



PLANNING &
PROPERTY | **PARTNERS**

TOWN PLANNING REPORT

173-177 Barkly Avenue, Burnley

March 2026

Prepared for: *StorHub Victoria Trust IV*

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1. Introduction

1.1. Project Overview

This report accompanies a planning permit application for the use and development of a self-storage facility (Store) on the land at 173-177 Barkly Avenue, Burnley ('the Site'). The application also proposes associated signs and alteration of access to a road in the Transport Zone 2.

The Site is subject to the provisions of the Yarra Planning Scheme ('Planning Scheme').

The proposal responds to a growing demand for self-storage and the Site has been strategically located within commercial zoned land with easy access to the Principal Transport Network and Principal Public Transport Network, as well as providing additional employment opportunities within a well-established location. The use responds to the growing demand for off-site storage through densification of the inner-urban area of Burnley and surrounds, noting the various in-fill developments as constructed or approved, with typically smaller living footprints.

Self-storage (nesting under Warehouse) of this capacity has been identified by the State Government as a priority project under Clause 53.22 of the Planning Scheme. Following the initial review period through the Development Facilitation Program, *StorHub* has been invited to prepare the formal application under the provision on the basis that:

- *The proposed land use (Warehouse) is listed under Table 2 of Clause 53.22-1, and*
- *The proposed estimated cost of development cost (\$30.735 million) is at least \$30 million*
- *Information demonstrating the likely feasibility of the proposal has been provided to the satisfaction of the Minister for Planning, including written advice from the Chief Executive Officer (or delegate) of Invest Victoria.*

The application can be pursued under a facilitated pathway as it will produce significant economic benefits to the local and broader community including investment and employment opportunities.

This is also supported by *StorHub's Business Incubator* which forms part of the proposed use of the Site and supports the local business operators.

The proposal follows an existing approval on the land pertaining to Planning Permit PLN20/0868 issued at the direction of the Tribunal on 20 December 2021, which allows:

Development of the land with a multi-storey building; use as a food and drink premises; alterations to access to a Road Zone (Category 1) and a reduction in the car parking requirement of the Yarra Planning Scheme.

The permit remains valid until 20 December 2026. The plans included an 8 storey commercial office building with food and drink premises at ground level adjacent to Adam Street.

Following the issuing of this permit, the land was acquired by *StorHub* with *Gray Puksand* retained to deliver a high quality architectural form, which remains generally consistent with the approved building envelope, noting some minor variations and reduction in overall height.

This report provides an assessment of the proposal against relevant provisions of the Planning Scheme and should be read in association with:

- Urban Context Report and Architectural Plans prepared by *Gray Puksand*;
- Site Survey prepared by *Veris*;
- Landscape plan prepared by *Site Image Landscape Architects*;

- Traffic Impact Assessment prepared by *OneMileGrid*;
- Waste Management Plan prepared by *OneMileGrid*;
- Sustainability Management Plan, including Stormwater Management Plan prepared by *IGS*; and
- Acoustic Report prepared by *Enfield Acoustics*.

1.2. Planning Controls and Permit Requirements

The Site is located within the Commercial 2 Zone ('C2Z'), pursuant to provisions of the Planning Scheme and is affected by the Design and Development Overlay – Schedule 2 and Schedule 5 ('DDO2' and 'DDO5'), the Significant Landscape Overlay – Schedule 1 ('SLO1') and the Development Contributions Plan Overlay – Schedule 1 ('DCPO1').

It is noted that the site is also located within an area of Aboriginal Cultural Heritage Sensitivity. However, as set out under the existing approval which pertains to the site, the land has been subject to significant ground disturbance and is exempt from the need for a Cultural Heritage Management Plan.

The application seeks planning permission under the Scheme for the following:

- Use of the land for Store (Warehouse) pursuant to Clause 34.02-1 (C2Z);
- Construct a building or construct or carry out works pursuant to Clause 34.02-4 (C2Z);
- Construct a building or construct or carry out works pursuant to Clause 42.03-2 (SLO1);
- Construct a building or construct or carry out works pursuant to Clause 43.02-2 (DDO2);
- Erect and display high-wall internally illuminated business identification signs; and
- Create or alter access to a road in a Transport Zone 2 pursuant to Clause 52.29-2 (Land adjacent to the Principal Road Network).

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2. Site context

2.1. The Site

The Site is a single parcel of land located at 173-177 Barkly Avenue, Burnley. The Site is formally described as Lot 1 on Plan of Subdivision PS613840. A full copy of the title is included at **Appendix A** of this report.

The Site has a total area of 2,944 square metres and is regular in shape. An existing brick commercial building is located on the Site and has housed a retail premises most recently with remnants of a former industrial or warehouse building including the retained and ‘propped’ façade to Adam Street with parking and accessways beyond. The commercial building includes a saw-tooth roof with mounted solar panels.

The Site in its current state is depicted in Figure 1 below.



Figure 1 – Aerial View of Subject Site

Source: www.landchecker.com.au

The Site’s interfaces are described as follows:

North

Directly north of the Site is a residential dwelling located at 39 Adam Street. This dwelling is built to the property boundary with a high party wall and includes secluded private open space at its rear adjacent to St Louis Place (ROW). Beyond this dwelling are a series of dwellings of varying styles and scales within the General Residential Zone, including up to 4 storey apartment building or with undercroft car parking. The Burnley Railway Station is located further to the north at the termination of Adam Street.

South

To the south of the Site is Barkly Avenue which includes a four lane arterial road. A wide verge is located on the southern side of the carriageway which is known as ‘Barkly Reserve’, whilst having limited recreational potential and has been used for Council garden stockpiling of tan bark. Further south is the City Link Freeway, which is a major arterial road with an eight lane carriageway with merging lanes, and the Yarra River beyond.

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East

The eastern property abuttal contains an existing commercial building located at 182-184 Stawell Street. The large commercial building on the property is built flush to the common boundary (west) and also contains large car parking areas to the rear and eastern side associated with its use. Land further to the east comprises a mix of residential dwellings in single dwelling or apartment building and town house typologies.

West

To the west of the Site is Adam Street. Commercial buildings are located opposite to the Site which also provide frontage to Barkly Avenue, with some dwellings being used for commercial purposes. A three storey commercial building at 70 Adam Street is located directly opposite the Site and abuts West Street (service lane). Further north along Adam Street is characterised by dwellings of various scale and typology located within the General Residential Zone.

