

# Officer Assessment Report

PA2403139

343 Royal Parade, Parkville



Officer Assessment Report  
Development Approvals & Design



Department  
of Transport  
and Planning

OFFICIAL



## Contents

<b>Executive Summary</b>	<b>2</b>
<b>Proposal</b>	<b>3</b>
<b>Application Process</b>	<b>3</b>
<b>Proposal Summary</b>	<b>4</b>
<b>Subject Site and Surrounds</b>	<b>13</b>
<b>Planning Provisions</b>	<b>16</b>
<b>Zoning and Overlays</b>	<b>16</b>
<b>Particular and General Provisions</b>	<b>17</b>
<b>Referrals and Notice</b>	<b>19</b>
<b>Assessment</b>	<b>31</b>
<b>Recommendation</b>	<b>38</b>

# Executive Summary



Key Information	Details			
Application No:	PA2403138			
Received:	19 August 2024			
Statutory Days:	39			
Applicant:	Monash University c/- Urbis Pty Ltd			
Planning Scheme:	Melbourne			
Land Address:	343 Royal Parade, Parkville			
Proposal:	Buildings and works associated with refurbishment of existing research centre including recladding of external façade, upgrades to roof plant area, minor increase to gross floor area (Level 4), landscaping works and reduction to statutory car parking requirement.			
Development Value:	\$ 35.0 million			
Why is the Minister responsible?	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible authority for an application to which Clause 53.22 applies.			
Why is a permit required?	Clause	Control	Trigger	
Zone:	Clause 34.01	Commercial 1 Zone	<i>To construct a building or construct or carry out works</i>	
Overlays:	Clause 43.02	Design and Development Overlay, Schedule 36	<i>To construct a building or construct or carry out works</i>	
Particular Provisions:	Clause 52.06	Car Parking	<i>Reduction to the car parking requirements</i>	
Cultural Heritage:	The subject site is not included in an aboriginal cultural heritage sensitivity area.			
Total Site Area:	4856.4	m <sup>2</sup>		
Gross Floor Area:	7,182.5	m <sup>2</sup>		
Height:	6	Storeys excluding plant		
	17.29	Metres excluding plant		
	24	Metres (total to Australian Height Datum – highest point for PANS OPS)		
Land Uses:	Dwellings	Office	Retail	Other
	N/A	N/A	N/A	Research Centre (existing use)
Parking:	Cars	Motorcycles	Bicycles	
	26	0	38	
Referral Authorities:	Melbourne City Council (s52 - Notice)			
Public Notice:	<p>Notice of the application was undertaken by the applicant at the direction of the Minister for Planning in the following manner:</p> <p><i>Display of sign on both street frontages and copies of notice posted to owners and occupiers of adjoining properties.</i></p> <p><b>3</b> objections have been received.</p>			
Delegates List:	Approval to determine under delegation received on <b>17 December 2024</b>			



## Application Process

1. The site has been used as a Research Centre since 1958, being operated by the CSIRO until July 2023 when the land was purchased by Monash University. The CSIRO have continued research operations from 'Mayfair House' building at the northeast of the site, since this time.
2. The subject site is not included in an aboriginal cultural heritage sensitivity area and preparation of a Cultural Heritage Management Plan is not required.
3. The key milestones in the application process were as follows:

### Development Facilitation Program: Pre-application

Enquiry lodgement	1 September 2023 (DFP lodgement)
Informal advice	11 July 2024 (Eligibility letter issued, eligible under Clause 53.22 – Category 1)
Invest Victoria	1 July 2024 (Invest Victoria letter issued, confirming project feasibility)

Milestone	Date
Application lodgement	30 August 2024
Further information requested	25 September 2024
Further information received	24 October 2024

**Decision Plans** Plans prepared by **DesignInc Architecture**, titled '**343 Redevelopment, Royal Parade Parkville, VIC**' and dated **1 November 2024**.

<b>Other Assessment Documents</b>	<ul style="list-style-type: none"><li>• <b>Architectural Design Report</b> prepared by Design Inc and dated 2 August 2024.</li><li>• <b>Landscape Report</b> prepared by Tract and dated 16 October 2024.</li><li>• <b>Traffic Assessment</b> prepared by EB Traffic Solutions and dated 16 October 2024.</li><li>• <b>Waste Management Plan</b> prepared by SALT3 and dated 1 November 2024.</li><li>• <b>Feature Survey Plan</b> prepared by Madigan Surveying and dated 22 November 2023.</li><li>• <b>ESD Statement</b> prepared by HIP V. HYPE and dated 2 August 2024.</li><li>• <b>Invest Victoria Letter</b> dated 1 July 2024.</li><li>• <b>Quantity Surveyor Report</b> prepared by Slattery Australia dated 1 July 2024.</li><li>• <b>Planning Report</b> prepared by Urbis and dated August 2024.</li></ul>
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4. The subject of this report is the decision plans (as described above).



## Proposal Summary

5. The proposal can be summarised as follows:

Key Information	Details
<b>Proposal:</b>	Buildings and works associated with refurbishment of existing research centre including recladding of external façade, upgrades to roof plant area, minor increase to gross floor area (Level 4), landscaping works and reduction to statutory car parking requirement.
<b>Total Site Area:</b>	4856.4 m <sup>2</sup>
<b>Gross Floor Area:</b>	7,182.5 m <sup>2</sup>
<b>Height:</b>	17.29 metres 24 metres (including plant)
<b>Minimum Setbacks:</b>	4.53 metres (north) 4.51 metres (east) 4.61 metres (south) 37.28 metres (west)
<b>Land Uses:</b>	Research centre
<b>Car Parking:</b>	26 spaces (7 existing spaces removed)
<b>Bicycle Parking:</b>	38 spaces
<b>Motorcycle Parking:</b>	Nil
<b>Total Parking:</b>	64 spaces (combined car and bicycle spaces)
<b>Loading and Waste arrangements:</b>	Loading dock and waste collection area located in southern vehicle accessway. Waste and delivery vehicles to enter site via Royal Parade and exit via Mile Lane.

6. The existing site consists of:

- 6-storey building (including subfloor basement) central to the site, orientated east west, referred to as 'Building 5'.
- 4-storey building at the rear of the site, orientated north south, referred to as 'Building 8'.
- Single storey building at northwest of the site, referred to as 'Mayfair House' (not included as part of this application, will continue to be operated by CSRIO).
- Three carparking areas, within the site frontage to Royal Parade, along the southern boundary and at the rear along Mile Lane.
- Various landscaping and site services including two bike storage areas.





Figure 1 Existing site buildings labelled

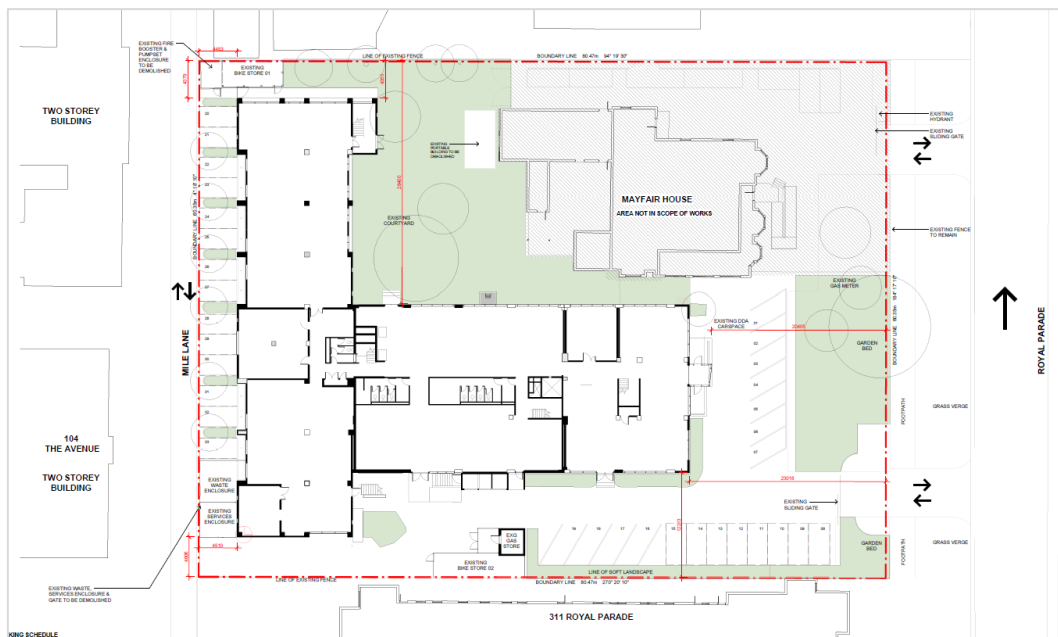


Figure 2 Existing site plan

7. Details of the proposal are described below:

**External upgrades and recladding of buildings**

- Construction of new building entry at southeast of Building 5, including entry curtain wall façade.



