



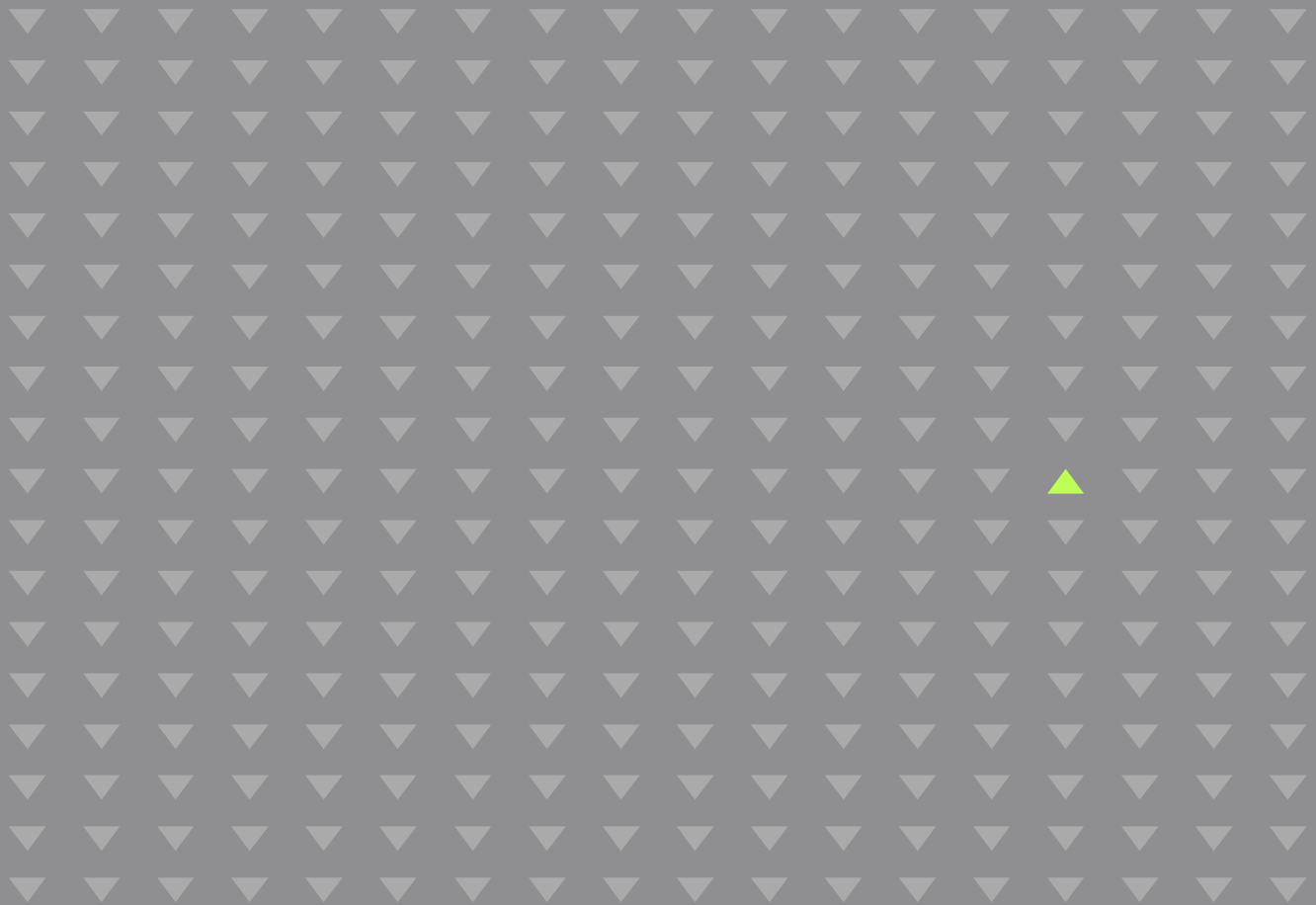
Urban Planning Collective

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**Planning
Submission**

618 Clayton Road, Clayton South
24 November 2023



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1.0	EXECUTIVE SUMMARY	5
1.1	Proposal	5
1.2	Significant economic impact	5
1.3	Planning permit triggers	6
1.4	Application material	6
1.5	Pre-application meetings	7
1.6	Application background	8
1.7	Key changes responding to stakeholder engagement	8
1.8	Conclusion	10
2.0	THE SUBJECT SITE AND CONTEXT	11
2.1	The subject site	11
2.1.1	Topography	13
2.2	Environmental context	13
2.3	Aboriginal Cultural Heritage	15
2.4	Surrounding properties	15
2.4.1	North	15
2.4.2	East	16
2.4.3	South	17
2.4.4	West	18
2.5	Neighbourhood context	19
3.0	THE PROPOSAL	20
3.1	Overview	20
3.2	Layout	20
3.3	Setbacks and height	20
3.4	Materiality and design	21
3.5	Excavation and fill	22
3.6	Environmentally Sustainable Design (ESD)	23
3.7	Car parking, access, bicycle parking and waste collection	24
3.7.1	Access and car and bicycle parking	24
3.7.2	Waste	25
3.8	Landscaping	25
3.9	Vegetation removal	26
3.10	Signage	27
4.0	RELEVANT PLANNING CONTROLS	28
4.1	Zoning	28
4.2	Overlays	29
4.2.1	SCO14	30
4.2.2	SCO15	30
4.3	Particular Provisions	33



ADVERTISED PLAN

4.3.1	Clause 52.05 Signs	33
4.3.2	Clause 52.06 Car parking	33
4.3.3	Clause 52.27 Native Vegetation	34
4.3.4	Clause 52.29 Land Adjacent to the Principal Road Network	34
4.3.5	Clause 52.34 Bicycle Facilities	34
4.4	General requirements and performance standards (clause 53)	34
4.4.1	Clause 53.18 – Stormwater Management in Urban Development	34
4.4.2	Clause 53.22 – Significant Economic Development	35
4.5	Referral provisions	36
4.6	Notice and review	36
4.7	operational provisions	37
4.7.1	Responsible Authority	37
4.8	Summary of permit triggers	37
5.0	RELEVANT PLANNING POLICIES	38
5.1	Planning policy framework	38
5.2	Melbourne industrial and commercial land use plan	43
5.3	Suburban Rail Loop (SRL) East	44
5.4	Plan Melbourne 2017-2050: Metropolitan Planning Strategy	45
5.5	Development Facilitation Program (DFP)	46
6.0	PLANNING CONSIDERATIONS	47
6.1	Is the proposal supported by the Municipal Planning Strategy and Planning Policy Framework of the Kingston Planning Scheme?	47
6.1.1	Is the proposal supported by Government Policy?	49
6.2	Consistency with the relevant zoning controls	50
6.3	Whether the proposed signage is consistent with the Signs policy at Clause 15.01 -1L 03?	51
6.4	Consistency with ESD and Stormwater Management Principles	52
6.5	Are the car parking, access and waste arrangements appropriate?	52
6.5.1	Car and bicycle parking and access	52
6.5.2	Waste arrangements	53
6.6	Is the proposal consistent with the decision guidelines of clause 52.17?	54
7.0	CONCLUSION	56



ADVERTISED PLAN

LIST OF FIGURES

Figure 1: Site Context Map (Source: Nearmap April 2023)	11
Figure 2: Photo of the site as viewed from Deals Road	12
Figure 3: Photo of the site as viewed from Deals Road	12
Figure 4: Photo of the site as viewed from Fraser Road	13
Figure 5: Excerpt from letter prepared by Resolve Environmental	14
Figure 6: Streetview image of 600 Clayton Road, as viewed from Fraser Road (Source: Google Streetview, September 2019)	15
Figure 7: Streetview image of 15 Fraser Road and 248 – 254 Osborne Avenue, as viewed from Fraser Road / Deals Road (Source: Google Streetview, September 2019)	16
Figure 8: Streetview image of Cleanaway Clayton South Resource Recovery Centre as viewed from Deals Road (Source: Google Streetview, September 2019)	16
Figure 9: Streetview image of 632 – 643 Clayton Road as viewed from Clayton Road (Source: Google Streetview, September 2022)	17
Figure 10: Photo of the Clayton Power Station as viewed from Ryans Road	17
Figure 11: Streetview image of Clayton Road as viewed towards the north (Source: Google Streetview, April 2023)	18
Figure 12: Streetview image of residential properties located to the west of the subject site (Source: Google Streetview, April 2023)	18
Figure 13: Context Plan (Melways Online, 2023)	19
Figure 14: Render of the proposed development as viewed from Clayton Road (Source: Watson Young Architects)	21
Figure 15: Excerpt of Bulk Earthworks Layout Plan (Source: Engineering Services Report prepared by Context Engineering)	22
Figure 16: Zoning Map (Source: VicPlan)	28
Figure 17: SCO14 and SCO15 Overlay Map (Source: Vicplan)	30
Figure 18: Excerpt of Map 12: Southern Region - industrial land (Source: MICLUP)	43
Figure 19: Aerial Photo showing future SRL Clayton Train Station (Source: NearMaps 2023)	44

LIST OF TABLES

Table 1: Clause 52.06 statutory car parking requirements	33
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LIST OF ATTACHMENTS

No table of figures entries found.



**1.1
PROPOSAL**

This planning submission has been prepared on behalf of 618 Clayton Road Pty Ltd, the owner and prospective developer of 618 Clayton Road, Clayton South (**the subject site**). It supports a planning permit application for the significant redevelopment of the subject site to accommodate a warehouse development – built to meet current day standards with high levels of amenity, environmental sustainability and higher employment densities than the current, significantly underutilised site conditions. This planning permit application is made pursuant to the provisions of Clause 53.22 ‘Significant Economic Development’, Category 1, as the proposed use of the land or ‘Warehouse’ has an estimated cost of more than \$30 million (the proposal has an estimated cost of development of \$77,199,890).

618 Clayton Road Pty Ltd is secured in a joint venture between Troon Group and MaxCap Group. Project equity for the planning, design and construction phases of the development have already been committed by the joint venture and is currently being utilized. Once development approval is obtained, Troon Group and MaxCap Group will require project finance. Both parties have extensive relationships with the big four Australian banks, as well as non-bank lenders if required.

**1.2
SIGNIFICANT ECONOMIC
IMPACT**

The redevelopment of the subject site (which is a former sand quarry and then landfill) will accommodate a development which makes intensive and efficient utilisation of a strategic redevelopment site in accordance with the Municipal Planning Strategy, Planning Policy Framework and the MICLUP. An integrated warehouse development represents an excellent and discernibly ‘higher and better’ use than the existing conditions of a vacant former landfill site within a designated industrial area.

There are significant demands for and an identified undersupply of this type of large format, warehousing provided in the south-east of Melbourne. The accelerated process via Clause 53.22 will assist in redressing these issues of supply.

Overall summary	Short Term Job Creation	Long Term Job Creation
48, 569 sqm new employment floorspace comprising:	100 direct construction jobs.	395 direct jobs on -site.
<ul style="list-style-type: none"> • 44,742 sqm warehouse space • 3,827 sqm associated office space 		

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1.3 PLANNING PERMIT TRIGGERS

The land is located within the Industrial 1 Zone (IN1Z) and is partially affected by the Specific Controls Overlay – Schedule 14 and 15 (SCO14 and SCO15). The land is located within an area of Aboriginal Cultural Heritage Sensitivity.