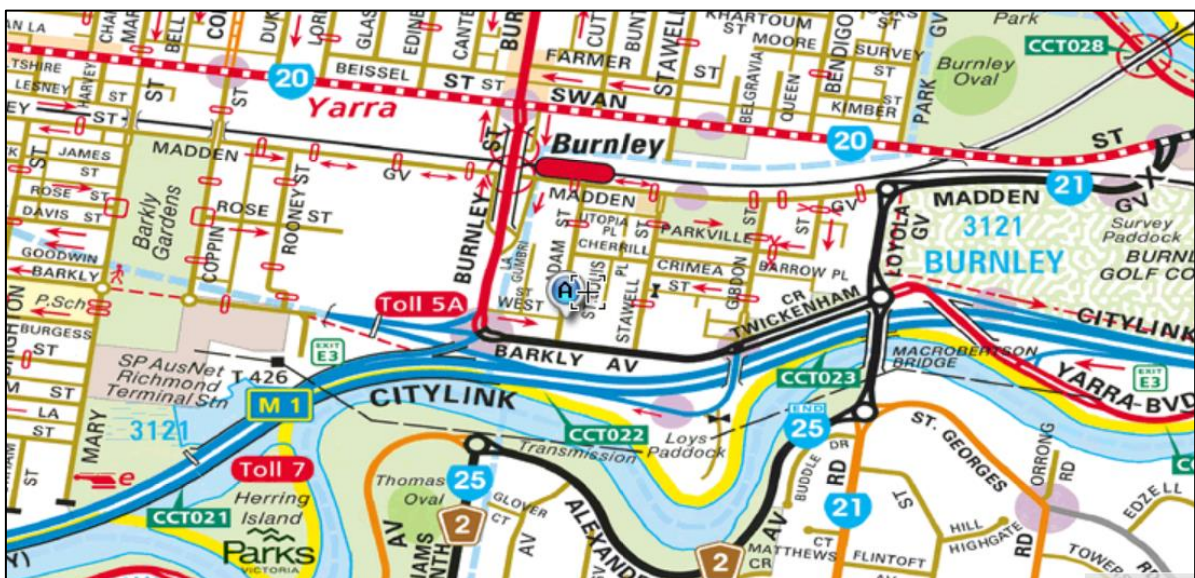


Figure 2 – Location Map

Source: www.street-directory.com.au

2.2. Surrounding Strategic and Physical Context

The Site is identified as being within a 'Commercial Land' area of the Strategic Framework Plan located at Clause 02.04. The Site sits adjacent to other land within this same designation to the east and west along Barkly Avenue and benefits from its strategic location being in close proximity to the City Link major arterial road network which lies south of the Site.

Land within the residential precinct to the north is identified as being within a 'Low Rise Residential' area on the Strategic Framework Plan with built form of up to three storeys expected under the zone. Higher forms exist within Adam Street comprising 'walk-up flats' and similar. The Site and other properties located along Barkly Avenue typically comprise of older built form and yet to realise their redevelopment potential under the Commercial 2 Zone and noting the interface to the freeway and Yarra beyond. Other such uses within the area include the SP Ausnet Richmond Terminal Station towards the west, with high voltage transmission cabling connecting across the Yarra River.

Burnley Maltings comprises a large former industrial built form with silos, currently under works for its redevelopment.

This also marks the boundary between the City of Yarra and the City of Stonnington. The strategic and physical context identified for the Site and its surrounds naturally lends itself to appropriately

managing the northern interface with residential areas while promoting efficient use of the commercial zoned land, benefitting from its locality including demand from increased density and proximity to transport connections.

This strategic location is depicted in Figure 3 below:

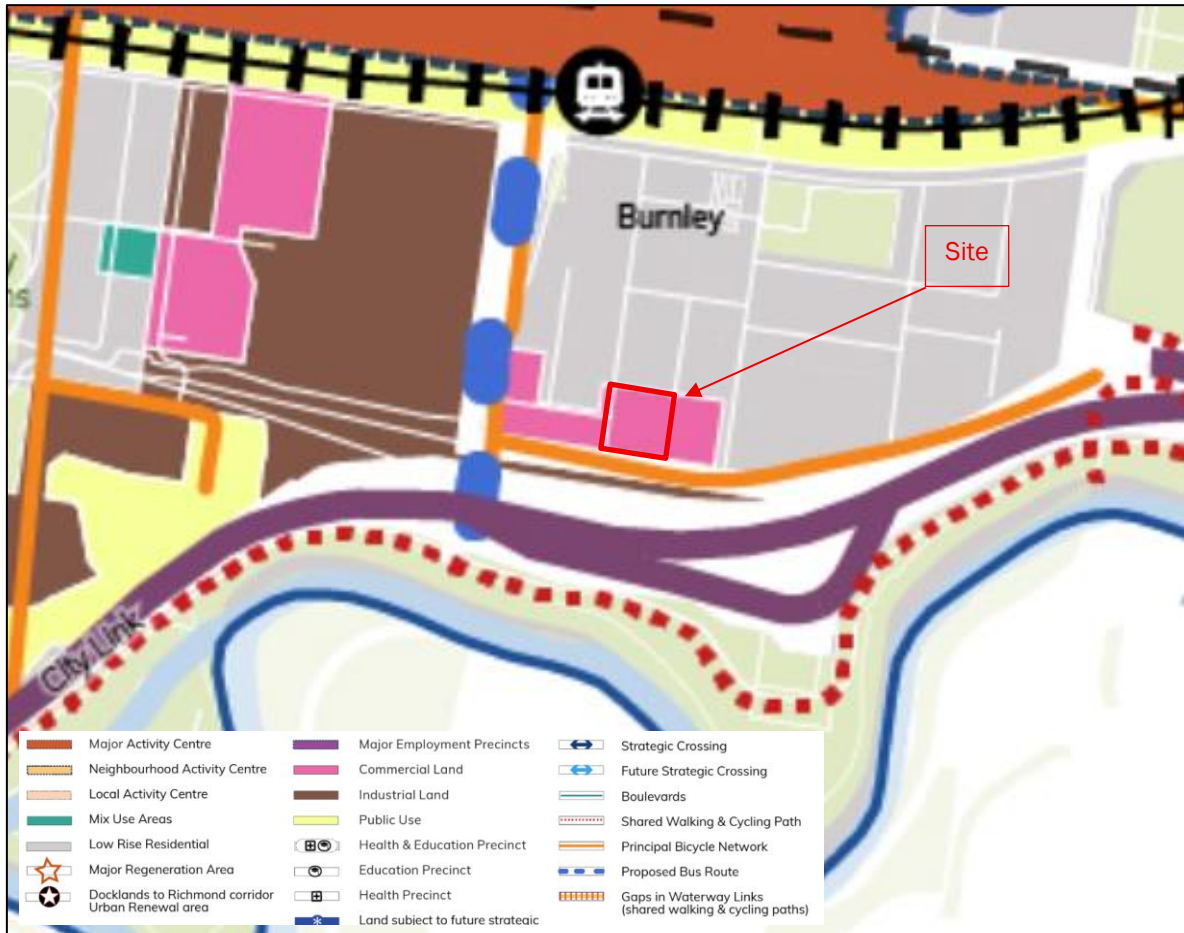


Figure 3 – Strategic Framework Plan (extract)