- New external material façade treatments to Building 5 including face brickwork, aluminium cladding (concave single and triple panelling), fibre cement cladding, aluminium fascia, perforated aluminium vertical sunshade, aluminium mechanical louvre, framed clear glazing.
- New external material façade treatments to Building 8 including fibre cement cladding, existing concrete columns and panels with new clear seal, existing vertical sunshades reinstated, and new sunshades added where required, framed clear glazing.
- Upgrades to external egress stair at the south and new aluminium cladding screening added.
- Demolition of existing waste and services enclosures at the southwest of Building 8 and construction of new waste enclosures at rear of Building 8 and adjacent to proposed loading dock.

#### **Roof plant upgrades**

- Upgrades and construction of plant and exhaust flutes to ensure the building is fit for purpose. Minor increase to overall height of plant (now total height of 24 metres) with screening.
- Upgrades to existing plant room areas and flues on the roof of Building 5.
- Construction of new grouped exhaust flues at north and south of Building 8. Flues to be screened by aluminium mechanical louvres.
- PV solar panels added to northern area of Building 8 and northern/ eastern area of Building 5.

#### **Minor increase to floor area**

- Building 5, Level 4 extended north by an additional 3.868 metres, increasing floor area by approximately 93.3 square metres. The extension will incorporate internal staircase and extended existing terraced area. Extension and landscaping proposed on the terrace is sought to improved useability and functionality of this space for future staff. Extension is associated with amenity areas only and does not increase the area used for research centre purposes.

#### **Reduction of car parking requirement**

- Reconfiguration of carparking layout, including the removal of seven car parking spaces within the Royal Parade frontage. Consequential reduction of 7 spaces to the statutory car parking requirement.
- Upgrades to car parking spaces including new spaces at southwest replacing existing waste/ services enclosures.

#### **Reconfiguration of bicycle facilities**

- Demolition of existing bike storage shed adjacent to the southern site boundary.
- Construction of new secure bicycle store at the northwest of the site for 30 spaces, accessible via Mile Lane or Royal Parade.
- Construction of new bicycle racks within landscaped front setback to Royal Parade.
- Refurbishment of ground floor end-of-trip facilitates including provision of three showers.

#### **Landscaping**

- Extensive landscaping upgrades including new planting and pedestrian entry within Royal Parade frontage.
- Removal of 7 trees (non-native species) and retention of 17 existing trees on site.
- Planting of 24 additional trees, predominately native species.
- Upgrades to landscaping within the internal courtyard between Buildings 5 & 8 and Mayfair House.
- Additional landscaping proposed on Level 4 terrace area, including planter boxes and bench planters.