A planning permit is required for the following:

- Pursuant to Clause 33.01 -1, a planning permit is required to use the subject site for warehouse.
- Pursuant to Clause 33.01 -4, a planning permit is required to construct a building or construct or carry our works.
- Pursuant Clause 45.12, a planning permit is required to construct a building or construct or carry out works.
- Pursuant to Clause 52.05 - 12, a planning permit is required to erect business identification signage greater than 8sqm in area.
- Pursuant to Clause 52.06 -5, a planning permit is required to reduce the statutory required number of car spaces.
- Pursuant to Clause 52.29 – 2, a planning permit is required to create or alter access to a road in a Transport Zone 2.
- Pursuant to Clause 52.17-1, a planning permit is required to remove native vegetation.

Pursuant to Clause 72.01, the Minister for Planning is the responsible authority for an application under Clause 53.22

1.4 APPLICATION MATERIAL

This submission describes the subject site and the broader urban context in which it is located, the development proposal, identifies the relevant planning controls and policies set out in the Kingston Planning Scheme (**the Planning Scheme**) and provides an assessment of the planning merits of the proposal against these policies and controls.

This submission should be read in conjunction with the following material:

- Certificate of Title.
- Metropolitan Planning Levy Certificate.
- QS Report prepared by DrawnDown.
- Supporting background and financially capacity documentation for Troon Group and MaxCap Group.

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- Cultural Heritage Statutory Obligations Advice prepared by Tardis Archaeology Pty Ltd.
- Environmental Assessment summary prepared by Resolve Environmental.
- Plan of Survey & Title Re-establishment, Feature Level and Service Survey prepared by Taylors.
- Architectural Plans prepared by Watson Young Architects.
- Landscape Plan prepared by Wallbrink Landscape Architecture.
- Transport Impact Assessment prepared by MGA.
- Waste Management Plan prepared by MGA.
- Sustainable Management Plan prepared by Stantec.
- Stormwater Management Plan prepared by Context Engineering.
- Engineering Services Report prepared by Context Engineering.
- Memorandum of advice prepared by Context Engineering.
- Development Impact Assessment prepared by Arbor Survey.
- Native Vegetation Removal Report prepared by Arbor Survey.

1.5 PRE-APPLICATION MEETINGS

There have been extensive pre application discussions with relevant authorities as follows:

- 2 pre-application meetings with the City of Kingston – the initial meeting was held on 26 September 2022 and a subsequent meeting held on 9 May 2023 - with Kirsty Slater (Principal Planner) during which the proposal was discussed, and feedback received. This feedback has been incorporated into the proposal, where considered appropriate.
- One pre – application meeting was held with the Department of Transport and Planning on 16 May 2023 with Lachlan Forsyth and Constance Green during which the proposal was discussed and the Development Facilitation Program eligibility was confirmed.
- An initial phone conversation was had with the Suburban Rail Loop Authority (Katrina Barnes – Senior Advisor) on 9 February 2023 whereby the subject site and the SCO15 requirements were discussed.



- Further, our client and Resolve Environmental (environmental consultants) conducted an initial meeting with EPA Victoria on 10 March 2023 to discuss the subject site. The relevant case file number is CSE-00013810.

1.6 APPLICATION BACKGROUND

The following is a summary of key background regarding this application:

- A combined planning application and planning scheme was lodged on the 11 August 2023 via the Development Facilitation Program.
- On the 29 August 2023 a Request for Further Information was received from the Development Facilitation department.
- On 14 September 2023 a referral response was received from the City of Kingston.
- On 20 September, planning scheme amendment VC242 was introduced and made changes to the Victoria Planning Provisions (VPP) and all planning schemes by introducing two new particular provisions to facilitate significant residential development and significant economic development.
- On 26 September 2023, Aimee Dash (Senior Planner) confirmed via email that the project is eligible to be considered under clause 53.22 significant economic development (one of the new particular provisions to facilitate significant economic development).
- On 12 October 2023 a meeting was held with Aimee Dash (Senior Planner) and Lachlan Forsyth (Manager) from the Development Facilitation department, Kirsty Slater (Principal Planner) from the City of Kingston, UPco and our clients to discuss the Council's referral comments.
- Other key stakeholders have also provided the following responses as follows:
 - DTP Transport – response received 19 October 2023
 - EPA – response received 28 September 2023
 - Suburban Rail Loop Authority - response received 7 September 2023

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1.7 KEY CHANGES RESPONDING TO STAKEHOLDER ENGAGEMENT

In response to the request for further information received from the Development Facilitation department and from key stakeholders, our client has made the following major changes:

- Increased setback to Clayton Road (by 1.5 metres to 8.5 metres in width) with a corresponding increase in the building setback to 21.89 metres,



providing a significantly more generous landscape opportunity across the site frontage.

- Provision of 1.5 metre width footpath within the front setback of the subject site to connect in with the existing footpath to the south.
- Increase in landscaping area, as follows:
 - Addition of landscaping space between every 3 car spaces along the eastern boundary (Deals Road).
 - Addition of green walls / creepers along the northern elevation.
 - Addition of canopy trees in planters centrally on the subject site.
- Addition of 65 car spaces.
- Alteration to the presentation of offices 3A, 2C and 4B so that they present a similar built form as office 1A by way of glazing and use of brick dado wall.
- Commitment to the following ESD initiatives:
 - Overall BESS score increased by 7% from 51% to 58%.
 - 5 Star WELS rating will be provided as part of the fit-out.
 - Rainwater will be collected and re-used for toilet flushing via a 90,000L retention tank to be connected to all toilets in the Office Buildings.
 - A combined 45kW of Rooftop Solar PV will be installed (1x 5kW system per Office) to offset grid electricity usage and further reduce GHG emissions associated with the building's operation.
 - Addition of one EV charging point to one car space to each warehouse and EV charging infrastructure to an additional car space to each warehouse.
 - Subject to structural engineering requirements, the projects will specify concrete with recycled aggregate where appropriate and include recycled water use in its manufacture.
 - All fabricated structural steelwork supplied by a Steel fabricator/Contractor accredited to the Environmental Sustainability Charter of the Australian Steel Institute.
 - The development is responding to the impacts of Urban Heat Island Effect, with a target of greater than 60% of the site area to achieve the following initiatives:
 - All Office & Warehouse Roofs to achieve a Solar Absorptance of 0.32 or less (ie. Surfmist sheeting).
 - Vegetated soft landscaping to be installed.
 - Exposed concrete surfaces and pedestrian pathways to explore opportunities for light coloured surfaces with an Solar Absorptance of 0.6 or less.

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1.8 CONCLUSION

The report concludes that the proposal has merit when considered against the relevant planning controls and policies and is an 'acceptable' planning outcome as sought by Clause 65 of the Scheme. Accordingly, it is considered that a planning permit can and should be granted.

Clayton has undergone significant change in the recent years with multiple sites being regenerated from industrial to residential or mixed-use land use outcomes, catering for the demand in the area. This has created significant appetite for the remaining industrial zoned sites in this precinct – noting that the south-east Melbourne industrial market is one of the most sought after in Australia.

Characterised by its large population, highly skilled labour force, limited land supply and record low vacancy, business park / warehousing opportunities of this scale (particularly on an infill site that has otherwise been largely 'quarantined' because of its former historical use as a quarry / landfill), are rare and represent a valuable opportunity to better address supply deficiencies in this sector of the market.

In this regard, the applicant is excited to activate 618 Clayton Road to meet market and industry needs as well as bring population, employment and business growth into the precinct.

Given the significant supply-side issues associated with the south-east Melbourne industrial market (and the projects meeting of requisite Development Facilitation Program eligibility criteria), there are clear and appropriate grounds for the State Government to expedite the planning process, consistent with the purposes of Clause 53.22.

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2.0 THE SUBJECT SITE AND CONTEXT

The following summary and description of the site and its context is to be read in conjunction with the Architectural Plans prepared by Watson Young Architects.

2.1 THE SUBJECT SITE

The subject site (refer to Figure 1) is located in Clayton South, a suburb 20km south-east of Melbourne’s CBD. The subject site is located on the corner of Clayton Road (to the west), Fraser Road (to the north) and Deals Road (to the east).

The subject site is generally rectangular in shape with a northern frontage (Fraser Road) of 402.34 metres, eastern frontage (Deals Road) of 260.94 metres and a western frontage (Clayton Road) of 252.22 metres, providing a total site of 103550 metres (10.355 hectares).

The land is formally described as Lot 1 on Title Plan 424544F, Lot 1 on Title Plan 342713P and Lot 1 Title Plan 159506Q and is not affected by any restrictions on title.

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The subject site



Figure 1: Site Context Map (Source: Nearmap April 2023)

The subject site is currently vacant land that was previously a quarry and then a landfill, with it still supporting landfill gas extraction infrastructure that will remain operational (refer to section 3.2 below for a detailed explanation of the environmental context) with the redevelopment of the site. The subject site does not contain any existing formal crossovers.

6 trees located in the north – west corner of the subject site are required to be removed. In addition, 12 trees located within the Clayton Road road reserve are



also required to be removed to facilitate a proposed deceleration lane and civil works to service the development.

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Figure 2: Photo of the site as viewed from Deals Road



Figure 3: Photo of the site as viewed from Deals Road



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Figure 4: Photo of the site as viewed from Fraser Road

2.1.1 Topography

As discussed in detail in Section 2.2 below, the subject site is a former landfill and has been capped resulting in ‘artificial’ or modified site levels (from that which would have existed pre-quarrying of the land), incorporating relatively steep batters adjacent to the northern and eastern boundaries and a flatter upper surface with a peak at the centre.

2.2 ENVIRONMENTAL CONTEXT

The subject site was originally a sand quarry with the excavated voids (post completion of sand extraction) subsequently utilised for landfilling. The landfill operated between the years of 1975 and 1989, accepting mainly solid inert waste and some putrescible waste from industrial sources. The Waste Discharge Licence was surrendered in 1992 and it has been managed as a former landfill since this time.

To assess the potential risk of harm associated with the development and the suitability of the site for a proposed industrial / commercial land use, an Environmental Audit is being conducted in accordance with Section 208 of the Environment Protection Act 2017. Broadly, the audit associated with the proposed development has multiple objectives, including an assessment of:

- The suitability of the site for a proposed commercial land use;



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- The risk of harm to human health or the environment from the former landfill both a) during the construction of the proposed commercial development; and b) on the completed development; and
- The adequacy of proposed risk mitigation measures to address identified risks.

In consideration of the complexities with developing on a former landfill, Resolve Environmental (Environmental Consultant) and Troon Group conducted an initial meeting with EPA Victoria on 10 March 2023 to discuss the site (case file number CSE-00013810). Resolve also attended a meeting held with Kingston City Council on 9 May 2023 to discuss the environmental considerations.

It is also noted that the former Waste Discharge Licence that applied to the land shows the landfilling area extended to within close proximity to the boundaries of the property, which is confirmed by review of historical aerial photography showing the excavated voids (Figure 2.1). The site subsurface comprises waste is to an approximate depth of 20 metres below ground level (mbgl), overlain by a sandy clay landfill cap of variable thickness (between 0.7 m and 8.5 m with mounding in the centre of the site) overlain by a topsoil layer to provide suitable material for vegetation. In this regard, any new / proposed landscaping of the site must be selected to not affect capping integrity (e.g. potential for roots to penetrate and physically damage the cap).



Figure 5: Excerpt from letter prepared by Resolve Environmental

Please refer to letter prepared by Resolve Environmental for a detailed explanation of the environmental context.

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2.3 ABORIGINAL CULTURAL HERITAGE

The subject site is located within an identified area of Aboriginal Cultural Heritage Sensitivity.

Please refer to Cultural Heritage Statutory Obligations Advice prepared by Tardis Archaeology Pty Ltd which concludes that the land use history and evidence demonstrates that the land has been subject to Significant Ground Disturbance over the entirety of the site through deep excavation and fill. Accordingly, the subject site is not an area of cultural heritage sensitivity and a mandatory CHMP is not required.