Source: Clause 02.04 Yarra Planning Scheme

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3. Proposal

3.1. Proposal Overview

This report accompanies a planning permit application to use and develop the land for the purposes of a Store (Self Storage Facility). Aspects of the proposal are detailed below:

3.2. Self-storage Facility Use & Ancillary Business Incubator

The use of the land for Store (self-storage facility) falls under the broader land use category of Warehouse and triggers a permit under the C2Z noting that it is located within 30 metres of land within a residential zone. The proposed self-storage facility will include the following operational aspects:

- Operating 24 hours a day, 7 days a week.
- Includes seven floors of flexible storage space with optional partitions based on the particular needs.
- Ground level loading areas and back of house areas.
- Associated ground floor level office and administration / reception space.
- The office would operate 8.30am-5:30pm Monday to Saturday.
- Secure out-of-hours access to the facility for customers.
- Includes a total of 15,089 square metres of gross floor area.

Business Incubator

The proposal will operate with an ancillary 'business incubator' which provides a space for existing customers of the facility for particular needs including small business and 'start-ups', which primarily operate online and require storage within the facility. The use provides space for in-person meetings, flexible co-working space and access to the amenities of the facility as an evolving nexus to its customer base, and which creates further activity around the facility. Refer to the accompanying information sheet from StorHub for further information on this.

3.3. Built Form

The proposed built form presents as a strikingly modern architecturally designed self-storage facility, responding appropriately to the varied scale of the surrounding context and its positioning adjacent to the CityLink freeway. The building includes eight storeys, at a maximum building height of 28.5 metres. Floor levels for self-storage portioned spaces and walkways generally aligning to windows with administrative office and incubator space located at the ground floor.

Built form, siting and transition has been appropriately guided by the building envelope of the approved commercial building forming part of PLN20/0868, which established the acceptable massing principles for this proposal.

Regarding each of the Site's property boundary interfaces, the proposed built form has been carefully designed to respond accordingly as follows:

Barkly Avenue – Southern Boundary Frontage

The Barkly Avenue frontage invites a more robust built form response noting the nature of the arterial road and freeway beyond, with limited external pedestrian activity or desire lines currently. At ground level, the primary reception and office component of the facility directly abuts the property boundary. This frontage is activated with commercial glazing across the majority of its frontage and wrapping around the Site corner into Adam Street. Towards the eastern corner of the Site, vehicle entry is provided through a new crossover onto Barkly Avenue and provides access to the car parking areas.

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Secure car parking and loading facilities are located within the undercroft car park area and draw vehicles in a circular motion in from Barkly Avenue and egress via Adam Street.

The upper levels are set back by approximately 3-4m and detailed articulation is included via variation in materials and finishes and through the use of steel framing elements breaking up the presentation.

Adam Street – Western Boundary Interface

The interface to Adam Street incorporates similar elements to the Barkly Avenue interface but includes a more refined response to the residential interfaces with a clear and deliberate transition of the expression. The accompanying Urban Context Report illustrates the massing and transition from north to south, which has been a key component to the refined design.

The proposal includes a recessive vehicle egress point with void adjacent to the adjoining dwelling, with a two storey scaled initial form and glazed return addressing Adam Street. Toward the northern end of this interface, landscaping areas soften the built form and extends to the vehicle exit point, being the northern most section along Adam Street and offers a finer grain response to this setting. The transitioning form above reduces its volume as the building graduates with setbacks.

Eastern Boundary Interface

The eastern façade of the building has been designed to create visual interest at the upper levels. Noting the existing commercial building located at 182-184 Stawell Street built to the property boundary, there are no visual amenity considerations at the lower floors of the building. This elevation has appropriately addressed the interface with a series of articulated joins to create visual interest with an increasing and tiered setback from the northern boundary to maintain an appropriate outcome with respect to the adjoining dwellings to the north.

Northern Boundary Interface

The northern Site boundary adjoins residential properties located along Adam Street and St Louis Place. The built form has been carefully designed to respect this interface and create a complementary outcome which maintains residential amenity. The ground level of the building is setback approximately 3.3 metres, with a deep planting zone that runs the full length of the boundary included. This planting zone provides a green buffer, enhancing visual amenity and privacy for the adjacent dwellings. The landscape treatment includes provision for evergreen trees with indigenous planting below. The canopy trees include *Silver Wattle* capable of reaching a height of 15 metres and spread of 5 metres, along with *Yellow Gum* with height of 10 metres and spread of 6 metres in canopy.



Figure 4 – Northern landscape response

Source: Site Image

A specimen evergreen tree (*Narrow-leaf Peppermint*) is strategically placed at the southern end of the laneway as a feature within this confined view or from the rear of properties.

The upper levels are carefully modulated and set back increasing distances as the overall height increases. This establishes an appropriate transition, reducing visual bulk and minimising amenity issues or the potential for overlooking into private open spaces. The setback increases to approximately 15.7 metres at Level 6 and 22.5 metres to the recessive upper level. The façade treatment at this interface maintains a finer grain response to the Adam Street and Barkly Avenue interfaces and with a complementary flavour to the remainder of the building. In addition, landscaped edges are included to improve the interface with the residential dwellings to the north and ultimately proposes a positive visual outcome.

3.4. Access and Car Parking

Vehicular access is provided from Barkly Avenue via a new crossover. Access at this location is intended for ingress primarily, noting that once vehicles travel through the secure threshold, they would exit onto Adam Street. A visitor or short term parking area is provided within the front accessway area and which does not require vehicles to pass through the Site to exit. In this circumstance, an access restriction would be imposed for 'left in / left out' for vehicles on Barkly Avenue, and appropriate signage would be installed to address this, noting this would be the expectation from H,TfV based on it's initial review of the proposal.