Figure 3 Proposed site plan

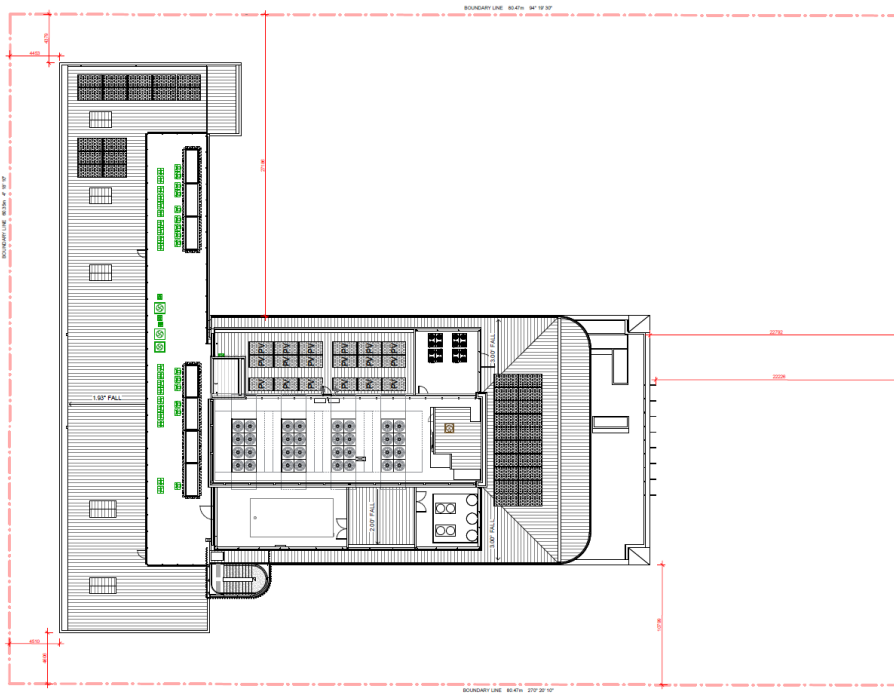


Figure 4 Proposed roof plan



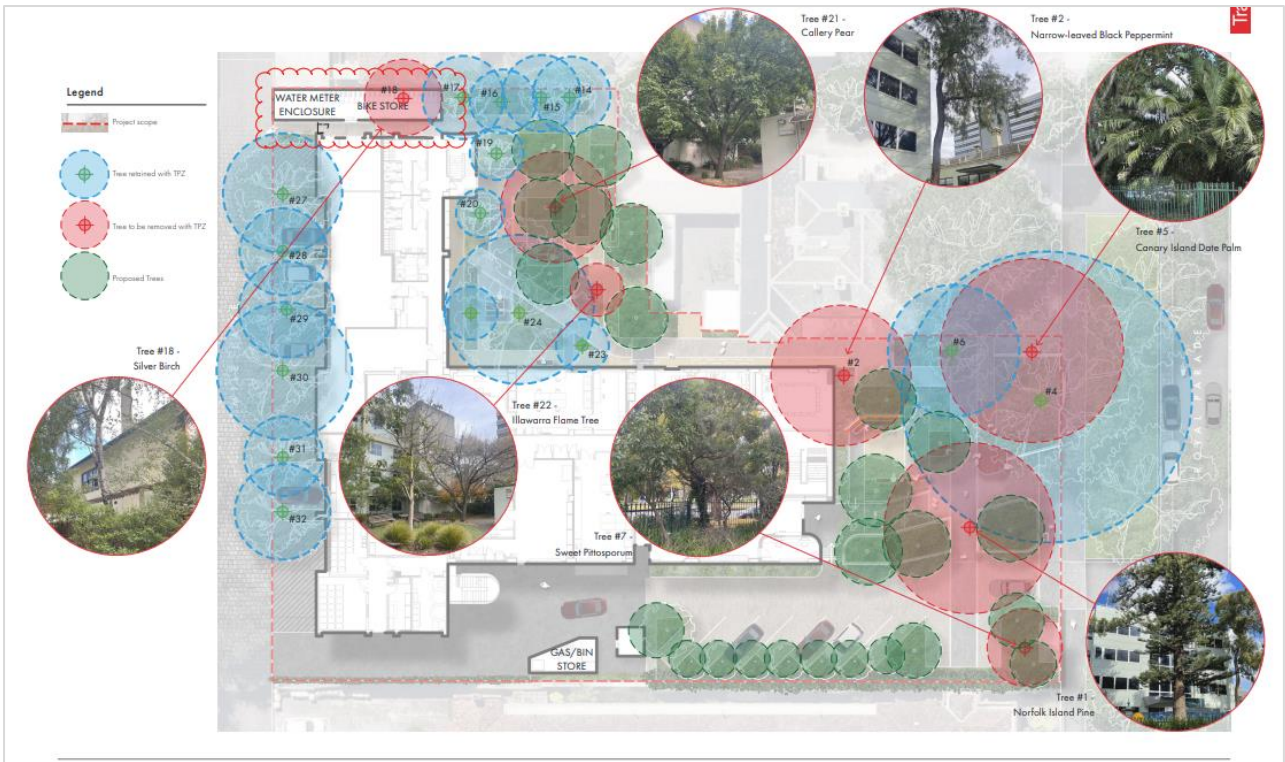


Figure 5 Proposed tree removal/ retention plan

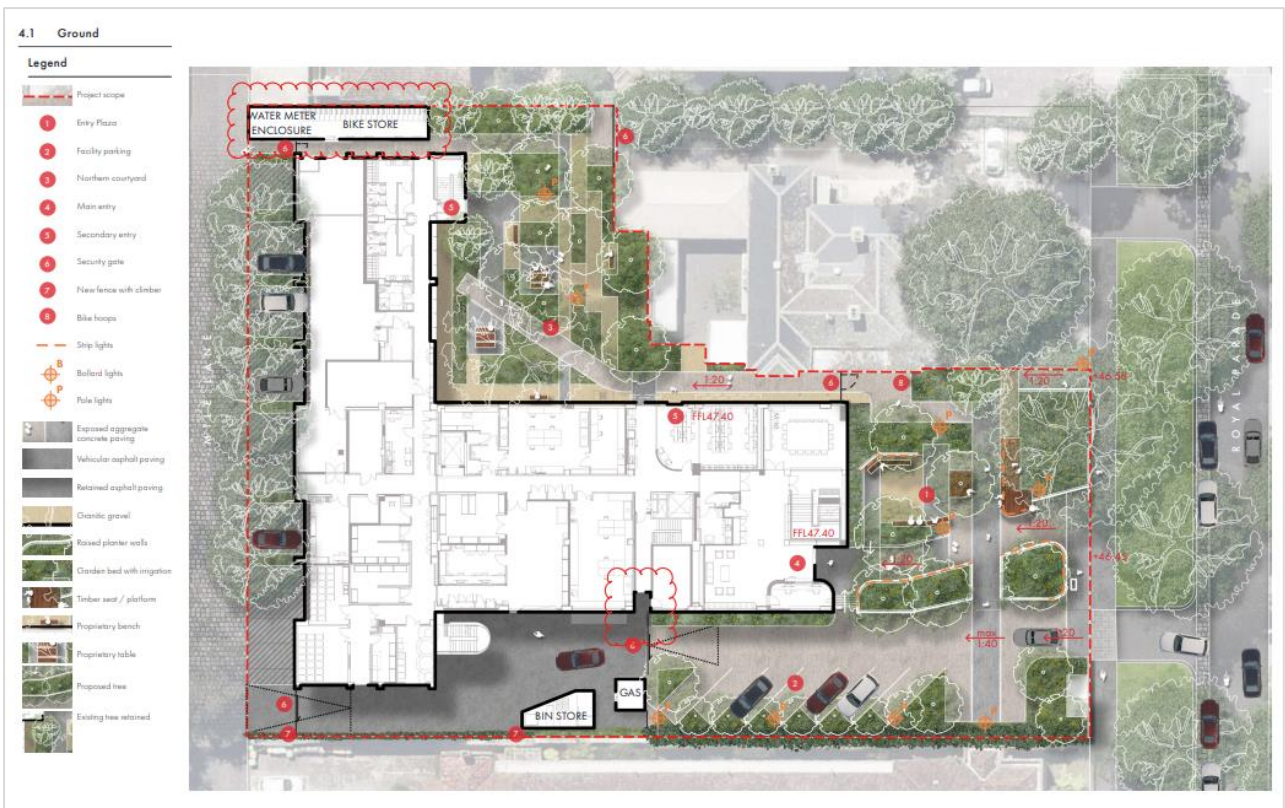


Figure 6 Proposed landscape concept plan

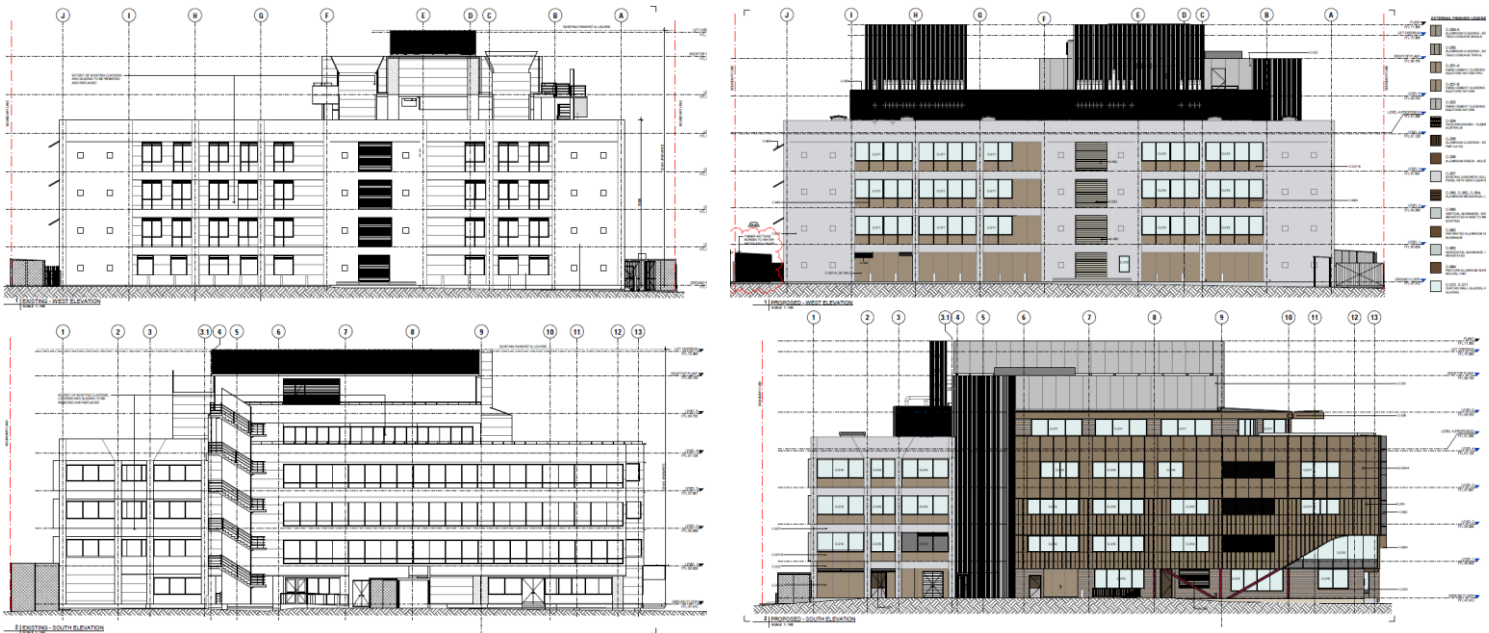


Figure 7 Existing and proposed west/ south elevations



Figure 8 Existing and proposed east/ north elevations

8. The applicant has provided the following concept image/s of the proposal:





Figure 9 Existing and proposed Building 5 (Royal Parade frontage)



Figure 10 Proposed east elevation (Royal Parade frontage)



Figure 11 Proposed south elevation



*Figure 12 Proposed north elevation*



*Figure 13 Proposed west elevation (Mile Lane frontage)*





*Figure 14 Proposed landscaping within Royal Parade frontage*



*Figure 15 Proposed landscaping and vehicle entrance, Royal Parade frontage*





## Site Description

9. The site is located on the western side of Royal Parade, approximately 70 metres south of the intersection of Royal Parade and Walker Street.
10. The existing site comprises of three main buildings; Building 5 and Building 8 (subject of this application) and single storey building at northwest of the site, referred to as 'Mayfair House'. Associated car parking areas and various site services are also provided on the site



Figure 16 Subject site as viewed from Royal Parade - Building 5 and southern vehicle crossing



Figure 17 Subject site as viewed from Mile Lane – Building 8, carparking, bin storage and rear vehicle access



11. Mayfair House is currently tenanted by CSRIO who operate a research centre from this building. The CSRIO previously occupied the entire site (including Buildings 5 and 8) until the property was purchased by Monash University. CSRIO operations are now limited to Mayfair House only, however the use of the land has not ceased and will continue throughout proposed refurbishment works.



Figure 18 Subject site as viewed from Royal Parade frontage - Mayfair House, Building 5 behind and northern vehicle crossing

12. The site is regular shaped, with frontages measuring 60.53 metres along Royal Parade and Mile Lane. The site has a depth of 80.74 metres and a total area of 4,856.4 square metres.
13. The site consists of two lots, formally described as the following land parcels:
  - Crown Allotment 7 Section B at Royal Park Parish of Jika Jika
  - Crown Allotment 8, Section B at Royal Park Parish of Jika Jika.
14. The land is not affected by any easements, restrictions or reserves.