2.4 SURROUNDING PROPERTIES

The majority of the surrounding area proximate to the subject site has had a long history of quarrying, landfills and industrial / warehousing uses. Over time as the quarries and then landfills have closed, these large site have been subject to environmental management and monitoring, with a view to the eventually being able to be used for alternative land use / development.

In this regard, the surrounding land uses to the north, east and south are primarily industrial in nature, with residential uses located on the opposite side of Clayton Road (an arterial road) to the west.

2.4.1 North

Directly north of the subject site is Fraser Road. Fraser Road is an unsealed two – way Local Road. Further north, on the opposite side of Fraser Road is 600 Clayton Road, 15 Fraser Road and 248 -254 Osborne Avenue Clayton South. 600 Clayton Road Clayton South currently contains ‘Boral Concrete’ a concrete batching plant.



Figure 6: Streetview image of 600 Clayton Road, as viewed from Fraser Road (Source: Google Streetview, September 2019)



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15 Fraser Road and 248 – 254 Osborne Avenue (the portion of the land facing Fraser Road and Deals Road) are currently used for material storage.



Figure 7: Streetview image of 15 Fraser Road and 248 – 254 Osborne Avenue, as viewed from Fraser Road / Deals Road (Source: Google Streetview, September 2019)

2.4.2 East

Directly east of the subject site is Deals Road, an unsealed Local Road.

Further east, on the opposite side of Deals Road, is Cleanaway Clayton South Resource Recovery Centre.



Figure 8: Streetview image of Cleanaway Clayton South Resource Recovery Centre as viewed from Deals Road (Source: Google Streetview, September 2019)



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2.4.3 South

Directly south of the subject site is 632 – 643 Clayton Road and 29 – 33 Ryans Road.

632 – 643 Clayton Road is currently developed with single storey commercial scale warehouses and associated office space. At grade car parking and landscaping is provided within the front setback. There is an existing concrete footpath within the Clayton Road road reserve.



Figure 9: Streetview image of 632 – 643 Clayton Road as viewed from Clayton Road (Source: Google Streetview, September 2022)

29 – 33 Ryans Road is currently used as storage and the Clayton Power Station.



Figure 10: Photo of the Clayton Power Station as viewed from Ryans Road



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2.4.4 West

Directly west of the site is Clayton Road. Clayton Road is a Transport Zone 2 (TRZ2) Road and is a two – way road within two lanes of traffic in each direction. Kerbside parking is prohibited along Clayton Road within the vicinity of the site.



Figure 11: Streetview image of Clayton Road as viewed towards the north (Source: Google Streetview, April 2023)

Further west, on the opposite side of Clayton Road, are residentially zoned properties that generally contain single to double storey dwellings on lots between approximately 200 to 500+ square metres.



Figure 12: Streetview image of residential properties located to the west of the subject site (Source: Google Streetview, April 2023)



2.5 NEIGHBOURHOOD CONTEXT

The subject site is located an ‘existing industrial area’ with all adjoining properties located within the Industrial 1 Zone (IN1Z). Built form is diverse consisting of various building typologies and applicable machinery / equipment / storage areas including shipping containers, concrete batching equipment, warehouse buildings, outdoor storage yards (with associated infrastructure) in addition to land still being used for landfill purposes.

There is some existing vegetation to surrounding industrial properties (albeit limited) and street trees are present, particularly along Clayton Road.

The scale of built form and the intensity of development within the surrounding industrial area is transitioning, with older buildings / development and land uses making way for various new, more intensive and higher quality warehouse and industrial developments.

Correspondingly, to the west of the subject site (on the opposite side of Clayton Road), is a residential area contained within a General Residential 3 (GRZ3) Zone. Built form is characterised by older, detached dwellings, generally single and double storey in scale and predominantly constructed of brick and render interspersed with more recent examples of medium density housing (townhouses). Some street trees present are present within this residential area – albeit with limited consistency.

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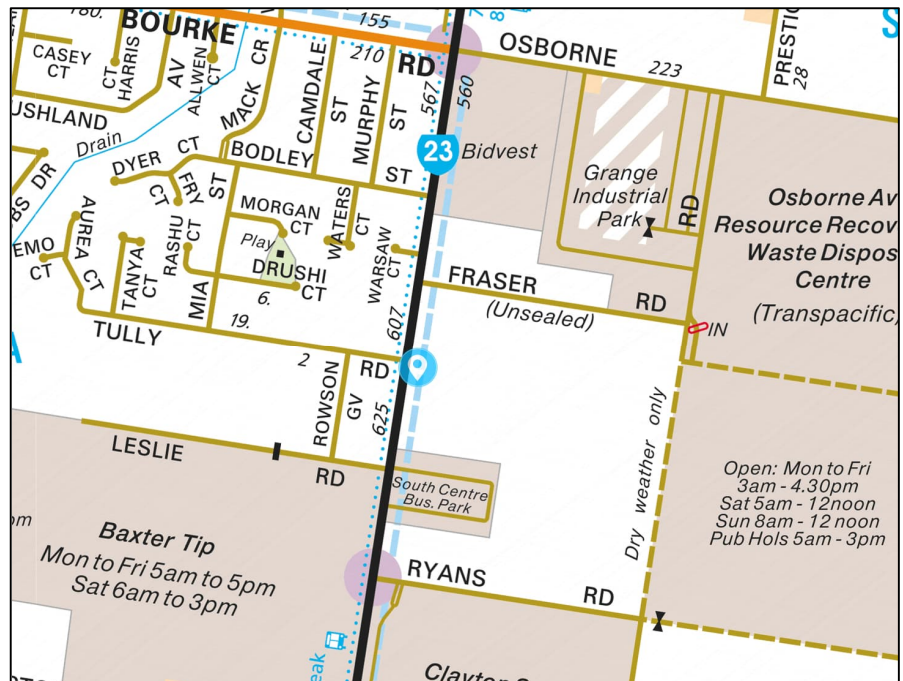


Figure 13: Context Plan (Melways Online, 2023)

3.0 THE PROPOSAL

3.1 OVERVIEW

This proposal involves the construction of four buildings (comprising nine warehouse tenancies), including associated hardstand areas, access, loading docks, car parking, bicycle facilities, offices, staff areas, fencing, and landscaping.

The description of the proposal should be read in conjunction with the architectural drawings prepared by Watson Young Architects. A summary of the proposal is provided in sections, detailed below.

3.2 LAYOUT

The layout of the development is as follows:

- 4 buildings consisting of nine warehouse tenancies each with ancillary office components (48,569sqm Net Floor Area) (44,742sqm warehouse Net Floor Area & 3,827sqm office Net Floor Area).
- 395 car spaces are proposed adjacent to the eastern and western boundaries and centrally between warehouses.
- Each warehouse is provided with separate heavy vehicle access, hardstand, and loading areas.
- A substation / electrical kiosk is provided within the Clayton Road setback.
- Access to carparking is separated from heavy vehicle access and loading areas.
- Fire access 'roads' / tracks are proposed along the perimeter of the warehouse buildings.
- Landscaping is proposed along the northern, eastern, and western boundaries, and in and around carparking and access areas – noting the very specific limitations around the type and scale of species selected relative to the need to protect the landfill cap.
- A pedestrian footpath is provided within the front setback of the subject site and will connect into the existing footpath located to the south of the subject site.

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3.3 SETBACKS AND HEIGHT

The minimum building setbacks of the proposed development are as follows:

- North (Fraser Road): 12 metres (6 metres to fire access track / retaining wall).



- East (Deals Road): 15.4 metres (a minimum of 1.96 metres to car spaces / retaining wall).
- South: 7.8 metres (Zero metre setback to fire access track / retaining wall).
- West: 21.8 metres (8.5 metres to car spaces / retaining wall).

The overall maximum height of the building is 13.7 metres from existing ground level.

3.4 MATERIALITY AND DESIGN

- The entry lobby, office and outdoor areas to each warehouse are articulated via key fenestration (doors, windows, recesses), building projections (which create 'light and shade') and changes of material and colour.
- The proposed building elevations are broken into smaller vertical sections using variations in wall articulation, window sizes, blank wall areas, materials, colours, and other textures.
- The proposed building materials are high quality and durable, including concrete panels, 'colorbond' metal cladding, glazing panels (refer to the External Finishes detailed on the elevations).

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Figure 14: Render of the proposed development as viewed from Clayton Road (Source: Watson Young Architects)



3.5 EXCAVATION AND FILL

The existing landfill cap provides a parameter that has been carefully considered in terms of the extent of excavation across the land. Given the nature of the former landfill contained under this existing cap, the civil works (and landscaping) proposed as part of the application have sought to minimise wherever possible the degree of disturbance of change to this landfill cap.

The Engineering Services Report prepared by Context Engineering provides a Bulk Earthworks Layout Plan (see below figure 15) which identifies the extent of excavation and fill proposed across the subject site to enable the development of the large format warehouses.

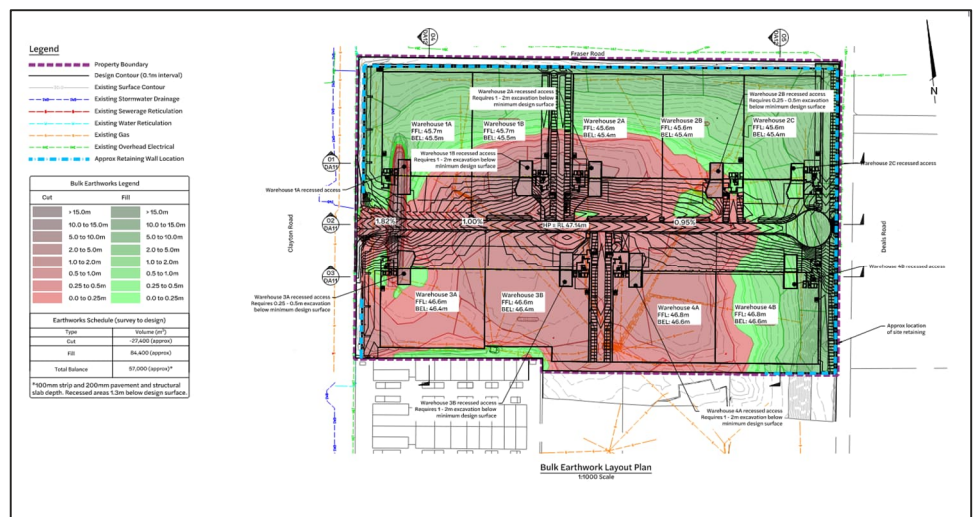


Figure 15: Excerpt of Bulk Earthworks Layout Plan (Source: Engineering Services Report prepared by Context Engineering)

The proposed extent of fill and excavation is also required to deal with the steep batters adjacent to the northern and eastern boundaries and the peaks towards the centre of the subject site.

To further manage this against the requirements of warehouses to have large, unobstructed floor areas, retaining walls are proposed along Clayton Road, Fraser Road and Deals Road. These retaining walls cannot be avoided (for reasons outlined above) but fortunately sit within a 'robust' industrial environment where, when combined with landscaping, will deliver an appropriate and more attractive street context than that of the existing conditions.

In terms of landscaping integrating with these structures, the submitted Landscape Plan incorporates a variety of shrubs and ground covers that are proposed to grow up the retaining walls and within the setback areas between the retaining walls and the site boundaries. This will create a 'layering' to these street interfaces with levels that transition up to the required floor levels for the subject warehouses.

The Engineering Services Report prepared by Context Engineering identifies Earthworks Modelling Assumptions and determined that the proposed extent of excavation and fill area will not unreasonably impacting on the integrity of the landfill capping.