Clear separation for pedestrians is provided with a designated pedestrian entry. Exiting vehicle movements from the Site are otherwise directed to the Adam Street egress point in the north-west corner via a new vehicle crossover. A total of 13 car or truck parking spaces are provided and a designated loading zone for customers. This includes 3 visitor / short term parking spaces within the initial undercroft area off Barkly Avenue (inclusive of an accessible space), 7 car parking / loading spaces within the secure parking area, and 3 truck or car and trailer parking / loading bays.

Loading and waste management areas are located within the car parking area, minimising potential impact on the public realm and residential interfaces. Bicycle parking in the form of 12 spaces are also provided near the main pedestrian entry for visitors and staff.

The design of the proposed built form is depicted in Figures 4 and 5 below.

3.5. Signs

The proposal includes the provision of two internally illuminated high-wall business identification signs facing Barkly Avenue and to the west at the corner of Adam Street and Barkly Avenue.

The signs include dimensions 7.2 metres by 3.5 metres with corporate branding and individual lettering.

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Figure 5 – View from the south-west to the proposed development

Source: *Gray Puksand*



Figure 6 – View from the north-west to the proposed development

Source: *Gray Puksand*

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Figure 7 – View to the Adam Street ground plane

Source: Gray Puksand

4. Planning Controls

4.1. Planning Policy Framework

The Planning Policy Framework provides general principles for land use and development in Victoria. Planning authorities must take account of and give effect to the general principles and the specific policies contained in the Planning Policy Framework. The following provisions of the Planning Scheme are relevant to the proposal:

- **Clause 02.03 Strategic directions**
 - 02.03-2 Environmental and landscape values
 - 02.03-5 Built environment and heritage
 - 02.03-6 Economic development
 - 02.03-7 Transport
- **Clause 02.04 Strategic framework plans**
 - 02.04-1 Strategic framework plan
- **Clause 11 Settlement**
 - 11.01-1R Settlement - Metropolitan Melbourne
- **Clause 12 Biodiversity**
 - 12.03-1R Birrarung (Yarra River)
 - 12.05-2S Landscapes
- **Clause 13 Environmental Risks and Amenity**
 - 13.07-1S Land Use Compatibility
 - 13.07-1L01 Interfaces and amenity
- **Clause 15 Built Environment and Heritage**
 - 15.01-1S Urban design
 - 15.01-1R Urban design - Metropolitan Melbourne
 - 15.01-1L Urban design

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- 15.01-2S Building design
- 15.01-2L Building design
- 15.01-2L Environmentally sustainable development
- 15.01-4S Healthy neighbourhoods
- 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne
- 15.01-5S Neighbourhood character
- **Clause 17 Economic Development**
 - 17.01-1S Diversified economy
 - 17.01-1R Diversified economy - Metropolitan Melbourne
 - 17.01-1L Employment
- **Clause 18 Transport**
 - 18.01-1S Land use and transport integration
 - 18.02-4L-01 Car parking

The Planning Policy Framework includes support for employment generating uses in appropriate locations that service the region and strengthen the local economy.

4.2. Zoning Controls

Commercial 2 Zone

The Site is located within the C2Z and the purpose of the zone is:

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

To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

Pursuant to Clause 34.02-1, a self storage facility is Section 2 – planning permit required use (nested under Warehouse) noting its location within 30 metres of a residential zone.

A permit is required to construct or to construct or carry out works pursuant to Clause 34.02-4 of the C2Z.

Sign provisions are located at Clause 52.05 and the C2Z includes Category 1 signage.

4.3. Overlay Controls

Design and Development Overlay – Schedule 2 and Schedule 5

The Site is partly affected by the DDO2 and wholly affected by the DDO5. The DDO includes the following Purpose:

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

To identify areas which are affected by specific requirements relating to the design and built form of new development.

DDO2 relates to *Main Roads and Boulevards* with specific design objectives recognising the importance of main roads to the overall image of the City. A planning permit is required to construct a building or construct or carry out works pursuant to Clause 43.02-1.

DDO5 relates to the *City Link Exhaust Stack Environs* with specific design objectives seeking to ensure the protection of the City Link Exhaust Stack and surrounding land. A planning permit is not required specifically in relation to DDO5 and it is understood the building sits below the consideration height, similar to the previous approval.

Significant Landscape Overlay – Schedule 1

The Site is affected by the SLO1 relating to the *Yarra (Birrarrung) River Corridor Environs*. The SLO1 sets out the following Purpose:

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

To identify significant landscapes.

To conserve and enhance the character of significant landscapes.

Pursuant to Clause 42.03-2, a planning permit is required to construct a building or construct or carry out works.

The SLO1 includes a number of application requirements which have been addressed 'as appropriate' noting the distance from the river itself including shadow diagrams, landscape plan, visual assessment, and which appropriately illustrate that the proposal will not impact on the river. Refer to the discussion within the assessment section for further information relation to the SLO1 and Clause 12.03-1 in particular.

Development Contributions Plan Overlay – Schedule 1

The Site is affected by the DCPO1 and the Purpose of the Overlay is:

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

To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

The DCPO1 relates to the *Yarra Development Contributions Plan* and applies to all new development within the area affected by the overlay. The Site is located within Area 10 – Burnley-Richmond South for the purpose of applying a charge area.

Pursuant to Clause 45.06-1, any planning permit granted must:

- *Be consistent with the provisions of the relevant development contributions plan.*
- *Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.*

4.4. Particular and General Provisions

Particular provisions are specific prerequisites or planning provisions for a range of particular uses and developments. They apply in addition to the requirements of a zone or overlay and the following are of relevance to the current proposal:

Clause 52.05 Signs

The Purpose of Clause 52.05 is:

To regulate the development of land for signs and associated structures.

To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.

To ensure signs do not contribute to excessive visual clutter or visual disorder.

To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.

The signage provisions within the C1Z relate to Category 1 and a permit is required to erect internally illuminated high wall business identification signs.

Clause 52.06 Car Parking

The Purpose of Clause 52.06 is:

To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.

To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.

To support sustainable transport alternatives to the motor car. To promote the efficient use of car parking spaces through the consolidation of car parking facilities.

To ensure that car parking does not adversely affect the amenity of the locality.

To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The clause details car parking requirements which apply to new development and design requirements related to the layout of this car parking and the accessways.

A self-storage facility (defined as Store) is assigned a parking rate under Table 1 to Clause 52.06-5 of 5% (min) and 10% (max) of the site area.

Based on 2,935 square metres, between 146 square metres and 294 square metres of car parking and associated accessways would be required. The proposal provides 149 square metres associated with dedicated car parking spaces within the frontage and has been provided in accordance with the required range. Additional internal loading areas have been set aside within the ground floor undercroft area for users of the facility, which include space for passenger vehicles, vehicles with trailers, and small truck provision.

