

**1.2 19-41 DRUMMOND STREET, CHADSTONE
CONSTRUCTION OF A SINGLE STOREY TRAINING CENTRE
(TPA/50302)**

EXECUTIVE SUMMARY:

This application proposes construction of a single storey (11m high) training centre together with the associated car parking for the Victorian Tunnelling Project in the existing campus of Holmesglen TAFE.

The application was not subject of public notification. Public notification of the application is not exempt, however, as the application is for buildings and works associated with an established use at a similar scale, well removed from sensitive uses with adequate car parking, it was determined that public notification of the application is not required.

Key issues to be considered relate to the adequacy of car parking provided appropriateness of the design and built form of the proposed building.

This report assesses the proposal against the provisions of the Monash Planning Scheme, including the Planning Policy Framework and Local Planning Policy Framework.

The reason for presenting this report to Council is the proposed development cost of \$4.6 Million.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Reyhaneh Yeganeh
WARD:	Oakleigh
PROPERTY ADDRESS:	19-41 Drummond Street, Chadstone
EXISTING LAND USE:	Education Centre (Holmesglen Institute of TAFE)
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	N/A
ZONING:	Neighbourhood Residential Zone, Schedule 2
OVERLAY:	N/A
RELEVANT CLAUSES: <u>State Planning Policy Framework</u> Clause 10 (Planning Policy Framework)	<u>Local Planning Policy Framework</u> Clause 20 (Local Planning Policy Framework)

<p>Clause 11.01-1R1 (Settlement - Metropolitan Melbourne)</p> <p>Clause 13.07-1S (Land Use Compatibility)</p> <p>Clause 15 (Built Environment and Heritage)</p> <p>Clause 15.01-5S (Neighbourhood Character)</p> <p>Clause 15.02 (Sustainable Development)</p> <p>Clause 17 (Economic Development)</p> <p>Clause 17.01 (Employment)</p> <p>Clause 17.01-2S (Innovation and Research)</p> <p>Clause 17.02 (Commercial)</p> <p>Clause 17.02-1S (Business)</p> <p>Clause 18 (Transport)</p> <p>Clause 18.01-1S (Land Use and Transport Planning)</p>	<p>Clause 21 (Municipal Strategic Statement)</p> <p>Clause 21.05 Economic Development</p> <p>Clause 21.08 (Transport and Traffic)</p> <p>Clause 21.09 (Key Regional Assets)</p> <p>Clause 21.11 (Physical Infrastructure)</p> <p>Clause 22.09 (Non-Residential Use and Development in Residential Areas)</p> <p>Clause 22.13 (Environmentally Sustainable Development Policy)</p> <p><u>Particular Provisions</u></p> <p>Clause 52.06 (Car Parking)</p> <p>Clause 52.17 (Native Vegetation)</p> <p>Clause 52.34 (Bicycle facilities)</p> <p><u>General Provisions</u></p> <p>Clause 65.01 (Decision Guidelines)</p>
<p>STATUTORY PROCESSING DATE:</p>	<p>26th August 2019</p>
<p>DEVELOPMENT COST:</p>	<p>\$4,600,000</p>

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to **Grant a Planning Permit (TPA/50302)** for the construction of buildings and works for a single storey training centre and waiver of bicycle parking spaces, at 19-41 Drummond Street, Chadstone subject to the following conditions:

1. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
2. The 27 car spaces provided as part of this permit on the land must include one (1) space clearly marked for the disabled.
3. Before the development permitted is completed, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
 - a) constructed to the satisfaction of the Responsible Authority;
 - b) properly formed to such levels that they can be used in accordance with the plans;
 - c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
 - d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
 - e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.
4. Before the development starts, a site layout plan drawn to scale and dimensioned must be approved by the Responsible Authority.