3.6 ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)

The proposed development has been designed with ESD principles embedded since its inception, to ensure optimal levels of internal amenity and sustainable design.

Stantec has prepared a Sustainable Management Plan (SMP) to inform the Department of Transport of the proposed developments development's commitment to sustainability, measured against the documented performance guidelines in accordance with Kingston's Planning Scheme.

The Built Environment Sustainability Scorecard (BESS) has been utilised as the sustainability benchmarking tool to demonstrate compliance with the ESD requirements. The proposal achieves a greater than Best Practice score of 58%.

The following items are proposed:

- **Energy Efficiency** , including reduction of energy demand through the design of an energy efficient building form and building fabric, provision for solar photovoltaic panel systems infrastructure, design of energy efficient HVAC, lighting and domestic hot water systems, and selection of energy efficient appliances.
- **Water Efficiency** , including water efficient sanitary fixtures, landscape irrigation, collection and re-use of rainwater for toilet flushing and irrigation, and re-use of fire protection system test water.
- **Indoor Environment Quality** , including provision of good access to natural ventilation and views out, appropriate mechanical ventilation and exhaust systems, an internal lighting design to provide uniformity of lighting and appropriate task lighting, an acoustic design to ensure adequate internal noise levels and acoustic separation between units, and selection of low VOC materials and low formaldehyde engineered wood products.
- **Stormwater Management** , including a stormwater strategy to ensure improved stormwater management on the existing landfill site and also to ensure that the quality of the stormwater discharged from the site will meet the appropriate pollution reduction targets. A Water Sensitive Urban Design (WSUD) strategy provided under separate cover and inclusive of appropriate modelling, has been developed to meet and exceed the Urban Stormwater Best Practice Environmental Management Guidelines.
- **Transport** , including the implementation of initiatives which will reduce emissions, encourage physical activity, and reduce the reliance on vehicle travel, for example, provision of bicycle parking spaces.
- **Waste Management** , including diversion of construction and demolition waste from landfill and an operational waste management strategy which

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will consider separation of waste streams and implementation of appropriate dedicated & accessible waste storage.

- **Urban Ecology**, including landscaping design & building features to reduce the impact of heat island effect, for example roofing materials and shading of roofs & hard scaping and significant amounts of native vegetation.

Please refer to the SMP prepared by Stantec for further information.

The MUSIC tool has been utilised as the sustainability benchmarking tool to demonstrate compliance with the ESD requirements. The following items are proposed:

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- **Stormwater Management:**
 - A detailed MUSIC Assessment has been developed by Context Engineering and will be submitted to Council as part of this planning permit application. The strategy has been developed to meet and exceed the Urban Stormwater Best Practice Environmental Management Guidelines.
 - *Typically Stormwater Management requirements are to ensure that the peak event discharge from the site will not exceed the pre-development peak event discharge, and that the quality of the stormwater discharged from the site will meet the appropriate pollution reduction targets.*
 - For this project the site was previously a landfill which has been capped with a layer of soil, it is hence not possible to show the post-development discharge is less than pre-development. In discussion with Context Engineering, the design team recommend the removal of stormwater infiltration through the landfill is a significantly better ecological outcome. Stormwater discharged from the site will meet appropriate reduction targets.

3.7 CAR PARKING, ACCESS, BICYCLE PARKING AND WASTE COLLECTION

3.7.1 Access and car and bicycle parking

Vehicle access to the overall site is proposed via a new unsignalised intersection with Clayton Road. The site access road terminating with a cul-de-sac suitable of accommodating 25m B-Double manoeuvring.

A concept plan of the proposed intersection is attached in Appendix A of the Transport Impact Assessment. The intersection is designed with separate left and right turn lanes, localised widening and a relocated bus stop with a pedestrian path leading towards the site.



Access to each individual hard stand area is provided via separate ingress (located opposite recessed docks) and egress crossovers from the central access road.

Crossovers to 7 separate parking areas also extend from the central access road.

A total of 395 car spaces and 27 bicycle spaces (3 within each tenancy) are provided across the subject site.

The supply and distribution of parking, access, loading and bicycle parking is explained in further detail on the plans and Transport Impact Assessment prepared by MGA.

3.7.2 Waste

Storage for waste is located in front of each warehouse tenancy (adjacent to the recessed loading docks) for private collection via the proposed private road.

Waste Management and access details are provided within the Waste Management Plan prepared by MGA.

3.8 LANDSCAPING

The proposed Landscape Plan has been carefully designed to consider the context of the surrounds (i.e an industrial precinct) and the specific limitations that the site presents as a former landfill – around tree size / species and the need to ensure that any landscaping does not penetrate the landfill cap. As explained within the letter prepared by Resolve Environmental, historical aerial photography shows the landfilling area extended to within close proximity to the boundaries of the property which presents challenges for the extent (and type) of planting able to be provided.

Further, Wallbrink Landscape Architecture provided the following comments:

“The proposed planting at 618 Clayton Rd Clayton South has been designed to address EPA Guidelines for planting over a landfill capping layer as well as providing landscape amenity and local habitat.

To address the EPA Guidelines requiring plant roots to not penetrate the capping barrier layer , all proposed planting is located in areas of proposed fill > than 1m depth over the capping layer.

In areas of minor fill over the capping layer, mown grass is proposed or large tree planters. Proposed plant species for perimeter planting is 100% indigenous, and includes a mix of indigenous tussocks, shrubs and small trees to provide a diverse screening mix.

Perimeter retaining walls also include creepers supported on a metal trellis system.

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Proposed carpark trees are native cultivars to provide reliability of form and proposed trees in large planters central to the site are deciduous to provide summer shade and winter sun.”

Despite these limitations, the Landscape Plan (prepared by Wallbrink Landscape Architecture) proposes species within the site including Swamp Gum, Narrow Leaved Peppermint, Rough-barked Manna Gum, Lightwood, Blackwood, Black Sheoke, Dwarf Sugar Gum, Sweet Bursaria and Lednaw Ash together with a variety of shrubs, ground covers and creepers proposed within the building setbacks – including those specifically proposed to grow up the retaining walls and up the northern warehouse walls.

3.9 VEGETATION REMOVAL

It is proposed to remove 19 trees to facilitate the proposed re-development of the subject site, as follows:

- Tree 1 – 4 are trees native to Victoria and require a planning permit to be removed pursuant to clause 52.17.
- Tree 1 – 6, 10 and 14 have a trunk circumference greater than 110 centimetres measured at its base (or trunk circumference greater than 110 centimetres measured at its base) and therefore require a Local Laws Permit to be removed.
- Tree 8 – 19 are located on Council land and require a Local Laws Permit to be removed.

It is hoped that the City of Kingston will work collaboratively with DTP and the proponent around such matters to reach a pragmatic position in terms of tree removal and suitable tree replacement.

Please refer to the submitted development impact assessment and native vegetation removal report prepared by Arbor Survey for a detailed assessment of the proposed trees to be removed/

As outlined above, the landscape plan for the subject site proposes the planting of more than 159 canopy trees and over 5035 shrubs, groundcovers and climbers across the site – more than compensating for the loss of 3 canopy trees on the subject site that have been assessed by the arborist as having a ‘moderate’ retention value.

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**3.10
SIGNAGE**

The details proposed for signage are outlined below and should be read in conjunction with the drawing package prepared by Watson Young Architects.

	Sign Type	Height above ground level	Display area	Illuminated	Reference
Signage Zone (3m x 2m) x 9	Business Identification Sign x 9	5.1 metres	15 square metres each	No	Refer to drawing TP120, TP140, TP141, TP220, TP240, TP241, TP242, TP320, TP340, TP341, TP420, TP440 and TP441.
Signage Zone (9m x 3m) x 9	Business Identification Sign x 9	7.91 metres	27 square metres each	No	Refer to drawing TP120, TP220, TP320 and TP420.
Pylon Sign	Business Identification Sign	10.3 metres	39.14 square metres each	No	Refer to drawing TP002 and TP501.
Total Sign Area			388.3 square metres		

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4.1 ZONING

The subject site is located within the Industrial 1 Zone (IN1Z) pursuant to Clause 33.01 of the Planning Scheme.

The purpose of the zone, as relevant:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

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.



Figure 16: Zoning Map (Source: VicPlan)

Pursuant to Clause 33.01-1 of the Planning Scheme a planning permit is required to use the subject site for warehouse (other than Mail centre and Shipping container storage) as:

- The use is not a purpose listed in the table to Clause 53.10 with no threshold distance specified.
- The land is located at least 30 metres from land (not a road) which is in an Activity Centre Zone, Capital City Zone, Commercial 1 Zone, Docklands Zone, residential zone or Rural Living Zone, land used for a hospital, an education centre or a corrective institution or land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution.
- The proposal does not:

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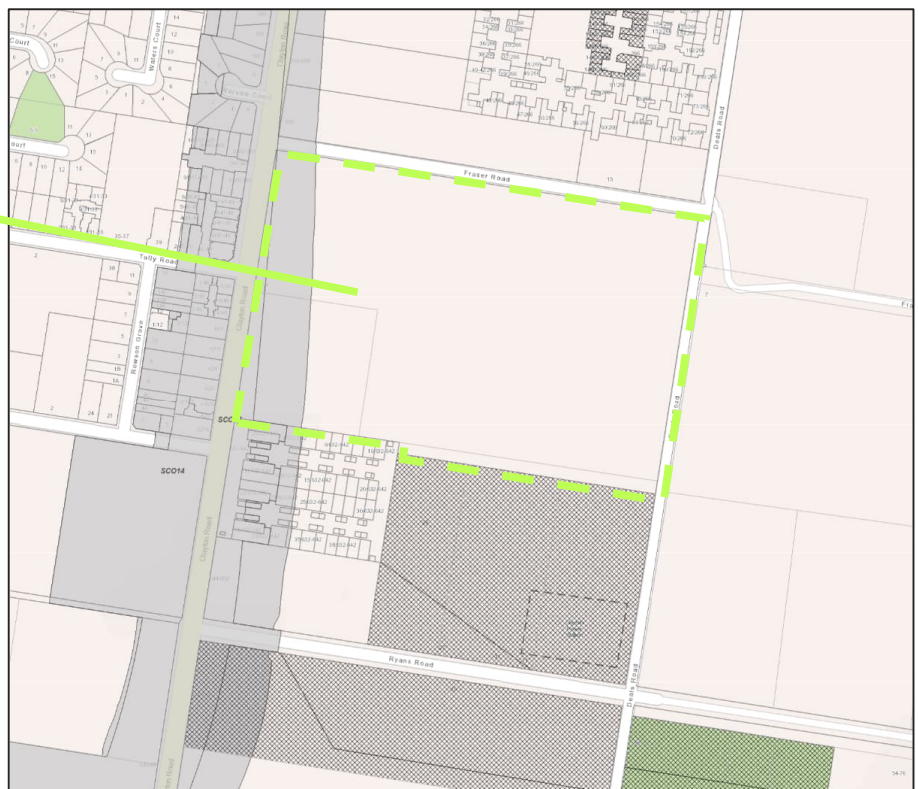
- Exceed a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2012.
- Require a notification under the Occupational Health and Safety Regulations 2017.
- Require a licence under the Dangerous Goods (Explosives) Regulations 2011.
- Require a licence under the Dangerous Goods (HCDG) Regulations 2016.
- Adversely affect the amenity of the neighbourhood, including through the:
 - Transport of materials, goods or commodities to or from the land.
 - Appearance of any stored goods or materials.
 - Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

Pursuant to Clause 33.03 -4 of the Planning Scheme, a planning permit is required to construct a building or construct or carry out works.