A Traffic Impact Assessment prepared by *OneMileGrid Pty Ltd* is provided in support of the application confirming the provided car parking is sufficient owing to the particular location, accessibility and low frequency occupation of this use, along with a detailed response to the design requirements of Clause 52.06-9.

Clause 52.29 Land Adjacent to the Principal Road Network

The Purpose of Clause 52.29 is:

To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.

To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.

Barkly Avenue along the southern boundary of the Site is located within the Transport 2 Zone. Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2. The proposal includes the creation of a new access onto Barkly Avenue, requiring a permit and referral to the Head, Transport for Victoria under the provisions.

Clause 53.18 Stormwater Management in Urban Development

The Purpose of Clause 53.18 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.

The proposal incorporates water sensitive urban design measures to assist in stormwater management and site cooling including. These details have been set out in the WSUD and Stormwater considerations forming part of the accompanying Sustainability Management Plan prepared by IGS.

Clause 53.22 Significant Economic Development

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.

The proposal is eligible for State facilitation under this pathway due to the significant investment of approximately \$30.75M, with an overall investment of close to \$40M.

Pursuant to Clause 53.22-4, the proposal is exempt from third party review provisions.

Clause 65 Decision guidelines

Clause 65 sets out Decision Guidelines and Clause 65.01 sets out issues that the Responsible Authority must consider when making a decision as follows:

- *The matters set out in section 60 of the Act.*
- *Any significant effects the environment, including the contamination of land, may have on the use or development.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the environment, human health and amenity of the area.*
- *The proximity of the land to any public land.*
- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.*
- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*
- *The impact the use or development will have on the current and future development and operation of the transport system.*

The requirements of Clause 65 have been covered throughout this report and further analysis of key considerations is detailed in the following sections.

5. Planning Assessment

5.1. Key Considerations

The key planning matters to be considered in an assessment of the proposed use and development comprise the following:

- The Site's strategic planning context and use of the land;
- The appropriateness of the proposed development having regard to its context and planning controls;
- The proposed development's response to the SLO9, Clause 12.03-1R and the Yarra River context;
- The suitability of vehicular access and car parking; and
- Waste and servicing arrangements.

A consideration of these matters is provided below.

5.2. Strategic Planning Context

The proposal includes significant investment, facilitating employment generation and associated economic benefits. The development includes a significant built form for the self-storage facility and has been appropriately adapted to respond to the varied interfaces to the Site. The proposal takes advantage of this strategic location within an established and accessible commercial area in proximity of the Swan Street Major Activity Centre, nearby residential developments and major transport routes.

The Site's inclusion within a 'commercial land' area pursuant to the Strategic Framework Plan at Clause 02.04 emphasises the appropriateness of a commercial development on the Site, ultimately maintaining employment land for economic growth of a variety of business types. Accordingly, the proposal aligns with Clause 02.03-6.

In particular, the Site's underlying zone supports commercial uses by the very nature of the control and its purposes including:

To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

The proposal responds to the strategic intent of this commercial precinct with the supporting role the use plays within the area. The facility will provide storage space for surrounding businesses and residential uses, which enables greater efficiency in both commercial and living spaces enabling off-site storage.

The particular location of the facility is appropriate noting that its positioning on an arterial road, and with access to the freeway, its positioning within the Principal Public Transport Network and proximity to nearby businesses and infill developments within activity centres.

Despite the potential views out to the south, the particular zoning of the land does not lend itself to residential development and notably, the particular robust nature of Barkly Avenue and the freeway makes the proposed use an appropriate response to both the strategic context and physical context.

The previous approval for the site included both a food and drink premises and office levels above. Noting the out of centre context, the proposed use is considered an appropriate response to the area.

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Notably, the use of the land is relatively innocuous with its main purpose for storage and is not a purpose listed under Clause 53.10 (Uses and activities with potential amenity impacts). The use does not produce any noise or amenity impacts through this activity such as some forms of industry may otherwise do, however, secondary elements including access and vehicle movements need to address the context of the residential area to the north.

The existing high brick party wall interfacing to the north will be retained as part of the proposal, which will provide acoustic benefits towards the dwelling. The proposed hours of operation are generally confined to business hours, with less frequent out-of-hours access available to customers with secure access. This is more so likely to benefit domestic users, with truck movements more likely to occur during business hours.

The proposal is accompanied by an Acoustic Report prepared by *Enfield Acoustics* which provides an analysis of the proposal, surveying the existing environment and noise sources and confirms its acceptability in this context.

As has been established in existing facilities, *StorHub* seeks to include a 'business incubator' as part of the overall use of the site, noting the nexus between storage requirements and office or coworking functions. This is located on the ground level of the building and is open to existing customers of the facility, providing break out space or meeting capabilities. The ancillary component will add to the levels of activation and vitality in its occupation.

The proposal is supported by the Planning Scheme through the retention of employment related uses on commercial land and as is demonstrated through the supporting material, will not result in any unreasonable amenity impacts to the area.

5.3. Built form considerations

The building and site layout has been informed through the various contextual, site specific, interface and policy framework considerations. Specifically:

- Urban design policy including Clause 15.01-1L (Urban design) with specific regard given to the Barkly Avenue and the intervening Barkly Reserve located adjacent to the Site. ESD principles under Clause 15.01-2L-01 (Environmentally sustainable development) also feature as fundamental to the design as confirmed within the Sustainability Management Plan.
- The built form considerations provided at Clause 15.02-2L (Building design) have been thoroughly addressed in the proposal's design. Key interfaces have been appropriately managed through the particular arrangement of built form and massing, noting the proposal's alignment (and in many cases reduction from) the approved building envelope of the previous proposal. This has demonstrated an appropriate composition of form which is acceptable in this context.
- The supporting urban design material including the Urban Context Report provides key analysis of the design response noting how the building has been designed to respond to the existing fine grain context within Adam Street and providing an appropriate transition of built form towards the more robust interface in Barkly Avenue.
- The proposal is striking in its form and provides an up-scale architectural response to this setting, which is unmatched on any other self-storage facility. This form raises the bar of built form expectations for such a use and is befitting of its position in this context. The architectural includes variation in facades and materialisation, with visual interest embedded into the building design. The built form response will ensure a positive contribution to the streetscape of Barkly Avenue and Adam Street.

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- With specific regard to the northern boundary residential interface, increasing setbacks at higher floors erode the form and protect adjoining amenity with transitioning of scale as follows:
 - 3.3 metres at ground level to the initial built form comprising the car park and accessway
 - 10.3 metres at first to third floor level
 - 15.7 metres at fourth to sixth floor level
 - Over 22 metres to the upper level.