## Site Surrounds

15. The surrounding development mainly consists of residential development, with low scale apartment developments immediately adjoining to the north, south and west.
16. The wider Parkville locality is identified as a National Employment and Innovation Cluster (NEIC) with several major research and education land uses in the area including the CSRIO, Monash and Melbourne University campuses and associated student accommodation.
17. Development surrounding the site can be described as follows:
  - To the **north** of the site: Two-storey residential apartment development at 361 Royal Parade, and 13-storey commercial office building beyond.
  - To the **south** of the site: Two-storey residential apartment development at 311 Royal Parade, and 11-storey student accommodation beyond.
  - To the **east** of the site: Royal Parade and Princes Park beyond.
  - To the **west** of the site: Mile Lane and two-storey residential apartment developments beyond, orientated toward The Avenue.



18. A site inspection of the subject site and surrounds was undertaken on 12 December 2024, see figures



*Figure 19 Building 5, neighbouring apartment development and student accommodation beyond*



*Figure 20 Southern site boundary and adjoining apartments at 321 Royal Parade*





## Municipal Planning Strategy

19. The following objectives and strategies of the Municipal Strategic Statement of the scheme are relevant to the proposal:

Clause	Description
02.03	Strategic Directions
02.04	Strategic Framework Plan

## Planning Policy Framework

20. The following objectives and strategies of the Planning Policy Framework of the scheme are relevant to the proposal:

<b>Clause 11</b>	<b>Settlement</b>
11.01-1R	Settlement – Metropolitan Melbourne
11.03-6L-11	Parkville
<b>Clause 13</b>	<b>Environmental Risks and Amenity</b>
13.07-1S	Land Use Compatibility
13.07-1L-03	Land Use Compatibility
<b>Clause 15</b>	<b>Built Environment and Heritage</b>
15.01	Built Environment
15.01-1L-05	Urban Design outside the Capital City Zone
15.01-2S	Building Design
<b>Clause 17</b>	<b>Economic Development</b>
17.01	Employment
17.01-2S	Innovation and Research
<b>Clause 18</b>	<b>Transport</b>
18.01	Land Use and Transport
18.01-1S	Land Use and Transport Integration
18.02	Movement Networks
<b>Clause 19</b>	<b>Infrastructure</b>
19.02	Community Infrastructure
19.02-2S	Education Facilities

21. The assessment section of this report provides a detailed assessment of the relevant planning policies.

## Zoning and Overlays

### Commercial 1 Zone

22. A planning permit is required to construct a building or construct or carry out works in accordance with Clause 34.01. The purpose of the Commercial 1 Zone is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

23. The following sections include a discussion of how the proposal responds to these requirements.

#### **Design and Development Overlay – Schedule 36**

24. A planning permit is required to construct a building or construct or carry out works in accordance with Schedule 36 to Clause 43.02 – Design and Development Overlay (Royal Parade Central).

25. The objectives and decision guidelines relevant to this proposal are:

- *To reflect the existing built form and open space pattern of North Parkville.*
- *To ensure that buildings do not dominate the landscape character of the area.*
- *To ensure that building siting creates spaces for tall canopied trees.*
- *To encourage generous setbacks so as to provide landscaping and a sense of spaciousness between buildings which allow for views between buildings.*
- *To maintain the landscape character of Royal Parade as the dominant visual element in the area.*
- *To preserve the limited opportunities for growth in the education and research sectors by restricting the scale of general commercial developments.*

### **Particular and General Provisions**

#### **Car Parking – Clause 52.06**

26. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under Clause 52.06-5.
27. Pursuant to Clause 52.06-5, Column B parking rates apply given the subject site is within the PPTN area, however there is no specific parking requirement rate listed for Research Centre use in Table 1. As the land use is not proposed to change and the increase in floor area is minor, consent for a reduction of seven car parking spaces only is sought. This reduction is caused by the removal of existing spaces located in the Royal Parade setback, reducing the overall provision from 33 to 26 spaces.
28. Clause 52.06 sets out the requirements of car parking design and provision of appropriate number of car parking spaces based on demand generated based on activities on the land.

#### **Bicycle Facilities – Clause 52.34**

29. Pursuant to Clause 52.34-2 a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 (required bicycle facilities) and Clause 52.34-6 (Design of bicycle spaces).
30. Pursuant to Clause 52.34-5, research centre is not a listed land use in Table 1, however is nested within the industry land use. The development is subsequently required to provide 7 bicycle spaces. The proposal exceeds this requirement, providing 38 spaces and associated end of trip facilities.

#### **Stormwater Management in Urban Development – Clause 53.18**

31. Pursuant to Clause 53.18-3 an application to construct a building or construct or carry out works:
- Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.



- Should meet all of the standards of Clauses 53.18-5 and 53.18-6.

#### **Significant Economic Development – Clause 53.22**

32. Clause 53.22 seeks to prioritise and facilitate the planning, assessment and delivery of projects that make a significant contribution to the State's economy and provide substantial public benefit. This application is eligible under Category 1 of this provision, as the proposal seeks development for a research centre land use, costing more than \$20 million in metropolitan Melbourne.
33. Pursuant to Clause 53.22-4 an application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.

#### **Existing Use Rights**

34. Clause 63.01 sets out the conditions in which existing use rights are established.
35. The proposal is considered to benefit from existing use rights. The land has been used by the CSRIO as a research centre for several decades. This use has not ceased, currently continuing in Mayfair House. The CSRIO will continue to operate from this building throughout the construction works proposed by this application and will also continue when Monash occupy the refurbished Buildings 5 and 8. As such, no consent for use of the land is sought as part of this application.



## Referrals

36. The application was referred to the following groups:

Provision / Clause	Organisation	Response and date received
Section 52(1)(b) – Notice	City of Melbourne	19 September 2024
		6 December 2024

## Municipal Council Comments

37. Melbourne City Council (the council) considered the application at its Planning Internal Delegation Panel committee on 28 November 2024. The council provided a formal response on 6 December 2024.

38. The council's comments are summarised below:

Theme	Council comments	DTP Response
City Design	<p>City Design commends the proposal's high-quality design and adaptive reuse ambitions. We broadly support the proposal with some clarification and additional information required and recommended to further explore.</p> <p><b>Height / visual bulk</b></p> <ul style="list-style-type: none"> <li>We note the upgrades to plant infrastructure.</li> <li>DDO36: a permit may be granted to replace or alter a building or works existing at the approval date but which do not comply with the Maximum Building Height specified in the table, only if the responsible authority is satisfied an increase in height improves the amenity and enhances the urban character of the area.</li> <li>If possible, it is recommended that the enclosure around grouped exhaust flutes be lowered to reduce visual bulk and to reveal the flutes.</li> </ul> <p><b>Further landscape opportunities</b></p> <ul style="list-style-type: none"> <li>The proposal includes two parking areas and an access lane through the site.</li> <li>DDO36: Maintenance of the pedestrian friendly scale of Mile Lane.</li> <li>DDO36: Continuance of the spacious landscape setting of Royal Parade and the appearance of buildings in spacious grounds by generous landscaped building setbacks.</li> <li>Exploration of flexible/permeable paving options for hardstand parking areas and southern access lane is recommended. This would support amenity along Mile Lane and complement the landscape setting fronting Royal Parade as a flexible, green forecourt.</li> </ul> <p><b>Façade strategy</b></p> <ul style="list-style-type: none"> <li>We require further clarification and detail on the façade strategy.</li> </ul> <p><b>Decision guidelines</b></p> <ul style="list-style-type: none"> <li>We seek clarification on whether the decision guideline has/will be addressed in regard to advice from the OVGA. (Significant Economic Development – Clause 53.22-5)</li> </ul>	<p>City Design comments were provided to the applicant as part of the further information request.</p> <p>The applicant advised various designs were tested with no plant enclosure or reduced height of screening height. The applicant has advised alternative designs without roof plant screening appeared unfinished, with the plant too prominent. The original design with aluminium mechanical louvre screening surrounding the roof plant is considered a more appropriate urban design outcome. While the height and bulk of the plant is substantial it is not considered an unacceptable outcome and will still provide a positive contribution to the wider streetscape.</p> <p>The views of the OVGA are to be considered where appropriate as per Clause 53.22-5. Given the extent of the works proposed include refurbishment and recladding of the existing building only, referred to the OVGA was not required in this instance.</p>
	<p><b>Environmentally Sustainable Design</b></p> <p>The development does not yet have acceptable ESD targets to satisfy Clause 15.01-2L-01 Energy and resource efficiency and Clause 19.03-3L Stormwater management (water sensitive urban design) of the Melbourne Planning Scheme.</p>	<p>The proposal relates to an existing research centre land use, which is not listed in the building types in Table 1 (performance measures) at Clause 15.01-2L.</p>





Whilst the ESDS does provide some high-quality objectives for the development however it fails to provide tangible targets for the development to be assessed against. It is suggested that the local policy requirements are used as a guide to assist with developing project wide targets under Energy, Water and Waste Efficiency.

