPACT case studies drawn from various locations in Metropolitan Melbourne, and as demonstrated in the comparison with the RMS (NSW) rates, there is consistency in the outputs which enhances the confidence in the results. Notwithstanding these observations, IMPACT have undertaken a further assessment to confirm that these studies provide a representative reference to inform decision making at the Mount Waverly locality. We have sourced Journey to Work Data - Statistical Area Level 2 (SA2), from the Australian Bureau of Statistics.

This data provides insights on transport modes for workers in the respective statistical area where the case studies were undertaken. A comparison of these statistics provides a basis by which a reasonable comparison can be made between various statistical areas. The Journey to Work data reveals that workers at all the surveyed statistical areas rely heavily on car as a mode of transport to work, with an uptake of this mode of transport in the range of 82% - 91%.

The case studies have revealed peak demand rate of about 0.6 spaces per 100 sq.m for warehouses in the 3,500 sqm - 5,500 sq.m range. Application of this rate to each tenancy results in a demand for 480 spaces.

Based on the above analysis, the provision of 480 parking spaces is acceptable, and will be more than enough to satisfy the assumed parking demand for the proposed development, as set out within the Car Parking Assessment section of the Transport Assessment prepared by Impact (Appendix D)

Bicycle Parking

The purpose of Clause 52.34 is to encourage cycling as a mode of transport, and provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

Clause 52.34-3 specifies the bicycle parking provision requirements for a variety of different uses within Table 1. The table sets out that there should be a provision for Industry (other than Warehouse) is 1 space per 1,000sqm of net floor area proposed. This results in a statutory demand of 80 bicycle spaces. The proposed development incorporates 90 bicycle spaces throughout the development and provides end-of-trip facilities to facilitate sustainable modes of travel to/from the site. This exceeds the statutory requirement.

Traffic Generation

The Traffic Impact Assessment Report (see Appendix D) concludes that the proposed development will likely generate the following traffic generation split (by vehicle class).

Figure 19 Traffic Generation for the Proposed Development

Period	Commuter Vehicles (Staff and Visitors)	Commercial Vehicles (Trucks)	Total
AM Peak	419	45	464
PM Peak	451	36	487

Source: Transport Impact Assessment, prepared by Impact (p.44)

An assessment of the capacity of Forster Road to absorb this traffic confirms there is capacity to absorb the forecast volumes with ample spare capacity remaining. The capacity of the intersection between Gilby Road, and Lionel Road and the access to the site has been assessed using 'SIDRA Intersection'. The assessment reveals that the additional volumes will be comfortably accommodated at this intersection, with manageable impacts on the traffic capacity.

The proposed development does not have a detrimental impact on the surrounding highway network, and the likely traffic flows are appropriate for the site and surrounding area. As such, the parking provisions are adequate for the proposed development and align with the requirements of Clause 21.08 of the LPPF.

Waste

In support of the application, a Waste Management Plan has been prepared by Leigh Design. The Waste Management Plan follows the City of Monash's guidance on how waste management plans should be prepared and clearly demonstrates how the development will incorporate an effective waste management system that is compatible with the development of the multi-unit development (MUD) which seeks to minimise waste.

The plan complies with Clause 55 Standard B34, Clause 55.07 and Clause 58.06 of the Planning Scheme.

6.6 Signage

The proposed signage is located on the façade of the building and is used for the purposes of business identification. As the signage exceeds the exemption size thresholds, they require a permit.

The proposed signage must comply with Clause 52.05, and the criteria set out in 52.0.5-6. Applications will be determined in line with Clause 52.05-8. The proposed signage complies with the decision guidelines, as follows:

- The signage is not in an area with any design sensitivities, or features that would be detrimentally impacted by business identification signage.
- The signage proposed for Building 1 is located on the western elevation. The signage for Building 2 is located on the eastern elevation. Both locations do not have sensitive interfaces. The signage would be of less visual prominence than most business identification signage in the wider area, and conditions could be imposed to control design considerations such as illumination and overall size.
- The signage proposed is appropriately located, as is demonstrated in the proposed elevations and the Indicative Perspectives (see Appendix C).
- The signage relates well to the building and is of an appropriate scale and size when compared to the scale of the proposed building. The signage will not impact vegetation or any new landscaping that is proposed.
- Specific details relating to the colour, lettering style and materials are unknown at this stage. These details can be provided later via an appropriately worded condition.
- The signage is compatible with the existing signage in the wider industrial area. Business identification signage is the most common type of signage used and usually exceeds 18 sqm.
- The proposal would have no significant impact on the streetscape qualities of the site or surrounding area.
- The signage would not obstruct a driver's line of sight, impact the visibility of a traffic control device, and would not be a distraction to drivers.
- The proposal would not be mistaken as a traffic control device and would not encourage drivers to undertake unsafe driving manoeuvres due to its positioning.