These setbacks provide close alignment to the approved massing under the previous approval, and increased setbacks in some aspects, which demonstrates that the proposal maintains an appropriate transition of scale and hence, response to the residential interface.

- Detailed landscape planting will be provided in particular zones including the Level 1 and Level 4 roof spaces, which further soften the edges of the building in concert with the setbacks. Landscaping has also been provided around the Adam Street frontage as the built form transitions to the residential precinct. The response will improve the amenity of the Site and provide a meaningful contribution to Council's broader urban forest objectives as outlined at Clause 02.03-2 and Clause 15.02-2L, whilst noting that the context of Barkly Avenue does not illicit this particular response.
- The design objectives of DDO2 and DDO5 have been informed the built form design. The proposal's high quality contemporary architectural design combined with passive surveillance opportunities through the windowed ground floor office component and ancillary business incubator assists in establishing a high level of community safety and comfort.
- The built form proposes maximum building height of 28.5m which remains below the maximum height of the previously approved development over the Site and is appropriate for the local context. With particular regard to the northern interface, the building setbacks proposed maintain residential amenity while ensuring ground level activation along Adam Street and Barkly Avenue. The development achieves the applicable strategies provided at Clause 15.01-2L.
- The proposed signs are refined in their form, will sit appropriately within the silhouette of the building and predominantly directed towards the roadway.

Accordingly, the proposed built form presents as a modern, high quality facility which respects and manages adjoining amenity.

5.4. Response to SLO9 & Clause 12.03-1R

Clause 42.03 (SLO9) relates to the Yarra (Birrarrung) River Corridor Environs. The following objectives contained within SLO9 are relevant to the proposed development:

To retain vegetation that contributes to landscape character, heritage values or neighbourhood character.

To maintain and protect linear public open space and provide for secluded areas of public open space with access to the river where appropriate.

To ensure fencing within close proximity to the Yarra River is low in scale, visually permeable and does not contrast with the natural landscape character.

The proposal does not conflict with any of the above objectives. The Site's location on the northern side of the CityLink and Barkly Avenue results in over 100 metres separation between the Site and the banks of the Yarra River with the two arterial roads in between. As such, no vegetation that contributes to the landscape character is affected.

Sites within the Commercial 2 Zone do not present with an identified landscape character and which is congruent with the robust nature of Barkly Avenue. It is imperative to appreciate the physical context of the site in relation to the river, noting the sunken freeway carriageway and the extent of vegetation along both Barkly Avenue and CityLink. Through the dense bush like setting adjacent to the River, there are only relatively limited locations where the built form can be seen through a clearing, noting it is otherwise obscured by vegetation and distance.

Clause 12.03-1R (Birrarung (Yarra River) seeks *To enhance the natural beauty, biodiversity, environmental health, cultural values, and recreational opportunities of the Birrarung (Yarra River) Corridor*. The policy sets out various considerations for development adjacent to the river including direct interface, many of which are not relevant for the purposes of this assessment. However, the policy includes a *Key Views strategy* which seeks to *Protect and maintain key views from and to the Birrarung (Yarra River) Corridor and its landscape setting at the key viewing locations specified within*.

The relevant positions within proximity to the Site are located within Map 1 under the policy and include locations

- 17 – Yarra River Reserve, South Yarra
- 20 – Loys Paddock Reserve, Burnley
- 21 – Yarra River frontage, Alexander Avenue
- 22 – MacRobertson Bridge, St George's Road

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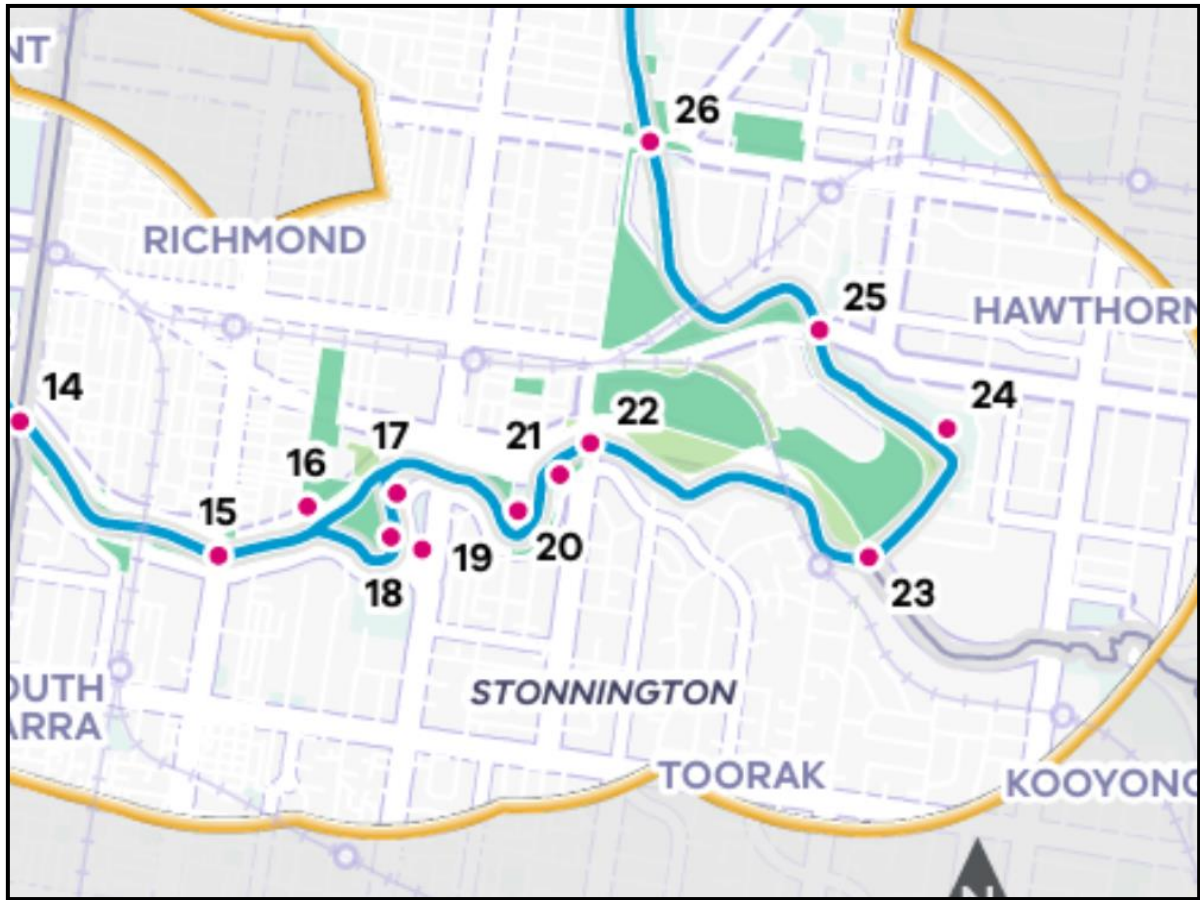


Figure 7 – Yarra River key view locations

Source: Clause 12.03-1R

A Visual Impact Assessment has been prepared by *Gray Puksand* and forms part of the application material, which is based on these key locations and with additional views from the Freeway and Burnley Station for a greater appreciation of the form in the round.