4.2 OVERLAYS

The site is affected by the Specific Controls Overlay – Schedule 14 and 15 (SCO14 and SCO15) pursuant to Clause 45.12 of the Planning Scheme.

The subject site



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Figure 17: SCO14 and SCO15 Overlay Map (Source: Vicplan)

The purpose of the SCO is to apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances.

Pursuant to Clause 45.12 -1, land affected by this overlay may be used or developed in accordance with a specific control contained in the incorporated document corresponding to the notation on the planning scheme map (as specified in the schedule to this overlay). The specific control may:

- Allow the land to be used or developed in a manner that would otherwise be prohibited or restricted.
- Prohibit or restrict the use or development of the land beyond the controls that may otherwise apply.
- Exclude any other control in this scheme.

4.2.1 SCO14

The Suburban Rail Loop East Incorporated Document, August 2022 is the applicable incorporated document under the SCO14.

The Incorporated Document facilitates the delivery of the rail and associated infrastructure components of Suburban Rail Loop East.

SCO14 is only relevant to the development and operation of SRL East and does not require any action from property owners. SCO14 does not introduce new planning permit requirements on property owners or planning permit applicants.

4.2.2 SCO15

The Suburban Rail Loop East Infrastructure Protection Incorporated Document, August 2022 ('the Incorporated Document') is the applicable incorporated document under the SCO15.

Subclause 2.0 of the Incorporated Document includes the following purposes:

- *Protect the Project Infrastructure from development, including demolition, that may compromise the structural integrity of the Project Infrastructure or adversely affect the operation of the Project Infrastructure.*
- *Avoid direct contact with and provide safe working clearance around the Project Infrastructure.*
- *Ensure development does not adversely affect or put at risk the construction, integrity or operation of the Project Infrastructure.*
- *Avoid loading onto the Project Infrastructure that could lead to structural damage, reduced structural capacity, damage detrimental to the serviceability of the structures, or displacement of the Project Infrastructure.*



- *Avoid excavation or other unloading of the ground that could lead to structural, serviceability, or operational damage of the Project Infrastructure.*
- *Prevent development and construction methods that could generate unacceptable levels of vibration in the Project Infrastructure.*
- *Ensure that development works do not rely upon direct structural support from the Project Infrastructure unless specifically envisaged in the Project design.*
- *Ensure that potential effects of development on the Project Infrastructure, and the consequences of those effects on the wider Melbourne transport network, are appropriately managed or mitigated.*

Subclause 4.1 of the Incorporated Document includes permit requirements, as relevant:

- For all other land, despite the exemptions from permit requirements in clause 62.02-1 and 62.02-2 of the Planning Schemes a permit is required to demolish, remove or relocate a building and construct a building or construct or carry out works (excluding the removal, destruction or lopping of vegetation) for:
 - The demolition, relocation or removal of a building if it is:
 - more than three storeys or has a building height exceeding 11 metres; or
 - with a basement that has a finished floor level greater than 3.5 metres below Surface Level; or
 - with a footing founded more than four metres below Surface Level.
 - Construction of a new building (whether temporary or permanent) if it is:
 - more than three storeys or has a building height exceeding 11 metres; or
 - with a basement that has a finished floor level greater than 3.5 metres below Surface Level; or
 - with a footing founded more than four metres below Surface Level; or
 - a building (except Accommodation or Office) that applies a weight above the Surface Level equivalent to an average of greater than 45kpa.
 - Excavation and/or any works necessary to prevent soil erosion, or to ensure soil conservation or reclamation that lowers the Surface Level by more than 2.5 metres.

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- Deposit of fill and/or earthworks and/or any works necessary to prevent soil erosion, or to ensure soil conservation or reclamation that raise the Surface Level by more than:
 - two metres, if the works impact an area less than fifteen square metres in total; or
 - one metre, if the works impact an area of fifteen square metres or more in total.
- A pole, sign or retaining wall if any footing is founded more than four metres below Surface Level.
- An underground utility if any trench excavation extends more than 3.5 metres below Surface Level or any in ground works extend more than four metres below Surface Level.
- Internal and external alterations to a building if it:
 - increases the building height to more than three storeys or with a building height exceeding 11 metres; or
 - extends the footprint of a building when the building is more than three storeys or has a building height exceeding 11 metres, or
 - requires structural works, or new or modified footings more than four metres below Surface Level, or
 - includes extensions to the footprint or deepening of basements where the basement has or would have a finished floor level greater than 3.5 metres below Surface Level.
- Railway, tramway or road works if:
 - any earthworks lower the Surface Level by more than 2.5 metres; or
 - works raise the Surface Level by more than one metre; or
 - works are more than four metres below Surface Level.
- A domestic swimming pool or spa and associated mechanical and safety equipment if:
 - the swimming pool or spa would have the capacity to hold water at a depth greater than 2.5 metres; or
 - the swimming pool or spa would have a finished floor level greater than 3.5 metres below Surface Level; or
 - associated works would occur more than four metres below Surface Level.
- Water tank or any other bulk liquid storage if:
 - the tank or bulk storage liquid depth would exceed 2.5 metres; or
 - the cumulative water tank or bulk liquid storage on the site would exceed 200,000 litres; or



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- the water tank or bulk liquid storage would be located more than 3.5 metres below Surface Level; or
- associated works would occur more than four metres below Surface Level.

The proposed development has a maximum building height of 13.7 metres and proposes more than 2.5 metres of excavation and more than 1 metre of fill, as such, pursuant to subclause 4.1 of the Suburban Rail Loop East Infrastructure Protection Incorporated Document, August 2022 a planning permit is required to construct a building and construct a building or construct or carry out works.

4.3 PARTICULAR PROVISIONS

The following particular provision are relevant to the proposal.

4.3.1 Clause 52.05 Signs

Clause 33.03 – 5 specifies that sign requirements are at Clause 52.05 and that the INZ is in Category 2.

Pursuant to Clause 52.05-12, a planning permit is required for a ‘business identification sign’ that has a total display area to each premises that exceeds 8sqm.

The proposal includes business identification signage, in which the total display area of all signs exceeds 8 square metres.

Therefore, pursuant to Clause 52.05-12, a planning permit is required for these signs.

4.3.2 Clause 52.06 Car parking

All car parking associated with a specified land use is required to be provided in accordance with Clause 52.06 of the Scheme (unless elsewhere specified) together with the requirements for aisle widths and dimensions of car spaces.

Table 1 to Clause 52.06 specifies the following statutory car parking requirements for the proposed uses:

Use	Rate	Statutory Requirement
Warehouse	2 spaces to each premises plus 1.5 spaces per 100sqm of net floor area	747 spaces
Total proposed car spaces		395 car spaces

Table 1: Clause 52.06 statutory car parking requirements



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The proposal will provide a total of 395 car spaces, which varies the statutory requirements of clause 52.06. Therefore, a planning permit is triggered under this provision.

4.3.3 Clause 52.27 Native Vegetation

Clause 52.17 seeks to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

The development proposes to remove trees 1 – 19. The development impact assessment prepared by Arbor Survey confirms that Trees 1 -4 are self sown and native to Victoria and as such pursuant to Clause 52.17-1, a planning permit is required to remove native vegetation.

In addition, a Native Vegetation Removal Report has been prepared by Arbor Survey which addresses the application requirements as specified under clause 52.17-2.

4.3.4 Clause 52.29 Land Adjacent to the Principal Road Network

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2, noting that Clayton Road is a Transport Zone 2.

4.3.5 Clause 52.34 Bicycle Facilities

A new use requires the provision of bicycle facilities in accordance with Clause 52.34 of the Scheme, together with the provisions of showers and changes rooms.

The proposed use does not carry a statutory bicycle requirement. Notwithstanding, it is proposed to provide each warehouse tenancy with three bicycle spaces given the broad nature of the potential on-site uses.

The proposed bicycle parking arrangements and facilities are considered appropriate, and a permit is not triggered under this provision.

Please refer to the Transport Impact Assessment prepared by MGA for further details.

4.4 GENERAL REQUIREMENTS AND PERFORMANCE STANDARDS (CLAUSE 53)

Pursuant to Clause 53, the following general requirement and performance standard is applicable to the proposed development.

4.4.1 Clause 53.18 – Stormwater Management in Urban Development

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



4.4.2 Clause 53.22 – Significant Economic Development

A Stormwater Management Plan has been prepared by Context Engineering which demonstrates that the proposed development will be suitably serviced with all stormwater management services.

The purpose of Clause 53.22 is:

- *To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria’s economy and provide substantial public benefit, including jobs for Victorians.*
- *To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.*

This Clause applies to an application under any provision of this planning scheme if the condition corresponding to a category in Table 1 is met.

Table 1 states:

Category 1	<p><i>The use must be specified in Table 2 and the condition corresponding to that use must be met. If the application includes more than one use in Table 2 (refer below), only one use must meet the corresponding condition.</i></p> <p><i>Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal.</i></p>
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The applicable ‘use’ Table 2 notes:

Warehouse	<p><i>The estimated cost of development must be at least:</i></p> <ul style="list-style-type: none"> • <i>\$30 million if any part of the land is in metropolitan Melbourne; or</i> • <i>\$10 million if the land is not in metropolitan Melbourne.</i>
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The provisions make the Minister for Planning the responsible authority.

It is confirmed that the proposed ‘warehouse’ component is over an estimated cost of development of \$30 million (please refer to the QS report prepared by DrawnDown) and therefore this application is sought pursuant to Clause 53.22-1.

DTP will coordinate the written advice from the Chief Executive Officer, Invest Vic, post-lodgement of the application.

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An application made under Clause 53.22 is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the *Planning and Environment Act 1987*.

4.5 REFERRAL PROVISIONS

Pursuant to Clause 66.02 -11, an application to construct a building or to construct or carry out works for any alteration or development of public transport infrastructure or stops, unless undertaken for the Head, Transport for Victoria, must be referred to the Head, Transport for Victoria (Determining referral authority).

Pursuant to Clause 66.03, an application under Clause 52.29 -4, to create or alter access to a road declared as an arterial road under the Road Management Act 2004 must be referred to the Head, Transport for Victoria (Determining referral authority).

Pursuant to the Schedule to Clause 66.04, an application under Schedule 15 to the Specific Controls Overlay, an application to construct a building or construct or carry out works must be referred to the Suburban Rail Loop Authority (Determining referral authority).

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Pursuant to Clause 66.02 -2, an application to remove, destroy or lop native vegetation in the Detailed Assessment Pathway as defined in the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017), must be referred to the Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (Recommending referral authority). It is noted that the Native Vegetation Removal Report has been prepared by Arbor Survey identifies that the applicable [pathway is the 'immediate' and therefore the application is not required to be referred to the Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987).

4.6 NOTICE AND REVIEW

The application is not exempt from notice and review requirements by virtue of (some of) the buildings and work being within 30 metres of land within a residential zone on the opposite side of Clayton Road.

In addition, an application made under Clause 53.22 is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the *Planning and Environment Act 1987*.



4.7 OPERATIONAL PROVISIONS

4.7.1 Responsible Authority

Clause 72.01 makes the Minister for Planning the responsible authority for use or developments to which Clause 53.22 apply.

4.8 SUMMARY OF PERMIT TRIGGERS

A permit is required pursuant to the following clauses of the Planning Scheme:

- Pursuant to Clause 33.01 -1, a planning permit is required to use the subject site for warehouse.
- Pursuant to Clause 33.01 -4, a planning permit is required to construct a building or construct or carry our works.
- Pursuant Clause 45.12, a planning permit is required to construct a building or construct or carry out works.
- Pursuant to Clause 52.05 - 12, a planning permit is required to erect business identification signage greater than 8sqm in area.
- Pursuant to Clause 52.06 -5, a planning permit is required to reduce the statutory required number of car spaces.
- Pursuant to Clause 52.29 – 2, a planning permit is required to create or alter access to a road in a Transport Zone 2.
- Pursuant to Clause 52.17-1, a planning permit is required to remove native vegetation.