We would also recommend a response that considers additional categories including Urban Heat Island, Sustainable Transport and Urban Ecology, requirements for these categories can be found within our Planning Scheme Amendment C376: Sustainable Building Design.

Conditions have been recommended to require an addendum to the ESD Statement prepared by HIP V. Hype responding to Council's ESD Advisor's recommendations.

As the proposed development seeks adaptive re-use of an existing building, extending the building's lifespan, it is considered that the proposal generally presents an acceptable response to the requirements of Clause 15.01-2L-01 Energy and resource efficiency and Clause 19.03-3L Stormwater management, subject to standard conditions recommended by Council's Civil Design team.

The gross floor area of the development exceeding 2000sqm, however the application does not propose any new buildings and is only seeking to refurbish the existing research centre. As such, the development is not subject to the same standard of ESD which would be applied where a new building was proposed.

The application is provided with an ESD statement prepared by HIP V. HYPE which includes sustainability responses to be incorporated into the refurbishment including thermal insulation, solar shading, all electric building services, onsite PV solar, energy efficient lighting, 70KL rainwater tank for irrigation and toilet flushing, provision for EV charging infrastructure and maximised permeable surfaces.

All the proposed sustainability measures will contribute to a significantly improved sustainability response compared with the existing building. Given the provisions do not explicitly require an ESD response, the proposed measures are acceptable, and no further measures are deemed required.

A permit condition is recommended to require a STORM report and response to stormwater management objectives at 53.18 to be included in the ESD response.

**Green Infrastructure**

- Planter depths will need to meet minimum soil volume requirements especially for tree species. Were possible, ensure trees are planted into deep soil to ensure root systems have enough room to establish. If planting in planters ensuring interconnected soil volumes will help with root development and establishment.
- Level 4 planters would be better suited to the boundaries of the terrace to ensure minimum light levels and natural irrigation are met for the indicated species. If wanting to retain planters under canopy, species that can tolerate lower light levels will need to be considered.
- Irrigation, preferably drip, will need to be installed in raised garden beds and planters.
- Ensure all planters and raised garden beds have annotated drawings and include, drainage layer, root barriers, protection mats, substrate filters and water proofing details.
- Appropriate light weight green roof substrate will need to be identified.
- Maintenance for establishment and post establishment will need to be supplied.
- A green factor tool score card to be provided.

The extent of proposed landscaping throughout the site is considered appropriate and an improvement compared with existing conditions.

A permit condition is recommended to require amendments to the landscape plan to update planter depths, planters relocated to the terrace boundaries, drip irrigation, details of drainage layer, maintenance schedule and green factor tool.

The recommended details of lightweight green roof substrate is not recommended to be included in the permit condition, noting no green roof is proposed and the level four terrace includes planter boxes only.

**Civil Design**

Pursuant to the Road Management Act 2004 (the Act) any works within the road reserve of Royal Parade, an arterial road, requires the written consent of VicRoads, the Coordinating Road Authority. Footpaths, nature strips and medians of such roads fall under the City of Melbourne's control. The 'road' is the reserve from building

Noted.  
Recommended conditions to be included in planning permit.



line to building line. Subsequently our conditions for works on footpaths, nature strips and medians of arterial and municipal roads are listed below.

The proposed development will necessitate the installation of a sewerage connection from the building to the sewer main located within the road reserve. Council requires that sewer boundary traps for new buildings be located within the curtilage of the property. In cases where the building covers the entire site, a recess shall be provided in a wall of the building to facilitate the boundary trap installation in accordance with the requirements of the relevant sewer authority. The applicant shall consider Council and relevant sewer authority requirements at early planning stages to achieve compliance at the construction phase in accordance with Council Policy (DM1089579).

Recommended conditions:

**Works abutting CoM laneway**

The title boundaries for the property may not exactly agree with the road alignments of the abutting the City of Melbourne's laneway. The approved works must not result in structures that encroach onto the City of Melbourne's laneway.

**Drainage connection underground**

Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by the Responsible Authority – City Infrastructure. This system must be constructed prior to the occupation of the development and provision made to connect this system to the City of Melbourne's underground stormwater drainage system.

**Groundwater management**

All groundwater and water that seeps from the ground adjoining the building basement (seepage water) and any overflow from a reuse system which collects groundwater or seepage water must not be discharged to the Council's drainage network. All contaminated water must be treated via a suitable treatment system and fully reused on site or discharged into a sewerage network under a relevant trade waste agreement with the responsible service authority.

**Demolish and construct access**

Prior to the commencement of the use/occupation of the development, all necessary existing vehicle crossings must be reconstructed, and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by the Responsible Authority – City Infrastructure.

**Roads**

All portions of roads and laneways affected by the building related activities of the subject land must be reconstructed together with associated works including the reconstruction or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – City Infrastructure.

**Footpaths**

The footpath adjoining the site along Royal Parade must be reconstructed together with associated works including the renewal/reconstruction of kerb and channel and modification of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible



Authority – City Infrastructure.

**Street levels not to be altered**

Existing street levels in roads adjoining the site must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the Responsible Authority – City Infrastructure.

**Existing street lighting not altered without approval**

All street lighting assets temporarily removed or altered to facilitate construction works shall be reinstated once the need for removal or alteration has been ceased. Existing public street lighting must not be altered without first obtaining the written approval of the Responsible Authority – City Infrastructure.

**Existing street furniture**

Existing street furniture must not be removed or relocated without first obtaining the written approval of the Responsible Authority – City Infrastructure.

**Traffic Engineering**

The CPIA indicates the development has a deficiency of 7 car parking spaces, under the Melbourne Planning Scheme (MPS).

While it is accepted that sufficient car parking is provided to accommodate daytime demand, the CPIA indicates that up to 200 staff/patrons are expected for events held during evening periods. This is of concern, as such a large number of staff/patrons could potentially occupy all public parking in the vicinity of the site on an ongoing basis, possibly on several evenings each week. This matter has not been assessed in the CPIA, as a parking survey has only been undertaken during daytime.

In our experience, people attending such events rarely use public transport, as it is infrequent in the evenings. Most are likely to arrive by car and are often prepared to walk long distances to find available parking. The operation of the facility during evenings is similar to a function centre, with parking demand in the evenings likely to be 0.3 spaces/patron, equating to 60 parking spaces.

If it is not possible to provide 60 spaces on site, the applicant could consider leasing a nearby parking facility or arrange for a minibus to transport patrons to/from the site. Such an arrangement currently exists at the Melbourne Pavilion on the corner of Racecourse Rd / Stubbs St, with guests being transported by minibus to/from the Langford St car park.

A note should be placed on the planning permit, stating: "Council may not change on street parking restrictions to accommodate the access, servicing, delivery and parking needs of this development".

All spaces, ramps, grades, transitions, accessways and height clearances must be generally designed in accordance with the MPS and/or AS/NZS 2890.1:2004.

Pedestrian site triangles of 2x2.5m should be provided at the exit from the site. Alternatively, an electronic signalling system must be provided to alert pedestrians of exiting vehicles and vice-versa, as well as other safety measures to further enhance the safety of pedestrians

At least 30 bicycle spaces must be provided on site, in accordance with the relevant Australian Standards.

An amended car parking impact assessment was submitted as further information response.

The updated assessment details evening events are to be held occasionally throughout the year (approx. 3-4 events annually).

Where additional parking is required, there are 113 car parking spaces available at Monash University Parkville campus to the north of the site at 407 Royal Parade and 399 Royal Parade, which can accommodate patron parking after hours.

DTP considers overflow parking provided at Monash University campus will appropriately address parking shortfall associated with occasional afterhours events.

Sight triangles and bicycle parking storage are shown on the amended site plan.

**Waste**

We have reviewed the WMP and have found it to be satisfactory.

Noted.