The assessment includes both before and after imagery which confirms that the built form is either obscured by existing buildings, vegetation or levels, or where visible, only in part and confirming not obtrusive on those key positions. What must be acknowledged is the sheer distance of the Site from the River corridor and as set out within this submission and accompanying material, the proposal would have no material impact on the River by way of visibility, shadow (even at the Winter Solstice) or with regard to vegetation.

5.5. Car Parking and Access

The proposal is accompanied by a Traffic Impact Assessment prepared by *OneMileGrid Pty Ltd*, which includes a car parking demand assessment and consideration of the proposed parking provisions. Notably, a permit is not triggered under the provisions of Clause 52.06 given that the proposed dedicated parking provision of approximately 149 square metres including the accessway meets the minimum and does not exceed the maximum car parking requirement for a Store.

In addition to the car parking spaces, internal loading areas within the undercroft section have also been set aside for the use.

The particular nature of the use would include relatively infrequent vehicle trips to the Site and with larger vehicles typically loading during business hours. On-site loading has been provided to cater for up to an 8.8 metre long medium rigid vehicle to accommodate deliveries to and from the site.

A more detailed consideration of onsite car parking provisions including the design requirements under Clause 52.06-9 are found within the assessment.

Provision has been made for twelve bicycle spaces adjacent to the entrance including both staff and visitors. A particular rate has not been specified under Clause 52.34 in any event, however, the provision provides for alternative access, particularly for staff or potential users of the business incubator.

Alteration of current Site access is proposed on Barkly Avenue with a new location in the south-east corner. The accessway provides for ingress movements primarily and allowing circulation of access around to the north and out on Adam Street. This would be ideal for the larger vehicle movements, and note that egress can also occur via Barkly Avenue in a forwards direction, which is likely to be more suitable for the domestic access requirements including passenger vehicles.

As a result of these considerations, onsite car parking provision together with the design of the car parking and accessway are considered to be appropriate.

5.6. Waste Management and Servicing

A Waste Management Plan prepared by *OneMileGrid Pty Ltd* accompanies the application and identifies that the anticipated waste generation will be met with the proposed designated waste storage at ground level of the development is of a sufficient size and dimension to accommodate the required waste receptacles.

Waste from the development will be collected by a private contractor from the internal accessway at ground floor level, which is out of view from the public realm. The accompanying swept path analysis demonstrates that the waste collection vehicle can enter and exit the site in a forward direction.

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6. Conclusion

As outlined in this submission, the proposed use and development of the land for a self-storage facility (store) at 173-177 Barkly Avenue, Burnley is consistent with relevant polices of the Planning Scheme.

The use will provide a beneficial supporting role to local business requirements and responds to the associated demand from increased urban densification policy with residential development occurring within and around the various activity centres of this inner-urban location. The proposal will also generate strong employment opportunities in both a direct and indirect manner and supports the general purpose of the Commercial 2 Zone as it applies to the land. The proposal meets the thresholds for State facilitation under Clause 53.22 and will provide significant development by way of its designation under the provision.

The proposed built form and massing generally aligns to the building envelope as approved by Planning Permit PLN20/0868 and sits below the overall height of the previous form. The transitional arrangement of massing has been established through that process and the proposal's alignment to this demonstrates an appropriate response to the northern interface.

Great care has been exercised in the massing and response to the fabric of built form in Adam Street, with complementary volumes arranged across the façade as the building graduates.

The proposal represents a high quality architectural building, which raises the bar for other self-storage facilities, and is befitting of its particular location in Burnley.

The proposed building positively responds to its interfaces, will not result in any measurable impact to adjoining properties or the Yarra River context and will contribute to the urban fabric through a contemporary form.

On this basis, the proposal as a whole comprises an appropriate use and development of the land and appropriately responds to the relevant Planning Scheme requirements. The proposal will provide for economic benefits through employment opportunities and investment, and is worthy of support.

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Appendix A
Copy of Title

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

Page 1 of 1

VOLUME 11229 FOLIO 753

Security no : 124132665475A
Produced 04/03/2026 10:18 AM

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 613840L.
PARENT TITLES :
Volume 11032 Folio 281 to Volume 11032 Folio 282
Created by instrument PS613840L 06/10/2010

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
THE TRUST COMPANY (AUSTRALIA) LTD of LEVEL 18 123 PITT STREET SYDNEY NSW
2000
AY705200H 13/12/2024

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AY705201F 13/12/2024
GLOBAL LOAN AGENCY SERVICES AUSTRALIA NOMINEES PTY LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS613840L FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 173-177 BARKLY AVENUE BURNLEY VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 17700Y NORTON ROSE FULBRIGHT AUSTRALIA
Effective from 13/12/2024

DOCUMENT END

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Number of Pages (excluding this cover sheet)	2
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PLAN OF SUBDIVISION	STAGE NO. -----	LR use only. EDITION 1	PS613840L
----------------------------	--------------------	----------------------------------	------------------

Location of Land
 Parish: **JIKA JIKA**
 CITY OF RICHMOND
 Township: -----
 Section: **35**
 Crown Allotment: **22 & 23**
 Crown Portion: -----
 Title Reference: **Vol.11032 Fol.281**
Vol.11032 Fol.282
 Last Plan Reference: **TP377497V**
 Postal Address: **182 - 184 STAWELL STREET**
BURNLEY 3121
 MGA Co-ordinates **E 324 720** Zone: **55**
 (of approx centre of plan) **N 5 811 160**