The plans must show a drainage scheme providing for the collection of stormwater within the site and for the conveying of the stormwater to the nominated point of discharge, or an alternative to the satisfaction of the Responsible Authority.
5. The construction works associated with the permitted development must only be carried out during the following hours:
 - Monday to Friday (inclusive) – 7:00am to 6pm;
 - Saturday – 9am to 1pm;
 - Saturday – 1pm to 5pm (only activities associated with the erection of buildings);

unless otherwise approved in writing by the Responsible Authority.
6. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
7. This permit will expire in accordance with section 68 of the Planning and Environment Act 1987, if one of the following circumstances applies:

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

In accordance with section 69 of the Planning and Environment Act 1987, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within six months of the permit expiry date, where the development allowed by the permit has not yet started; or within 12 months of the permit expiry date, where the development has lawfully started before the permit expires.

Permit Notes

- A. Building approval must be obtained prior to the commencement of the above approved works
- B. Any new drainage work within the road reserve requires the approval of the City of Monash's Engineering Division prior to the works commencing. A copy of the plans for the drainage works must be submitted to and approved by the Engineering Division. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.
- C. Engineering permits must be obtained for new connections to Councils drains and these works are to be inspected by Council (telephone 9518 3555).
- D. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made.

BACKGROUND:

History

Council's records show the following planning applications in relation to the subject site:

- TPA/23315 – Planning Permit issued on 2 January 1997 for the erection of two (2) buildings for portable office/ classrooms.
- TPA/26855 – Planning Permit issued on 13 July 2000 for construction and erection of a 35 metre high lattice tower and associated equipment for the purpose of a telecommunications facility.
- TPA/31649 – Planning application submitted on 30 April 2004 for installation of a wind generator. It was determined no planning permit was required.
- TPA/41771 – Planning Permit issued on 13 January 2014 for a liquor licence within the Administration Building for the existing conference centre.

The Site and Surrounds

Subject site is located at the south- east corner of the Monash Freeway Warrigal Road exit and Warrigal Road in Chadstone. The land is bounded by Scothmans Creek and Warrigal Road to the west, Monash Freeway to the north, Drummond Street to the east and Rae Street to the south. The site has a frontage of 170m to Drummond Street and 140m to Rae Street yielding an overall site area of approximately 32,705 square metres. The land falls from the south eastern corner to the western boundary by approximately 4 metres.

The site currently contains four (4) main buildings up to approximately 12m in height, car parking spaces are dispersed throughout the site (mostly along the Rae Street and Drummond Street frontages), ancillary outbuildings and electrical and telecommunication training towers. Sections along Drummond Street have a mesh metal front fence of 2m high, however, the subject site is mostly unfenced.

Vehicle access the site is from Drummond Street and Rae Street. Vegetation on site comprises of a number of trees scattered along the boundary frontages, with a few trees in the middle of the site.

The land has been operated by Holmesglen Institute of TAFE for more than 40 years as an industry training centre for electrical, gas, telecommunications, industry skills and workplace health and safety.

The residential land south of Rae Street is zoned Neighbourhood Residential Zone, Schedule 2, however, the residential land east of Drummond Street is zoned General Residential Zone, Schedule 2. The residential character of the surrounding area is experiencing change with multi- dwelling developments and large single detached dwellings. Developments in the area have incorporated architectural elements of the original housing stock through use of hipped/gable roofs, brick at the ground floor level, render or weatherboard at the first floor levels and low front fences.

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

PROPOSAL:

The application is to construct buildings and works for a single storey (11m) high training centre for the Victorian Tunnelling Project.

Key details of the proposal can be summarised as:

- The training centre building is proposed to be located to the west of Building 4, between Scothmans Creek;
- The proposed building is to be setback from:
 - Scothmans Creek/ Warrigal Road (western boundary): 19 metres,

- Monash Freeway (northern boundary): 77.5 metres,
 - Drummond Street (eastern boundary): 64.5 metres, and
 - Rae Street (southern boundary): 94.5 metres.
- The building is 61 metres long, 25.5 metres wide and 11 metres high with an overall area of 1,610 square metres;
 - The training centre contains four (4) separate training spaces, each varying in size from 185 square metres to 310 square metres, a mechanical plant space, storage area, a kitchenette and bathroom facilities and a foyer;
 - The architectural style is simplistic and practical to the purpose of the building. External finishes are metal panels with the southern elevation to be translucent polycarbonate with steel trim around perimeters to match the side walls;
 - The main entrance is on the south side and features two (2) tunnel shaped entrance doors with demountable walls and louvres;
 - Five (5) doors are proposed on the northern elevation to allow for transportation of machinery (including the Tunnel Boring Machine);
 - New concrete path and benches are proposed;
 - The training centre is expected to accommodate a maximum of 80 students at any given time that is an overall increase of 55 students across the site;
 - An additional 27 car spaces are proposed on the site are proposed;
 - Some low level vegetation and will be removed for the building and car parking;
 - Fourteen (14) car spaces in the access restricted area for use by staff, and thirteen (13) car spaces along the western boundary accessed from Rae Street are proposed.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zone