### Waste Conditions

- The waste storage and collection arrangements must be in accordance with the Waste Management Plan (WMP) prepared by Salt dated 01/11/2024.
- The submitted WMP must not be altered without prior consent of the City of Melbourne – Waste and Recycling.
- Spare garbage, recycling and organics bins must be provided in the general waste store for those occasions when the site hosts an after-hours event.

Note: Doorways and transfer pathway are suboptimal for the 2 x 660L sharps bins. Depending on the volume of sharps requiring disposal each week, downsizing these bins may need to be considered from a staff safety perspective.

Updated waste management permit conditions provided by the council on 6 December 2024 are to be included on the permit.

### Urban Forestry and Ecology

An Arboricultural Impact Assessment has not been included but based on plans, documents and information provided, the design of the proposal will not have a direct impact on the four (4) public tree assets along Royal Parade. The existing building is to be retained and refurbished. Landscaping is to be undertaken throughout the whole site including large tree removal. Plans do not indicate any change to the two crossovers which would encroach into the TPZ's of the public trees and pose the greatest risk.

One detail that does raise some concern is the location of the new fire booster cabinet. Generally, these require a minimum distance to be cleared to allow emergency services to access these cabinets which may impact tree asset 1020061.

Additional impacts to trees are likely to result from construction requirements (particularly the location and installation of loading zones, site access, material/equipment delivery storage) but these will not be fully assessed until a Construction and Traffic Management Plan is lodged. The Tree Policy seeks to retain the trees and minimise the pruning impacts.

The further information response indicated the applicant does not believe the location of the proposed fire booster would impact on existing street trees.

Permit conditions are recommended to require preparation of tree protection management plan for review by the council's Urban Forestry and Ecology team prior to commencement of the development.

### Land tenure

The following comments are provided in response to the internal referral of the above application:

#### Consolidation of Titles

Prior to the commencement of works, including demolition, all the land for the proposed development must be owned by the one entity and consolidated onto the one certificate of title to the satisfaction of the Responsible Authority

#### Site Boundary v's Title Boundary

The proposed architectural plans show a site boundary (broken red line) and a boundary line. The applicant should clarify the difference between each. All of the proposed works must be within the existing title boundaries.

The comments of the land tenure department are noted.

The existing research centre operates over two lots, both of which have been purchased by Monash University. While it is understood the council's preference for the land to be consolidated into one parcel, DTP do not consider this requirement is necessary to deliver an orderly outcome. The site will continue to operate across two lots as the previous CSIRO centre operated. The applicant has advised Monash does not intend to consolidate the title. Buildings 5 and 8 which are proposed for refurbishment and operation by Monash extend across both lots and will not be operated or purchased separately. DTP have determined a permit condition to require consolidation is not required.

There is a Moreton Bay Fig tree in the site frontage. This tree has large trunk and root area within a raised planter which overhangs the eastern site boundary/ Royal Parade footpath, see Figure 21 below.



This tree makes a significantly contribution to the landscaped character of Royal Parade and is to be retained. Consequentially, the planter will continue to marginally overhang the footpath.

A permit condition is recommended to require notation be added to the architectural plans, requiring the removal of the planter and reinstatement of the fence to align with the site boundary should the fig tree ever be removed in the future.

Given this is the existing conditions on the site, the planter being maintained is considered an acceptable outcome.



Figure 21 Existing site boundary and established fig tree

39. The council determined to not object to a permit being granted subject to permit conditions. Most permit conditions have been recommended for inclusion with some exceptions detailed in the table below. Conditions noted as ‘included’ have been amended slightly include wording consistent with DTP standard conditions, however the intent remains the same. The council has been advised of permit conditions which are not to be included on the planning permit.

Recommended permit condition	DTP response
<p>Amended Plans Prior to the commencement of the development, an electronic set of plans drawn to scale, must be submitted to the Responsible Authority generally in accordance with the plans prepared by DesignInc included with public notice of the application (latest Revision TP-02, dated 1.11.24), but amended to show:</p> <ul style="list-style-type: none"> <li>a) End of trip facilities showing three (3) showers and changing rooms.</li> <li>b) An annotation stating, “In the event the mature Moreton Bay Fig tree adjacent to the Royal Parade frontage is removed, the existing supporting retaining structure projecting into Royal Parade is to be realigned with the title boundary to the</li> </ul>	<p><b>Included</b></p>



satisfaction of the responsible authority.”

- c) Any changes as required by the endorsed Car Parking Impact Assessment.
- d) Any changes as required by the endorsed Sustainability Management Plan.
- e) Any changes as required by the endorsed Landscape Plan.
- f) Any changes as required by the endorsed Waste Management Plan.

The amended plans must be prepared to the satisfaction of the Responsible Authority in consultation with Melbourne City Council and when approved shall be the endorsed plans that form part of this permit.

<p><b>Secondary Consent Mechanism</b> The development as shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.</p>	<b>Included</b>
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<p><b>Glare</b> Specular light reflectance from external materials and finishes must be less than 15% to the satisfaction of, or unless otherwise approved by, the Responsible Authority.</p> <p>External building materials and finishes must not result in hazardous or uncomfortable glare to pedestrians, public transport operators and commuters, motorists, aircraft, or occupants of surrounding buildings and public spaces, to the satisfaction of the Responsible Authority.</p>	<b>Included</b>
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<p><b>Construction Management Plan</b> Prior to the commencement of the development, a detailed construction management plan (CMP) must be submitted to and be approved by Melbourne City Council – Site Services.</p> <p>This construction management plan must be prepared in accordance with the City of Melbourne’s Code of Practice for Building, Construction and Works and is to address the following:</p> <ul style="list-style-type: none"> <li>a) Management of public access and linkages around the site during construction.</li> <li>b) Site access and traffic management (including any disruptions to adjoining vehicular and pedestrian accessways).</li> <li>c) Any works within the adjoining street network road reserves.</li> <li>d) Sediment control and site drainage.</li> <li>e) Discharge of polluted waters.</li> <li>f) Public safety and site security.</li> <li>g) Hours of construction.</li> <li>h) Control of noise, dust and soiling of roadways.</li> <li>i) Collection and disposal of building and construction waste</li> <li>j) Reasonable measures to ensure that disruption to adjacent public transport services are kept to a minimum.</li> </ul> <p>If the CMP changes any of the tree protection methodologies or impacts on public trees in ways not identified in the endorsed Tree Protection Plan (TPP) approved under this permit, a revised TPP must be submitted to and approved by Melbourne City Council - Urban Forestry and Ecology.</p>	<b>Included</b>
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<p><b>Consolidation of Titles</b> Prior to the commencement of the development, all the land included in the permit must be owned by the one entity and consolidated onto the one certificate of title to the satisfaction of the Responsible Authority.</p>	<p><b>Not included</b> As above, the existing research centre operates over two lots, both of which have been purchased by Monash University. DTP do not consider consolidation of titles is required given the buildings to be refurbished existing over both lots and there is no intention to operate or sell the lots separately. This permit condition is deemed unnecessary.</p>
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<p><b>Car Parking Impact Assessment and Green Travel Plan</b> Prior to the commencement of the development, an updated Car Parking Impact Assessment, generally in accordance with the Car Parking Impact Assessment prepared by B Traffic Solutions, dated 16 October 2024, Revision C, must be prepared to the</p>	<b>Included.</b>
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satisfaction of Melbourne City Council. The updated Car Parking Impact Assessment report is to include:

- a) References to the 'Research and Development Centre' land use replaced with 'Research Centre', with corresponding updates to the statutory car parking and bicycle facilities assessments.
- b) Details of either pedestrian site triangles of 2m x 2.5m at the Mile Lane vehicle exit, or alternatively, details of an appropriate electronic signalling system to alert pedestrians of exiting vehicles and vice-versa.
- c) Additional recommendations on how the safety of pedestrians at vehicle/pedestrian conflict areas of the site can be further improved to enhance the safety of pedestrians.
- d) A plan showing the location of available parking at the Monash University Parkville campus at 407 Royal Parade and 399 Royal Parade for infrequent evening events, and confirmation car parking at these locations will be available to visitors of the development at 343 Royal Parade, Parkville.
- e) A Green Travel Plan outlining the ways in which Monash University will manage the transport needs of employees and visitors of the development and make them aware of available public transportation and cycling infrastructure.

When provided to the satisfaction of Melbourne City Council – City Infrastructure, the updated Car Parking Impact Assessment will be endorsed to form part of this permit.

**Bicycle facilities**

The design and dimensions of the bicycle parking spaces must comply with the relevant Australian Standards or Bicycle Network Guidelines to the satisfaction of Melbourne City Council – City Infrastructure.