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5.1 PLANNING POLICY FRAMEWORK

The Municipal Planning Strategy Planning (MPS) is outlined at Clause 02 of the Scheme. Of the MPS, the following clauses are relevant to the proposed development:

- **Clause 02.01 Context.** City of Kingston contains an industrial sector which forms one of the largest and most concentrated manufacturing regions in metropolitan Melbourne.
- **Clause 2.02 Vision** includes the following relevant strategic land use principles:
 - New employment opportunities are created by the reuse and redevelopment of old industrial sites.
 - Former extractive industry and land fill sites are restored and rehabilitated to best practice standards.
- **Clause 02.03** states Council’s strategic directions for industry are:
 - Adapt to the changing nature of the local economy and continue to provide a vibrant local employment base.
 - Protect Kingston’s supply of industrial land from encroachment from non-compatible uses.
 - Facilitate the revitalisation of Kingston’s older industrial areas.
 - Improve the image and quality of all industrial areas in Kingston.
 - Manage amenity impacts between industry and nearby sensitive land uses.
- As part of the Strategic Land Use Framework Plan at **Clause 2.04**, the site is identified as ‘Industrial Land’ and as ‘Existing industrial area’ as part of the Industrial Framework Plan.

The Policy Framework (PPF) is outlined at Clauses 11–19 of the Scheme. Of the PPF, the following clauses are relevant to the proposed development:

- **Clause 11.01 – 1S Settlement** seeks to facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.
- **Clause 12.01 – 1L Protection of biodiversity – Kingston** seeks to retain and replant native trees and vegetation cover where possible and Promote opportunities for reinstating and enhancing local biodiversity. Relevant guidelines include:
 - *Protecting the extent or integrity of significant indigenous vegetation.*
 - *Providing for the reinstatement of native vegetation and/or the creation of habitat corridors where appropriate.*

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- **Clause 12.01 -2L Native vegetation management – Kingston** seeks as relevant to retain existing native vegetation wherever possible.
- **Clause 13.04 -1S Contaminated and potentially contaminated land** seeks to ensure that contaminated and potentially contaminated land is used and developed safely.
- **Clause 13.07 -1S Land use compatibility** seeks to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- **Clause 15.01 -1S Urban design** to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **Clause 15.01 – 1R Urban design – Metropolitan Melbourne** seeks to create a distinctive and liveable city with quality design and amenity.
- **Clause 15.01 -1L -01 Urban design – Kingston** includes the following general strategies:
 - *Enhance the public realm through contemporary open spaces and the use of public art.*
 - *Encourage contemporary architectural expression throughout all facets of development.*
 - *Create new views, vistas and landmarks, where possible and appropriate.*
 - *Integrate infrastructure with its surroundings so it is not visually dominant or unduly visually obtrusive.*
 - *Design buildings to interact with the public realm and communal areas by providing entrances, windows and the like that maximise movement and surveillance.*
 - *Encourage passive surveillance over pedestrian and bicycle paths through appropriate siting and design.*
 - *Support enhancements to overcome the barriers presented by the railway line and Nepean Highway through improved signage, safety measures and major infrastructure works.*
 - *Achieve a high standard of amenity in new development while maintaining or enhancing the amenity of adjoining development.*
 - *Design building height, setbacks and massing to achieve solar access to pathways, public open spaces and forecourt areas.*
 - *Integrate balconies and roof decks with buildings to provide minimal visual impact when viewed from the street and surrounding area.*
- **Clause 15.01 -1L -01 Urban design – Kingston** also includes the following strategies for industrial development:



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- *Encourage development of all industrial land to provide high quality and well landscaped industrial estates.*
 - *Retain trees that have been identified as significant in the development of new industrial estates and the redevelopment of older industrial areas.*
 - *Improve environmental performance of industrial precincts through landscaping, building design and construction.*
 - *Facilitate provision of cycling, walking and public transport infrastructure within and between industrial areas and surrounding residential areas.*
- **Clause 15.01 -1L -02 Signs** includes the following general strategies:
 - *Discourage the display of animated signs, sky signs, panel signs, major promotion signs, pole signs, bunting signs, inflatable and blimp signs, high wall signs, and V-board signs to reduce visual clutter.*
 - *Facilitate signs that result in an overall improved presentation of a building or site.*
 - *Discourage signs that dominate the building to which it is fixed or the property on which it is sited.*
 - *Discourage the display of above-verandah V-board signs.*
 - *Encourage signs that complement existing architectural forms, integrate with the architecture or are placed on blank wall surfaces.*
 - *Encourage wall or fascia signs to be directly applied to the building and where projection occurs it should be minimal and vertically orientated (i.e. the height of the sign being greater than the width).*
 - *Encourage signs to be orientated either vertically or horizontally unless it can be demonstrated that an alternative orientation is appropriate due to the design of the sign or the area to which it is to be displayed.*
 - *Encourage signs to be sited within the overall building facade, rather than siting above the building line, protruding from the building into the skyline or extending beyond any edge of its host building.*
 - *Limit the display of above-verandah and upper level façade signage.*
 - *Reduce visual clutter through the display of fewer, more effective signs and where possible, encouraging new signs to be consolidated with existing signs.*

- **Clause 15.01 -1L -02 Signs** also includes the following specific strategies:

Strategies – Industrial and office areas

- *Discourage promotion signs on perimeter fences promoting goods and services supplied on site.*
- *Encourage a coordinated approach to advertising within large industrial areas and buildings with multiple occupancies including:

 - *Signs for individual businesses in joint occupancy buildings to be of a uniform size, shape and presentation.**



- Consolidated business directory signs in industrial estates and shared occupancy areas.

- Encourage signs that enhance the appearance of industrial buildings through their design, scale and location.

- Support the display of pole signs that are:

- Set back from the street.
- In scale with the built form of the area.
- Limited to one per frontage.

Strategies – Main road areas

- Limit promotion signs to not be greater in size than or extend beyond any edge of host buildings.

- Support the display of sky signs or major promotional signs where they will not:

- Dominate the skyline or landscape.
- Contribute to or create visual clutter.

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- **Clause 15.01 -2S Building design** seeks to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

- **Clause 15.01 -2L Environmentally sustainable development** seeks to achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

- **Clause 15.01 – 4R Healthy neighbourhoods – Metropolitan Melbourne** seeks to create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

- **Clause 17.03 – 1S Industrial land supply** seeks to ensure availability of land for industry.

- **Clause 17.03 -1L Industrial land supply in Kingston** includes the following strategies:

- Avoid retail and office uses locating in industrial zones, except where such uses form part of an integrated development plan for industrial estates.

- Support the establishment of office uses and the continuation of existing restricted retail uses in the Garden Industrial estates.

- Retain undeveloped land in large holdings located in industrial zones until it is required for industrial development.



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- *Avoid the development and subdivision of small industrial units, particularly in areas where there is already a high concentration of smaller units.*
 - *Limit retail, restricted retail and ancillary uses such as wholesale outlets in industrial areas.*
 - *Protect industrial land from encroachment of uses that are incompatible with 24 hours industrial operation.*
 - *Support the redevelopment and consolidation of land in older industrial areas to better accommodate the needs of modern industry.*
 - *Discourage the expansion of existing extractive industries, land filling operations, materials recycling facilities or transfer stations on land north of Kingston and Heatherton Roads.*
 - *Encouraging the provision of a variety of lot sizes, with an emphasis on larger lots, when subdividing industrial land.*
- **Clause 17.03 -3R Regionally significant industrial land - Metropolitan Melbourne - Southern Metro Region** seeks to protect industrial land at Clayton South, Moorabbin, Moorabbin Airport, Braeside, Carrum Downs, Seaford, Cranbourne West and Casey Fields South by:
 - *Retaining existing industrial zoned land predominately for industrial uses.*
 - *Limiting encroachment by incompatible and non-industrial uses that would fragment this land and compromise business growth and operation.*
 - **Clause 18.01 -1S Land use and transport integration** seeks to facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
 - **Clause 18.02 -4L Car parking – Kingston** seeks to support the provision of shared car parking in new development, particularly in activity centres.
 - **Clause 19.02 – 6L – 01 Open space and Chain of Parks – Sandbelt.** As part of pre-application discussions with the City of Kingston, Council Officers confirmed that the subject site is no longer within the ‘Chain of Parks’.
 - **Clause 19.03 -3L -01 Integrated water management** encourages the provision of stormwater management measures for non-residential developments with a new gross floor area less than 500 square metres.
 - **Clause 19.03 – 3L – 02 Stormwater management** requires an industrial development of this scale to consider as follows:
 - *Incorporate the use of Water Sensitive Urban Design measures in development including stormwater reuse.*



- Design development to meet the best practice performance objectives for suspended solids, total phosphorus and total nitrogen, as set out in the *Urban Stormwater – Best Practice Environmental Management Guidelines (Victoria Stormwater Committee 1999)*.
- Maintain or improve the quality of stormwater within or exiting the site.
- Minimise stormwater discharge and limit adverse effects on the water quality entering the drainage system.
- Provide opportunities for water conservation and reuse.

5.2 MELBOURNE INDUSTRIAL AND COMMERCIAL LAND USE PLAN

The Melbourne Industrial and Commercial Land Use Plan (MICLUP) provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place a planning framework to support State and local government to more effectively plan for future employment and industry needs, and better inform future strategic directions.

The MICLUP specifically identifies that planning for the region should:

- Retain industrial land at Clayton South, Moorabbin, Moorabbin Airport, Braeside, Carrum Downs, Seaford, Cranbourne West and Casey Fields South predominately for industrial uses, limit encroachment by other uses that would fragment this land and protect them from encroachment of sensitive uses that may compromise development and efficient operation of businesses in these locations.

The subject site is identified ‘*Regional Significant Industrial Land – Existing*’ on ‘Map 12: Southern Region – industrial land’ as shown in Figure 18 below.

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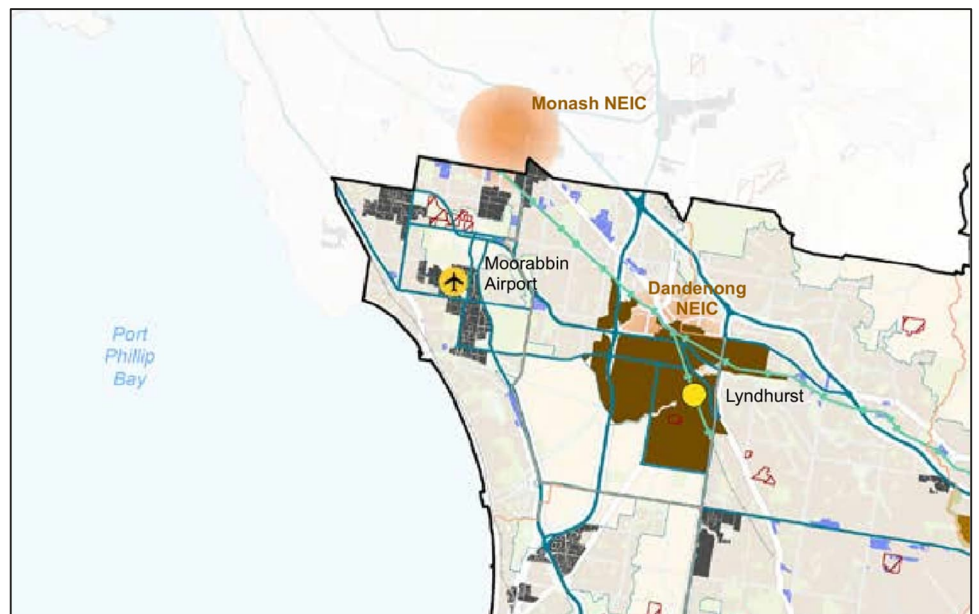


Figure 18: Excerpt of Map 12:
Southern Region - industrial land
(Source: MICLUP)



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5.3 SUBURBAN RAIL LOOP (SRL) EAST

The Suburban Rail Loop (SRL) will be the biggest infrastructure investment in Victorian history. The new 90-kilometre rail line and stations are to be located in key employment, health, education and retail centres and would transform the public transport system, delivering social and economic benefits to the entire State.