The subject site is located within the Neighbourhood Residential Zone, Schedule 2 (NRZ2) under the provisions of the Monash Planning Scheme.

Pursuant to Clause 32.09-9 of Monash Planning Scheme, a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.09-2. An Education Centre is a Section 2 use under the provisions of Clause 32.09-2 of Monash Planning Scheme. No permit is required for the use as the education activity is existing.

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

Overlays

The subject land is not affected by any overlays.

Car Parking

No planning permit is required under the requirements of Clause 52.06 of Monash Planning Scheme as additional car spaces are proposed in excess of these requirements.

Bicycle Parking

Pursuant to Clause 52.34 of Monash Planning Scheme, a permit may be granted to vary, reduce or waive any requirement. One (1) staff bike parking facility to every 20 employee, and 1 student bike parking facility space to each 20 full time student is required. There are no bike parking facility proposed as part of the application.

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

CONSULTATION:

Further information was requested of the Permit Applicant on 10th May 2019. In this letter, no preliminary concerns were identified.

The applicant was advised that this application will be presented at the July Council meeting. A letter was sent to the applicant formally advising them of the Council meeting.

Public Notice

An application must be put to notice unless the responsible authority is satisfied that the grant of the permit would not cause material detriment to any person.

The application is for the construction of the building and a waiver of two bicycle spaces being provided on site.

It is considered that the proposal will not cause material detriment to the surrounding properties for the following reasons:

- The proposed building is well setback from surrounding residential properties by 64.5m to the east and 94.5m to the south, minimising the presentation of bulk and mass to the sensitive residential interface;
- Existing buildings and vegetation on the site will obscure views of the building;
- The current bicycle parking spaces adequately provide for user demand.
- The proposal provides 27 car spaces that is more than the requirements of Clause 52.06 of Monash Planning Scheme.

- The land used as an education centre consistent with the use of the land for more than 40 years,

Therefore it is considered that the proposal meets the ‘test’ of the Planning and Environment Act 1987 to not provide notice.

Referrals

The application was not required to be referred to any internal or external Referral Authorities.

DISCUSSION:

Consistency with State and Local Planning Policies

The continued use of the land for an education centre is supported by the relevant State and Local Policies. A Strategic objective in the Monash Planning Scheme is to contribute to the economic wellbeing of the State and foster economic growth by providing land and facilitating decisions that would provide for a strong and innovative economy. This is to be done through encouragement, expansion and development of infrastructure that helps people to learn new skills and start businesses in appropriate locations. Therefore, the proposed addition to the education centre is considered to be appropriate and aligned with the strategic objectives of Monash Planning Scheme.

Design details of the proposed building is also considered to be appropriate and consistent with the strategic considerations of Monash Planning Scheme. As stated in Clause 15 Built Environment and Heritage of Monash Planning Scheme, Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods. Furthermore, Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context. The proposed training centre building is a high quality designed building that is appropriate in height and scale given its setting in the centre of the TAFE campus. The building positively contributes to the built form character of the area and enhance the functionality of an underutilised space within the site.

Activity of the Proposed Building

The activity of the proposed building is a training centre with four (4) training areas, including a training mined tunnel, a dry workshop, a wet workshop and a training Tunnel Boring Machine tunnel. The proposed new training centre building has State wide significance as it is associated with the Melbourne Metro Tunnel project, is financially supported by State Government and is the first training centre for tunnelling projects in the southern hemisphere. The intensification of use for a unique training centre facility is suited at this established education centre.