**Included**

**Car parking layout and access**

All spaces, ramps, grades, transitions, accessways, height clearances must be designed in accordance with the Melbourne Planning Scheme and / or relevant Australian Standards, to the satisfaction of Melbourne City Council – City Infrastructure.

The areas set aside for car parking, the access of vehicles and access ways must be constructed, delineated and clearly line marked to indicate each car space, the access ways and the direction in which vehicles must proceed along the access ways, in conformity with the endorsed plans. Parking areas and access ways must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority.

**Included**

**Waste and Recycling**

The waste storage and collection arrangements must be in accordance with the endorsed Waste Management Plan (WMP) prepared by Salt dated 1 November 2024.

Waste storage and collection arrangements must not be altered without the prior consent of the Melbourne City Council - City Infrastructure.

No garbage bin or waste materials generated by the development may be deposited or stored outside the site and bins must be returned to the garbage storage area as soon as practical after garbage collection, to the satisfaction of the Council.

**Included**

**Environmentally Sustainable Design**

Prior to the commencement of the development, including bulk excavation, an amended Sustainability Management Plan (SMP) report must be prepared by a suitably qualified professional to the satisfaction of the Responsible Authority in consultation with Melbourne City Council. The amended SMP report must be generally in accordance with the SMP report prepared by HIP V. HYPE, dated 2 August 2024, but amended to include:

- a) A supplementary addendum or amended report responding to the recommendations of City of Melbourne's Environmentally Sustainable Design expert in advice dated 11 November 2024.

When provided to the satisfaction of the Responsible Authority, the amended SMP report will be endorsed and form part of this permit.

Prior to the occupation of the development, a report from the author of the endorsed SMP report, or similarly qualified persons or companies, outlining how the performance outcomes specified in the endorsed SMP report have been implemented must be

**Not included**

As above, the proposal relates to refurbishment of an existing research centre only.

A detailed ESD statement has been provided with the application which includes several sustainability measures to be incorporated into the refurbishment works. However, the development is not required further amend the ESD response as the development does not trigger the requirements at Clause 15.01-2L-01 for new developments.

DTP considers the submitted response



submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm and provide sufficient evidence that all measures specified in the approved ESD report have been implemented in accordance with the relevant approved plans.

satisfactory and does not consider this recommended permit condition is necessary.

Alternative permit conditions will require the assessment updated to include STORM report and response to Clause 53.18. A report based on the endorsed assessment is to be required within 6 months of occupation demonstrating sustainability measures have been implemented.

#### Landscape Plan and Maintenance

Prior to the commencement of the development, including bulk excavation, a detailed Landscape Plan and Landscape Maintenance Report must be prepared, generally in accordance with the Landscape Plan prepared by Tract, dated 16 October 2024, to the satisfaction of the Responsible Authority in consultation with Melbourne City Council but updated to include:

- a) Planter depths with minimum soil volume requirements for nominated tree species. Where possible, ensure trees are planted into deep soil to ensure root systems have enough room to establish. If planting in planters ensuring interconnected soil volumes will help with root development and establishment.
- b) Level 4 planters on Building 5 relocated to the boundaries of the terrace to ensure minimum light levels and natural irrigation are met for the indicated species, or alternatively consider species suited to lower light levels if planters are retained under the canopy.
- c) Provision of irrigation (preferably drip) in raised garden beds and planters.
- d) Indicative details of drainage layers, root barriers, protection mats, substrate filters and water proofing details for all planters and raised garden beds.
- e) Appropriate light weight green roof substrate.
- f) A maintenance schedule for establishment and post establishment periods for the landscaping.
- g) A green factor tool score card for the site.

#### Partially included

The recommended condition is to be included on the planning permit, except condition (e) relating to 'appropriate lightweight green roof substrate'.

This is not considered relevant to the proposal, given no green roof is proposed. The landscaped terrace on Level 4 is to include planter boxes, but no direct planting about the roof below.

The applicant has confirmed no green roof substrate is proposed.

Except with the prior written consent of the Responsible Authority, the approved landscaping must be implemented prior to the occupation of the development. The landscaped area(s) must be maintained to the satisfaction of the Responsible Authority.

#### Tree Protection Plan (TPP)

Prior to the commencement of the development, an Arboricultural Impact Assessment (AIA) and Tree Protection Plan (TPP) must be provided to the satisfaction of the Melbourne City Council.

#### Included

TPP must identify all impacts to public trees, be in accordance with AS 4970-2009 (Protection of trees on development sites), AS4373-2007 (Pruning of Amenity Trees), and be authored by a qualified consulting arborist (min. AQF Level 5), including, but not limited to:

- a) A public tree location plan drawn to scale including proposed/approved building design, construction zones, site access, machinery, equipment, and temporary structures required to enable demolition, excavation, and construction, where these works are to impact public tree(s).
- b) City of Melbourne asset numbers for the public trees to be impacted (found at <http://melbourneurbanforestvisual.com.au>).
- c) The general condition and specific data of each public tree presented concisely with the assistance of tables and photos.
- d) A written assessment of all public trees located adjoining property, detailing any construction impact the proposal will have on these trees.
- e) Reference finalised Construction and Traffic Management Plan, including designs, details, and dimensions of any public protection gantries, loading zones and machinery locations.
- f) Site specific details of the temporary tree protection fencing or hoarding to be used to isolate public trees from the demolition and construction activities. Details of any other tree protection measures considered necessary and



- appropriate to the works.
- g) Specific details of any design modifications or construction methodologies to be used within the Tree Protection Zone of any public trees. These must be provided for any utility connections or civil engineering works.
  - h) Any pruning required to public trees must include detailed specifications with reference to marked images.
  - i) A supervision schedule for the Project Arborist, interim reporting periods and final completion report (necessary for bond release).

All works (including demolition), within the Tree Protection Zone of public trees must be undertaken in accordance with the endorsed Tree Protection Plan (TPP) and supervised by a suitably qualified Arborist, where identified in the report, except with the further written consent of the City of Melbourne.

Following the approval of a Tree Protection Plan (TPP), a bond equivalent for the combined environmental and amenity values of public trees that may be affected by the development will be held against the TPP for the duration of construction activities. The bond amount will be calculated by council and provided to the applicant/developer/owner of the site. Should any tree be adversely impacted on, the City of Melbourne will be compensated for any loss of amenity, ecological services or amelioration works incurred.

No public tree adjacent to the site can be removed or pruned in any way without the written approval of Melbourne City Council.

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#### 3D Digital Model

**Included**

Prior to the occupation of the development, a 3D digital model of the development must be submitted to and approved by the Responsible Authority in consultation with Melbourne City Council.

The model should be prepared having regard to the Advisory Note – 3D Digital Modelling Melbourne City Council. Digital Models provided to Council and other government organisations for planning purposes. The Council may also derive a representation of the model which is suitable for viewing and use within its own 3D modelling environment. In the event that substantial modifications are made to the building envelope, a revised 3D digital model must be submitted to and approved by the Responsible Authority.

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#### Drainage

**Included**

All projections over the street alignment must be drained to a legal point of discharge in accordance with plans and specifications first approved by Melbourne City Council – City Infrastructure.

Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must be submitted to and approved by Melbourne City Council – City Infrastructure. This system must be constructed prior to the occupation of the development and provision made to connect this system to Melbourne City Council's underground stormwater drainage system.

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#### Works abutting CoM laneways

**Included**

The title boundaries for the property may not exactly agree with the road alignments of the abutting Melbourne City Council's laneway(s). The approved works must not result in structures that encroach onto Melbourne City Council's laneways.

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#### Groundwater management

**Included**

All groundwater and water that seeps from the ground adjoining the building basement (seepage water) and any overflow from a reuse system which collects groundwater or seepage water must not be discharged to the Council's drainage network. All contaminated water must be treated via a suitable treatment system and fully reused on site or discharged into a sewerage network under a relevant trade waste agreement with the responsible service authority.

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#### Demolish and construct access

**Included**

Prior to the occupation of the development, all necessary vehicle crossings must be constructed, and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by Melbourne City Council – City Infrastructure.