Suburban Rail Loop (SRL) East from Cheltenham to Box Hill will connect major employment, health, education and retail destinations in Melbourne’s east and south east. The line will slash travel times, connect people travelling on the Gippsland corridor and building it will create up to 8000 direct local jobs. Construction started June 2022 and trains will be running by 2035.

The subject site is located approximately 2.5 kilometres south of the proposed Clayton Station with Bus Route 821 operating along Clayton Road providing direct access to Clayton Train Station. See figure 19 below.

Clayton Train Station

Subject site

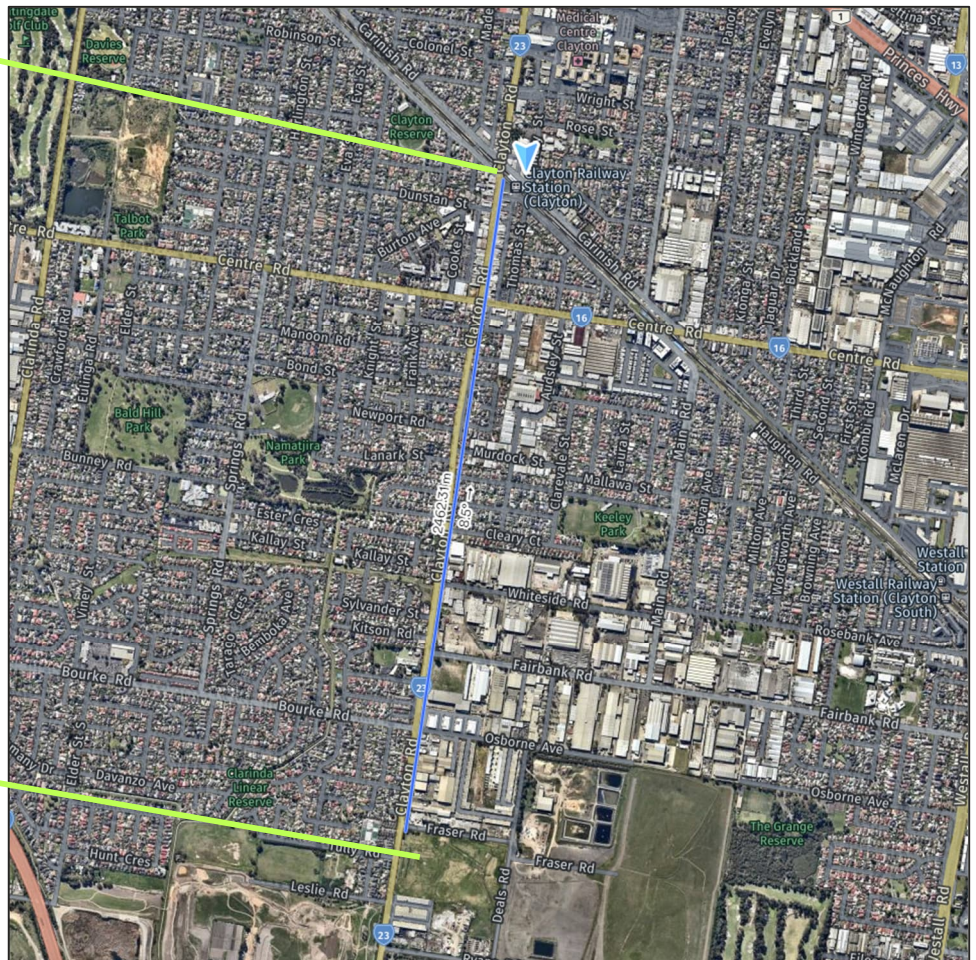


Figure 19: Aerial Photo showing future SRL Clayton Train Station (Source: NearMaps 2023)



5.4 PLAN MELBOURNE 2017- 2050: METROPOLITAN PLANNING STRATEGY

The current metropolitan Planning Strategy, *Plan Melbourne 2017-2050: Metropolitan Planning Strategy* (Department of Environment, Land, Water and Planning, 2017), is in many respects a response to Melbourne's much faster than expected population growth and the desirability of more employment opportunities which are integral to community wealth, health and prosperity.

At page 12, the vision for Melbourne as "*a global city of opportunity and choice*" anticipates outcomes including that "*Melbourne is a productive city that attracts investment, supports innovation and creates jobs*". Related directions include:

- *Improve access to jobs across Melbourne and closer to where people live.*
- *Create development opportunities at urban renewal precincts across Melbourne*

Clayton is identified as a Major Activity Centre (refer to page 53). Notably, relevant policy includes:

- *Support the development of a network of activity centres linked by transport (Policy 1.2.1 at page 36)*
- *Plan for industrial land in the right locations to support employment and investment opportunities (Policy 1.1.6 at page 35).*
- *Plan for and facilitate the development of urban renewal precincts (Policy 1.3.1 at page 39).*
- *Plan for new development and investment opportunities on the existing and planned transport network (Policy 1.3.2 at page 39).*
- *Facilitate the remediation of contaminated land, particularly on sites in developed areas of Melbourne with potential for residential development (Policy 2.4.2 at page 57)*

It is explained that:

- *Diversification will give communities access to a wide range of goods and services, provide local employment and support local economies and the development of 20-minute neighbourhoods.*
- *State-significant industrial precincts will be protected from incompatible land uses to allow for their future growth. Future industrial land will need to be identified in strategic locations to ensure there is sufficient land available for major industrial development linked to the Principal Freight Network and transport gateways and networks.*

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- *A number of former industrial and other sites— including government sites— around Melbourne are currently underutilised. Local planning authorities should identify and plan for ways these sites can be repurposed to create jobs and accommodate growth.* [author's emphasis]
- *Policy frameworks and controls for managing contaminated environments must support safe redevelopment. They also need to allow for innovative approaches that maximise redevelopment opportunities for residential uses.*

5.5 DEVELOPMENT FACILITATION PROGRAM (DFP)

The Development Facilitation Program identifies, and case manages development projects with the potential to deliver investment into the Victorian economy, keep people in jobs and provide a substantial public benefit continue to support the State's economic recovery post COVID-19.

As part of the Victoria's Housing Statement released by the Victorian Government on 20 September 2023, new provisions were gazetted into Planning Schemes, including Clause 53.22. Clause 53.22 is a new voluntary planning pathway for developments that contribute significantly to the Victorian economy. This new provision effectively legitimised the existing 'Development Facilitation Program', as referred to above.

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It is considered the proposed warehouse development in this location raises limited planning issues, when regard is given to the existing zoning of the land, existing development within the broader neighbourhood, the location of the site and adjoining and surrounding land use and development context.

The following assessment of the proposal demonstrates that it will deliver the acceptable planning outcomes sought by the decision guidelines at Clause 65 of the Planning Scheme, having regard to the following issues, explored in more detail below:

- *Is the proposal supported by the Municipal Planning Strategy and Planning Policy Framework of the Kingston Planning Scheme and by Government Policy?*
- *Consistency with the relevant zoning controls.*
- *Whether the proposed signage is consistent with the Signs policy at Clause 15.01 -1L -02?*
- *Consistency with ESD and stormwater management principles.*
- *Are the car parking, access and waste arrangements appropriate?*
- *Is the proposal consistent with the decision guidelines of clause 52.17?*

6.1 IS THE PROPOSAL SUPPORTED BY THE MUNICIPAL PLANNING STRATEGY AND PLANNING POLICY FRAMEWORK OF THE KINGSTON PLANNING SCHEME?

In order to establish the acceptability of a proposal and its consistency with planning policy, it is significant that the subject site:

- is located in an Industrial 1 Zone in Clayton South that is designated 'Industrial land'.
- originally operated as a sand quarry with the excavated voids subsequently utilised for landfilling – with the Waste Discharge Licence surrendered in 1992 and it having been managed as a former landfill since this time.
- is in an area where a mix of industrial / warehouse uses already exist and 'robust' / industrial built form is expected.
- represents an under-utilisation of a significant industrial land asset which has been 'quarantined' from being developed for a considerable period time by virtue of its environmental legacy – something that the subject proposal can continue to manage whilst delivering a high-quality and much needed warehouses that will add to the employment and investment base in this part of Melbourne.



Through this prism, the proposed development achieves the objectives and implements the relevant State Government and Council strategies and policies of the Planning Scheme, as follows:

- The proposal responds to the existing and future needs of the community outlined at Clause 02.02 and 02.03 by developing industrial land to provide more employment opportunities close to where people live, leveraging off existing settlement patterns and major transport networks of the Dingley Bypass and the future suburban rail loop.
- The location of the development within industrially zoned land promotes a more sustainable city and protects and support non-urban land as outlined at Clause 02.03, Clause 11.01 -1S, Clause 17.03 -3R and Clause 17.03 -1L.
- The overall design is one which provide a considerable investment in environmentally sustainable design features, including energy and water efficiency, indoor environment quality, stormwater and WSUD strategy, waste reduction and urban greening consistent with the energy and resource efficiency objectives at Clause 15.01-2L, Clause 19.03 -3L 0 01 and Clause 19.03 – 3L – 02.
- The proposal responds to the overarching economic development aim of Clause 02.03 and Clause 17.03 -1L facilitating the site’s efficient and intensive redevelopment for industrial uses and helping to foster economic growth and build on the local area’s strengths and emerging industries.
- The use proposed will contribute to the diversification of the local economy including community’s need for employment generating business services, providing net community benefits in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of industrial facilities. This is consistent with the objectives and strategies of Clause 17.01 -1S.
- Car parking is provided to meet the needs of future employees and visitors to the development, consistent with Clause 18.01 -4L.
- The overall design has been carefully considered in respect of site’s surrounding context. Accordingly, it exhibits a high standard of design competence with attention to details such as internal and external amenity, public realm address, accessibility, urban design, landscaping and architecture that is suited to the emerging character of development within the industrial precinct. These aspects are encouraged by Clause 15.01 -1L – 01.

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- The proposed landscape response is cognisant of the subject site’s history as a former landfill, particularly the location and species of planting have been deliberately selected to be in areas of the land where plantings can mature and survive, consistent with Clause 13.04 -1S.
- Overall, the proposed development has been thoughtfully designed to respond to the strategies of clause 15.01 -1L -01 of the Kingston Planning Scheme as follows:
 - The proposal achieves a high-quality design through appropriate site layout, setbacks and provision of meaningful landscaping that:
 - will make a positive contribution to the broader industrial precinct via the delivery of over 159 canopy trees across the site and over 5035 shrubs, groundcovers and climbers; and
 - is ‘tailored’ to the specific limitations provided by the existing landfill cap and varying soil volume across the site meaning that certain areas cannot sustain large canopy trees.
 - The proposal represents an excellent and discernibly ‘higher and better’ use than the existing conditions of a vacant former landfill site (in an Industrial 1 Zone) characterised by an exotic grass / weed cover and only 6 existing trees on the site.
 - The proposal will invariably improve the environmental conditions of the subject site (specifically in-line with EPA directives that seek-out a more ‘controlled’ built form outcome across to the site to manage water permeability, for example) and promotes sustainable development through the incorporation of numerous ESD initiatives (these initiatives are discussed in detail below).
 - The proposal provides (or provides direct access to) cycling, walking and public transport infrastructure through the provision of secure, weather-protected bicycle parking within each tenancy, a new pedestrian footpath across the frontage and along the central ‘spine’ within the subject site and a new pedestrian connection to and relocation of the existing bus stop along Clayton Road.