The proposed signage complies with Clause 52.05 and is acceptable. Details relating to exact specifications can be controlled via an appropriately worded condition.

6.7 Environmentally Sustainable Development

As required by Clause 22.13, the development should assess the environmental performance of the proposal scheme, and measures should be incorporated into the proposal scheme to ensure its environmental sustainability.

As set out in the Sustainability Management Plan (SMP) the development will incorporate the following features:

Renewable Energy Systems	> A 99kW PV system will be installed on the roof.
Thermal Performance non-residential	> Preliminary Deemed to Satisfy with a greater than 10% improvement against NCC2019 or JV3 thermal modelling will be undertaken for the final SMP report in accordance with Section J of the NCC2019.

Internal Lighting	> The internal lighting maximum illumination power density must meet the requirements in Table J6.2a of the NCC2019.
	> All lighting shall be high-efficiency LED.
Electrification	> The development is all-electric.

It incorporates best-practice sustainability measures through solar installations for hot water and lighting, reducing the overall energy consumption through the use of renewable energy, and the selection of high-quality materials and fittings, in a 'fabric-first' approach to reducing levels of consumption.

Accordingly, the proposal scheme to comply with Clause 22.13.

6.8 Response to General Provisions

The proposed development has been reviewed against the relevant provisions of the City of Monash's Planning Scheme. It is submitted that the proposal is a satisfactory response to these provisions, as follows:

- The proposed construction of two warehouse buildings responds to the purpose of the SUZ to provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.
- The proponent will comply with the Metropolitan Planning Requirements as required.
- The proposal represents orderly planning in an industrial area, maintaining the existing character of the site and its surrounds.
- No increase in traffic flow or impact on road safety is expected as part of this application.

7.0 Conclusion

As discussed throughout this report, the proposal is consistent with the Monash Planning Scheme as it:

- Ensures long-term retention of high skilled jobs in the immediate area. Growing demand from existing clients to have better, more efficient, and larger facilities.
- Addresses the relevant PPF policies.
- Enables significant innovation with the industrial sector, further aligning with the aspirations of the MICLUP
- Aligns with the SRLA's vision for the Monash NEIC Precinct, to become a 24-hour mixed-use, employment precinct.
- Provides for the contribution of a site of significance to the local and regional economy, aligning with the desired purpose of the SUZ6 Zone.
- Ensures the delivery of an industrial use in an area wholly used by similar land uses, without resulting in unacceptable impacts on amenity on neighbouring landowners.
- Responds to the context and characteristics of its local environment, matching the scale, design, form, and materiality of the surrounding warehouses to ensure minimal effect on the existing landscape and amenity.
- Proposes signage that achieves business identification without negatively impacting local amenity or causing excessive clutter, in accordance with the objectives of Clause 52.05 (Signs).
- Responds to the objectives of Clause 52.06 (Car parking) through the provision of adequate parking for proposed Warehouse use in an industrial area; and
- The proposed works correspond with the context and characteristics of its local environment, matching the scale, design, form, and materiality of the surrounding industrial and commercial buildings. This ensures minimal effect on the existing built form and landscape character and amenity.
- Accordingly, the proposal is consistent with the relevant provisions of the Monash Planning Scheme and relevant strategies and should be supported by Council.

Accordingly, the proposal should be supported by the Council.

Appendix A Certificate of Title

Appendix B Sustainability Management Plan

Appendix C Development Plans and Elevations

Appendix D Traffic Impact Assessment

Appendix E Landscape Plans

Appendix F Arboricultural Report

Appendix G Waste Management Plan

Appendix H Stormwater Management Strategy