Council Certificate and Endorsement

Council Name: **Yarra City Council** Ref. **5007/0094**

~~1. This plan is certified under section 6 of the Subdivision Act 1988.~~
 2. This plan is certified under section 11(7) of the Subdivision Act 1988.
 Date of original certification under section 6 **18 / 3 / 08**
 3. This is a statement of compliance issued under section 21 of the Subdivision Act 1988.
OPEN SPACE
 (i) A requirement for public open space under section 18 of the Subdivision Act 1988 ~~has/has not been made.~~
 (ii) ~~The requirement has been satisfied.~~
 (iii) ~~The requirement is to be satisfied in Stage~~
~~Council delegate~~
~~Council seal~~
 Date ----- / ----- / -----
 Re-certified under section 11(7) of the Subdivision Act 1988
 Council Delegate **MU**
~~Council Seal~~
 Date **13 / 2 / 08**

Vesting of Roads and/ or Reserve	
Identifier	Council / Body / Person
Nil	Nil

Notations

Staging This is not a staged subdivision.
 Planning Permit No. _____

Depth Limitation Nil

Amendments:
 V1 24/08/07 Initial Drawing - MFV
 V2 02/07/08 Lot boundary amended & easement E-1 added - YSL

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Area of Site: **5255m²**
 No. of Lots: **2**

Survey This plan is based on survey.

Easement Information				
Legend: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)				
Easements and rights pursuant to Section 12(2) of the Subdivision Act 1988 apply to all the land in this plan.				
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
E-1	Support* (refer to definition below)	0.48	This Plan	Lot 2 on this Plan

LR use only

Statement of Compliance/Exemption Statement

Received

Date **30/9/2010**

Support* is defined as the support which is supplied by the existing brick wall within lot 1 to the abutting roof structure, wall and services within lot 2 on this plan.

LR use only

PLAN REGISTERED
 TIME **7:17 am**
 DATE **6/10/2010**

R. W. Grimwood
 Assistant Registrar of Titles

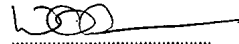
SHEET 1 OF 2 SHEETS




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 Email: ids@taylorsds.com.au Web Site: www.taylorsds.com.au

LICENSED SURVEYOR : **NEIL OLIVER**

Signature  Date **2 / 7 / 08**

REF. **1447-2L** VERSION **2** 2/07/08
 YSL



Date **13 / 8 / 08**

Council Delegate Signature

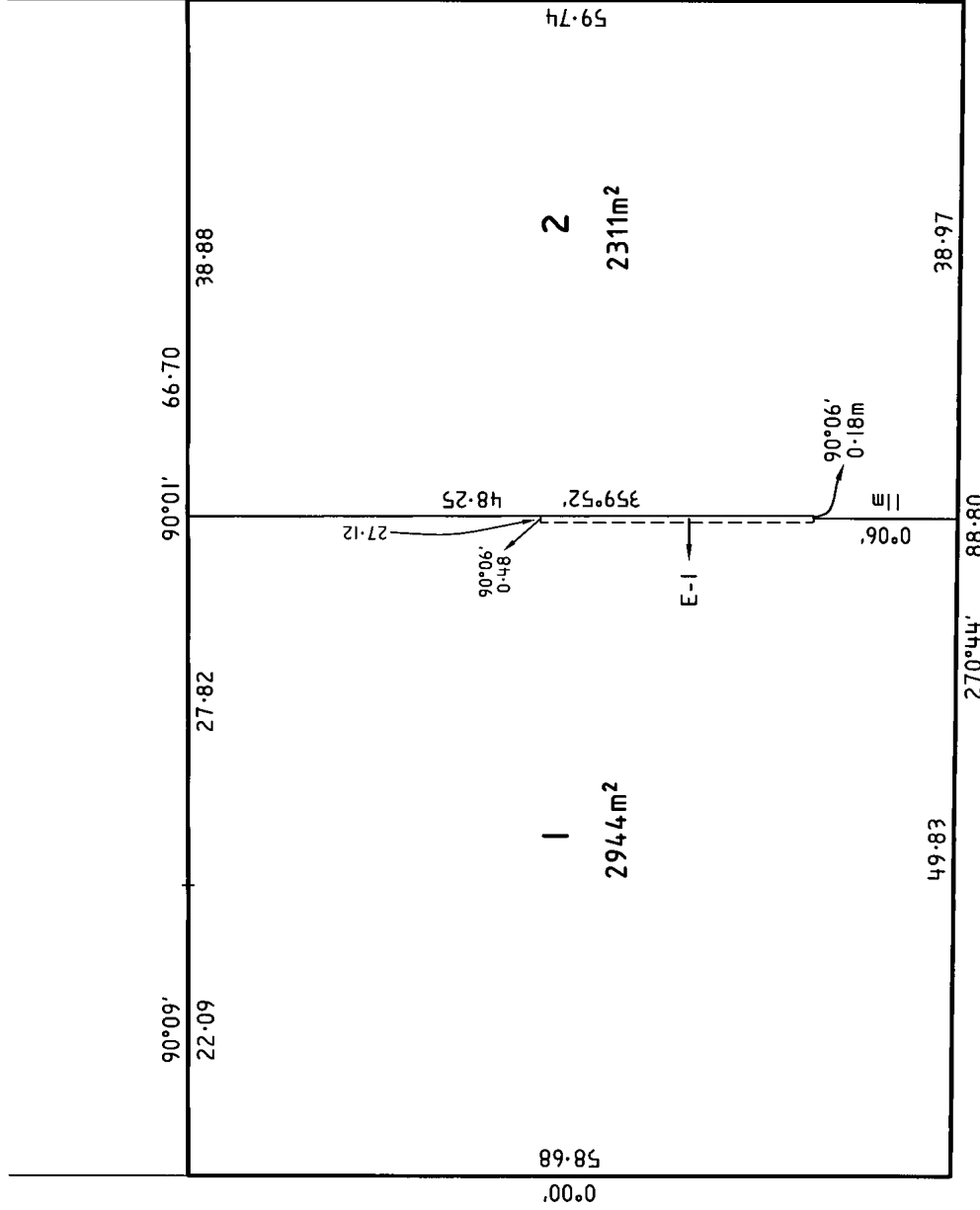
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PLAN OF SUBDIVISION

STAGE NO. 

Plan Number

PS613840L



ADVERTISED PLAN




ADAM STREET

STAWELL STREET

BARKLY AVENUE

SHEET 2

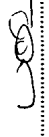


Date 13/8/08

Council Delegate Signature

Original sheet size A3

LICENSED SURVEYOR : NEIL OLIVER

Signature  Date 2/7/08

REF. 1447-2L VERSION 2 2/07/08 YSL

SCALE

4 0 8 16

LENGTHS ARE IN METRES

ORIGINAL

SCALE 1:400

SHEET SIZE A3

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