The training centre building is also proposed to be constructed at a location on the subject site that is most distant from land in residential, ensuring the amenity impacts (if any) is minimised.

Design and built form of proposed building

The new building is to be constructed to the north of existing Building 2 and west of Building 4 in the Holmesglen Institute of TAFE campus. The building is to be well setback from residential properties by 64.5m from Drummond Street and 94.5m from Rae Street. The building is proposed to be 11m in height.

The built form, scale and the overall height of the building are considered compatible with the existing buildings on the subject site. The applicant has provided a perspective, which demonstrates that the proposed building has minimal visibility from the abutting residential streets. The proposed development has been designed with careful consideration to the constraints and opportunities of the site.

The architectural style of the building is high quality with interesting and inviting features, while simplistic and practical to the purpose of the building. The proposed material and finishes are modern. The proposed building is appropriately setback from the sensitive interfaces and is appropriately positioned within the campus.

Car Parking

Pursuant to Clause 52.06 of Monash Planning Scheme, additional car parking spaces are required when an increase in the floor area of an existing use is proposed. The proposed development is expected to accommodate up to 80 students and 5 staff members at any given time. However, the additional net number of students on site is anticipated to be 55 students in total. The subject site is located in Principal Public Transport Network (PPTN). In accordance with Clause 52.06-5 of Monash Planning Scheme, the required number of car spaces for the proposed application is:

	Clause 52.06 requirements	Number of students/ staff	Car spaces required	Car spaces provided
Education Centre	0.3 car spaces to each student on site at any time	55	16	27
Total	-	-	16	27

Accordingly, the proposal requires 16 additional car spaces to be provided on site and 27 additional car spaces are provided throughout the site. The proposal fully complies with the requirements of Clause 52.06 of Monash Planning Scheme.

Bicycle Parking

As per the requirements of Clause 52.34-5 of Monash Planning Scheme, the application requires the following number of bike parking spaces:

	Clause 52.34 requirements	Number of students/ staff	Bicycle spaces required	Bicycle spaces provided
Education Centre	1 to each 20 employees + 1 to each 20 full-time students	55	2	0
Total	-	-	2	0

Applying the above rate to the training centre building and the number of students proposed to be present at the premises, two (2) bike parking facilities should be provided. Bicycle spaces provided for students must be provided at a bicycle rail. It is understood that the existing bicycle facilities at the site are not significantly utilised and for this reason, no bicycle facilities are proposed as part of the application. This is considered to be appropriate in this instance having considered excellent location of the subject site for public transport, ample opportunity for car parking and underutilised bike parking facilities currently existing on the campus.

The proposed new training centre is located in an area where public transport is a viable mean of access to the site. The number of trips that are anticipated to be generated are reasonable and will have no material impact on the local road network. Main vehicle access points to the site and to the car parking spaces proposed to be located in the restricted area of the campus are considered to be appropriate. The proposal provides for additional 27 car spaces which is in excess of the requirements of Clause 52.06 of Monash Planning Scheme. Bicycle parking is not proposed to be provided on site, which is appropriate in this instance as the subject site is highly accessible by public transport.

Vegetation Removal

Approximately three (3) trees are to be removed as part of the proposal. These trees are not considered significant and being centrally located within the site will not have detrimental impact on the amenity of the surrounding area and the neighbourhood character.

CONCLUSION

The proposal is consistent with the relevant policies and objectives of the Monash Planning Scheme, including the Planning Policy Framework and Local Planning Policy Framework in particular regards to Clause 13.07-1S (Land Use Compatibility), Clause 15 (Built Environment and Heritage), Clause 17 (Economic Development), Clause 21.09 (Key Regional Assets), Clause 22.09 (Non-Residential Use and Development in Residential Areas) and Clause 52.06 (Car Parking).

The proposal provides for a training facility in an established education centre that has State, if not national, significance. The extent of the proposed use and development, the scale of the built form and the overall design of the building is respectful of other buildings on the site. Car parking and vehicle access is satisfactory. The proposal is considered appropriate and it is recommended that a planning permit issue subject to conditions.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (December 2016).

Attachment 3 – Zoning and Overlays Map.