6.1.1 Is the proposal supported by Government Policy?

The proposed development achieves the objectives and implements the relevant Government Policy, as follows:

- The proposed warehouse development is consistent with the subject site’s designation as “*Regional Significant Industrial Land – Existing*’ and ensures that the existing industrial land is retained for industrial uses, as identified within the MICLUP.
- There is an insatiable appetite for the remaining Industrial zones sites within the Clayton South industrial precinct and the proposed development will



meet industry and market demand as well as bring population growth, employment and business growth, a key objective of the MICLUP.

- An integrated warehouse development represents an excellent and discernibly ‘higher and better’ use than the existing conditions of a vacant former landfill site within a designated industrial area, as specifically sought within Plan Melbourne.
- Further, the proposed development integrates well with the proposed SRL, as the subject site is located approximately 2.5 kilometres south of the proposed Clayton Station with Bus Route 821 operating along Clayton Road providing direct access to Clayton Train Station.

6.2 CONSISTENCY WITH THE RELEVANT ZONING CONTROLS

The land subject to the proposed development is wholly located within the Industrial 1 Zone under the Planning Scheme. The proposed use of the land for warehouse purposes is entirely appropriate in this industrial location – noting that it is only the fact that the subject site is circa 20 metres (rather than in excess of 30 metres) from the residentially zoned land on the opposite side of Clayton Road which ‘triggers’ the need for a use permit in this instance.

Similarly, the proposed development of the land for an integrated, large-format warehouse development is entirely appropriate to the site and its locality (an industrial / warehouse / employment precinct), is consistent with the purposes of the Industrial 1 Zone and satisfactorily manages any potential for off-site amenity impacts. This is demonstrated by the following:

- The proposed use is consistent with general thrust of State and local planning policies, which encourage, inter alia, the efficient use of existing zoned urban land, to meet the expectations and requirements of the community, in a sustainable manner.
- The proposal will provide a variety of important services in a location that is conveniently accessible to future employees and to the broader industrial area in this neighbourhood.
- The proposed uses and operations are considered appropriate given the zoning of the land and will not impact on any residential properties.
- The proposed built form of the warehouse development and associated structures are high-quality, architecturally designed buildings that are consistent with (or of a higher standard than) the type of industrial / warehouse development expected in a location / industrial precinct such as this.

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6.3 WHETHER THE PROPOSED SIGNAGE IS CONSISTENT WITH THE SIGNS POLICY AT CLAUSE 15.01 -1L 03?

- The Landscape Plan ensures that landscaping will be an integral part of the proposed development and assists in creating a unified appearance whilst improving the environmental quality of the area. As described above, the proposed landscaping has been designed in context of the subject site's history as a former landfill and the very specific limitations that this creates for the planting of trees with deep roots that could penetrate the landfill cap.
- It is clear that the proposed uses are consistent with the purpose of the IN1Z. The uses will sit comfortably adjacent to the existing industrial use and warehouses nearby, as well as any future industrial land uses within the area. Whilst there is a residential precinct within 30 metres of the subject site (ie, some 20 metres away), this residential precinct is separated from the subject site via busy Clayton Road – an arterial road within a Transport Zone. As a consequence, the potential for meaningful off-site amenity impacts is limited.

Having regard to the relevant objectives and policy requirements of Clause 52.05 and Clause 15.01- 1L -03 of the Planning Scheme, the proposal is considered to comply for the following reasons:

- The display area of the business identification signs (the 'signs') is compatible with the scale of existing development in its immediate surrounds and proportionate to the proposed development. The signs are non-reflective and complementary to development in the existing surrounds, ensuring any potential visual clutter and associated impacts are mitigated.
- The signs are located in a Category 2 – industrial Areas, which effectively provides for business identification that are appropriate to industrial areas.
- The signs are wholly contained within the identified property boundaries ensuring that pedestrian and vehicle safety on the adjacent streets is maintained. The signs do not project above the roof line of adjacent buildings and do not obstruct the skyline.
- The business identification signage is located at the commercial entrance of the proposal and is of a high quality that will assist with directly visitors. Furthermore, the business identification sign is located just above ground level and will assist with providing a safer streetscape environment.
- The 'signage zone' / display area approach is typical of large industrial / commercial buildings. The content within the display area will be strictly limited to business identification information (such as the business name



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and or logo), noting that the content may need to change from time-to-time (i.e. should the tenant move out and a new one move in). The signage will contribute to ensuring adequate identification of the uses within the existing office building.

It is therefore considered that the business identification sign is of a responsive scale and design in respect to the industrial precinct context.

6.4 CONSISTENCY WITH ESD AND STORMWATER MANAGEMENT PRINCIPLES

The warehouse development has been designed with key ESD initiatives, demonstrating “Best Practice” in sustainability.

Stantec has provided a comprehensive Sustainability Management Plan, noting the development demonstrates a BESS score of 58%, which would be achieved at the construction phase, through to occupation. In achieving Best Practice, the development would incorporate several ESD initiatives, such as (but not limited to) energy efficient building fabric, solar panels, bicycle parking and end of trip facilities, waste minimisation and landscaping.

Moreover, a Stormwater Management Plan has been prepared by Context Engineering which demonstrates that the proposed development will be suitably serviced with all stormwater management services.

It is submitted the overall ESD and Stormwater Management approaches are exemplary and provide for a favourable outcome in terms of sustainability principles.

6.5 ARE THE CAR PARKING, ACCESS AND WASTE ARRANGEMENTS APPROPRIATE?

6.5.1 Car and bicycle parking and access

A Transport Impact Assessment has been prepared by MGA for the proposed development. The report provides a detailed assessment of the vehicle access, parking, servicing and traffic issues associated with the proposed development.

The report concludes that:

- *The proposed development generates a statutory parking requirement of 747 spaces, for those uses with nominated rates.*
- *The site is expected to generate a demand for 160 car parking spaces. This will be able to be accommodated on-site via the provision of 395 spaces.*



- *The proposed parking layout is consistent with the dimensional requirements as set out in the Planning Scheme and/or Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).*
- *The provision of loading for all tenancies is adequate to accommodate access and manoeuvrability for the required design vehicles.*
- *The site is expected to generate up to 176 vehicle movements in any peak hour.*
- *The impact of the overall site generate traffic has been assessed in the context of the surrounding road network and the proposed intersection with Clayton Road.*
- *The proposed unsignalised intersection of the site access and Clayton Road is anticipated to operate under satisfactory conditions following development of the site.*

6.5.2 Waste arrangements

An assessment of the waste requirements of the proposed development has been undertaken by MGA. The Waste Management Plan includes calculation of the amount of waste expected to be generated by the development, providing a description of the facilities and space required to store the waste on site prior to collection and outlines the provisions for collection.

The following waste management requirements are identified in this report:

- each warehouse will be provided with a waste area which includes 1 x 3000L garbage, 1 x 3000L comingled recycling and 1 x 240L e- waste.
- The collection responsibilities for the various waste streams associated with the commercial component of the development are as follows:
 - General Waste & Co-Mingled Recycling:
 - Council waste collection services are not suitable given the high waste volumes generated by the development, as such, the development will be subject to private waste collection for all elements.
 - It shall be the responsibility of each warehouse operator to arrange private waste collection.
 - Private waste collections should be arranged to occur outside of peak commuter traffic periods and at differing times to Council’s waste collection schedule.
 - It is the responsibility of staff (specific to each individual warehouse) to transfer general and co-mingled recycle waste from within each warehouse to the large bins in the bin store areas.

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- All general waste shall be placed in plastic bags, tied and placed into the general waste bin with all recyclable material shall be compacted (cardboard boxes and plastic containers crushed or flattened) and placed in the co-mingled recycle bin within the bin store area.
- Hard Waste: Hard waste collections shall be arranged by each individual commercial tenant on an as needed basis.
- Garden Waste: private contractor engaged by the Site Operator will be responsible for removing any associated green waste from common and private spaces as part of any landscaping management services
- Waste shall be collected onsite from within the loading / hardstand areas of each individual warehouse. Waste vehicles accessing all warehouses shall enter via entry crossovers to the internal access road, collect and egress via exit crossovers to the internal access road and back to Clayton Road.
- Waste shall be collected via front lift vehicles (nominally 11m in length and an operation height of up to 8.5m). The development has been designed to allow for the access and circulation of 25m B-Doubles. The nominated waste collection vehicle is smaller and nimbler than the sites design vehicle, as such accessibility to the site for collection is considered satisfactory.

It is submitted that the waste management requirements have been considered and addressed appropriately.

6.6 IS THE PROPOSAL CONSISTENT WITH THE DECISION GUIDELINES OF CLAUSE 52.17?

The application proposes the removal of trees 1 – 19. Only trees 1 – 4 require a planning permit pursuant to clause 52.17.

The native vegetation to be removed consists of 4 individual *Eucalyptus botryoides* (Southern Mahogany Gum). These trees are likely to be self-sown from the adjacent street and private tree plantings along Fraser Road. These trees are likely to be regrowth from old, removed trees due to the size of the base and the small multi stemmed form of the trees.

Tree 4 is of 'moderate' protection value and is within the buildings and works footprint and therefore retention is not considered feasible - noting the significant earthworks that are required to deliver these large-scale warehouses whilst also managing the landfill cap and delivering on the structural limitations of the SRLA. Trees 1 - 3 are considered to be of low retention value.

The landscape plan for the subject site proposes the planting of more than 159 canopy trees and over 5035 shrubs, groundcovers and climbers across the site – more than compensating for the loss of native vegetation on the subject site .



It is understood and accepted that conditions of any Planning Permit will require native vegetation offset secured prior to any native vegetation removal.

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7.0 CONCLUSION

The subject site, which is a former sand quarry and then landfill, has the potential to accommodate a development which makes intensive and efficient utilisation of a strategic redevelopment site in accordance with the Municipal Planning Strategy, Planning Policy Framework and the MICLUP.

An integrated warehouse development represents an excellent and discernibly 'higher and better' use than the existing conditions of a vacant former landfill site within a designated industrial area.

Furthermore, the proposed use/ development of the land for warehouse purposes enables the continuing environmental management of the land (to EPA satisfaction) whilst improving the contribution that the subject site makes to key planning policies surrounding repurposing underutilised industrial sites to create jobs and accommodate growth.

There are significant demands for and an identified undersupply of this type of large format, warehousing provided in the south-east of Melbourne. The proposed accelerated process via clause 53.22 will assist in redressing these issues of supply.

The development meets the provisions of the Industrial 1 Zone and relevant planning policies by contributing new warehouse space and employment opportunities within an existing industrial precinct that is proximate to residential areas and key transport routes.

The proposal features a high quality, architecturally-designed built form outcome that 'raises the bar' for this industrial precinct and which will integrate with the public realm while delivering a visually attractive facade appearance to the primary arterial road which it fronts and an appropriate scale and character to the more 'robust' interfaces to an adjacent concrete batching plant, other landfill operations and industrial land uses.

Sufficient car and bicycle parking is provided, as are appropriately designed access arrangement. Traffic impacts will be within acceptable limits.

For the reasons outlined in the preceding sections of this submission, it is considered that proposed development is worthy of a planning permit.

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