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<p><b>Street works required</b> All portions of roads and laneways affected by the building related activities of the subject land must be reconstructed together with associated works including the reconstruction or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by Melbourne City Council – City Infrastructure.</p> <p>The footpaths adjoining the site along Royal Parade must be reconstructed together with associated works including the renewal/reconstruction of kerb and channel and modification and of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by Melbourne City Council – City Infrastructure.</p>	<b>Included</b>
<p><b>Street levels not to be altered without approval</b> Existing street levels in roads adjoining the site must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from Melbourne City Council – City Infrastructure.</p>	<b>Included</b>
<p><b>Existing street lightning not altered without approval</b> All street lighting assets temporarily removed or altered to facilitate construction works shall be reinstated once the need for removal or alteration has been ceased. Existing public street lighting must not be altered without first obtaining the written approval of Melbourne City Council – City Infrastructure.</p>	<b>Included</b>
<p><b>Street Furniture</b> Existing street furniture must not be removed or relocated without first obtaining the written approval of Melbourne City Council – City Infrastructure.</p>	<b>Included</b>
<p><b>Permit Expiry</b> This permit will expire if one of the following circumstances applies:</p> <ul style="list-style-type: none"><li>• The development is not started within two years of the date of this permit.</li><li>• The development is not completed within four years of the date of this permit.</li></ul> <p>The Responsible Authority may extend the permit if a request is made in writing before the permit expires, or within six months afterwards.</p> <p>The Responsible Authority may extend the time for completion of the development if a request is made in writing within 12 months after the permit expires and the development started lawfully before the permit expired.</p>	<b>Included</b>

## Notice

40. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act 1987* pursuant to the following provisions:
- Clause 32.01 – Commercial 1 Zone, to construct a building or carry out works where within 30 metres of land which is in a residential zone.
  - Schedule 36 to Clause 43.02 – Design and Development Overlay, to construct a building or carry out works.
  - Clause 52.06 – Car Parking, given the application is not exempt under other provisions of the planning scheme.
41. The applicant was directed to give notice by way of erecting signs on the site and notifying adjoining owners and occupiers. Three objections were received, raising the following issues (summarised):

### Amenity impacts associated with construction

- The three objections received all raised concerns regarding the amenity impacts of construction including noise, vibration, dust and waste. It is noted since Monash University purchased the site, extensive demolition



and internal refurbishment works have been undertaken on the site. While these works were entirely internal and did not require planning consent, the disturbance to adjoining residential properties is recognised.

- During these internal works adjoining residents requested Monash provide clear communication regarding upcoming works to allow for alternative arrangements to be made, as well as monitor noise levels. Monash did not effectively communicate with residents or address concerns when raised during this period. One objector noted the major renovation of the University of Melbourne student accommodation site nearby at 303 Royal Parade was well managed, with residents receiving regular communication regarding upcoming works to allow residents to plan for disruptions.
- While amenity impacts associated with construction is not generally regulated by the planning scheme, it is recommended a condition on permit be included to require the preparation of a Construction Management Plan to be approved by the council. The CMP is to detail measures to manage impact on public transport and access, sediment, public safety, construction hours, disposal or waste, noise and dust. The measures identified in the plan will be required be adhered to throughout the construction process to ensure offsite impacts are appropriately minimised.

### Reduction to car parking and traffic congestion

- Objections raised concerns regarding the impact of the proposed reduction of car parking on the site and potential to exacerbate traffic congestion and parking shortages in the surrounding area. Objectors in the adjoining residential development at 311 Royal Parade note there is an existing shortage of car parking provided for apartments within this development and on-street car parking is metred and limited to 2-hours.
- The proposal does not introduce any new land uses, seeking to continue to operate as a research centre is previously operated by the CSRIO. The centre is anticipated to accommodate 158 staff on site and is proposing to provide 26 car parking spaces.
- There is no specific parking requirement rate listed for Research Centre use in Table 1 at Clause 52.06. Based on the existing parking provision, a reduction of seven car parking spaces only is sought, as the spaces currently located in the Royal Parade setback are to be removed. Refurbished cycling parking and end of trip facilities are proposed as part of the development, accommodating parking for 38 bicycles.
- It is noted the site is located within the Principle Public Transport Network and is highly accessible via both public and active transport. Route 19 trams run frequently along Royal Parade, with the closest stop at Walker Street, approximately 120 metres north of the site. Bus routes 505 also operates along Royal Parade and route 504 operates along Brunswick Road, approximately 1km north of the site. There are also separated bicycle paths along Royal Parade connecting to the CBD.
- A detailed traffic assessment has been provided with the application, providing justification for the reduction and parking management measures. While the proposed research centre will accommodate a substantial number of staff, it is expected a large proportion will not travel to and from the site via a private vehicle. The site is highly accessible and through public and active transport and is not anticipated to create a significant car parking demand for surrounding on-street parking.
- It is noted the proposal also includes infrequent, after-hours events, accommodating a maximum of 200 staff. During these events parking will be made available at the existing Monash University Parkville campus at 407 Royal Parade (approximately 300 metres north of the site). This campus has capacity for 113 car parking spaces and is considered to mitigate any impacts on the surrounding parking capacity during the evenings.
- A condition on permit is recommended to amend the traffic impact assessment to include additional details regarding the location of spaces at 407 Royal Parade and require the preparation of a green travel plan. These documents are to be endorsed and form part of the permit to ensure traffic and parking is appropriately managed on the site.



## Key Considerations

42. The following are deemed the key considerations in assessing the proposal:

- **Land use**

The proposal benefits from existing use rights, continuing the established use of the land for research centre. The CSRIO has operated this use from the site for several decades and is continuing to operate in from the 'Mayfair House' building on site. This land use is appropriate in the context of the Parkville National Employment and Innovation cluster.

- **Built form**

The proposal seeks to refurbish and reclad the exterior of the existing Buildings 5 and 8 on the site. The proposed design response will provide a contemporary update to the façade and is considered to improve the presentation of the site to Royal Parade. The overall scale and height of the building is not proposed to increase; however, the additional roof plant and associated screening will add some visual bulk. The roof plant configuration has been considered and determined to be an acceptable outcome, with any resulting offsite impacts considered to be minor.

- **Traffic and car parking**

The proposal seeks to reduce the provision of on-site carparking on the site by seven spaces. A total of 26 car parking spaces are to be provided on site, as well as 38 bicycle spaces. The reduction has been assessed against the relevant requirements at Clause 52.06 and is considered to be acceptable, noting the site context and access to public and active transport links.

## Strategic Direction and Land Use

43. The Planning Policy Framework encourage appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.

44. The relevant MPS and PPF policies have been considered in assessing the application. The proposal is consistent with the Parkville local policy at Clause 11.03-6L-11 which supports appropriate education/ health institutions in the Commercial Zone along Royal Parade and encourages development which protects the landscape character of the area. The proposal supports the revitalisation of an existing research centre and will ensure the site is fit for purpose to deliver innovative research. The proposed scale of the research use is considered compatible with surrounding land uses and can be supported by the existing transport network.

## Buildings and Works

45. The zoning and overlay provisions have been considered in the application.

46. The purpose of the Commercial 1 Zone has been considered and the proposal is considered be appropriate, noting the objective to create a vibrant mixed use commercial centre, including office, business and community uses.

47. The decision guidelines of the zone have been considered and it is noted that proposal will improve the activation of the street frontage, façade treatment and design response. The refurbishment of the building will enhance the energy efficiency of the existing buildings and ensure they are fit for purpose. The proposed landscaping and seating areas in the front setback will increase activation at ground level and contribute to the landscaped character of the area. The application is accompanied with appropriate details for management of traffic, waste and maintenance. The site has operated as research centre for several years and is already connected to required services. Overall, the proposal will make a positive contribution to the local context effectively responds to the objectives of the zone.

48. The proposal is appropriate, having regard to the built-form decision guidelines of Schedule 36 to the Design and Development Overlay (Royal Parade Central) as follows:





## Height and Setbacks

49. The following design objectives and guidelines of the Design and Development Overlay are relevant:

DDO Requirement	Compliance	Comments
<b>Height</b> 10 metres within a distance of 30 metres from Royal Parade 8 metres within 6 metres from Mile Lane 17.5 metres elsewhere	No change to existing conditions – does not comply.	The proposal does not seek to change to existing building heights. The maximum building height is to remain as 17.29 metres (excluding roof plant). The height of roof plant is to increase, with a total height of 24 metres. No part of the building is within 10 metres of Royal Parade. The existing building height within 6 metres of Mile Lane is approximately 15.29 metres, exceeding the DDO requirement. This is encroachment is an existing condition and is considered acceptable.
<b>Setbacks</b> 13.5 metres from Royal Parade 6 metres from all side boundaries	No change to existing setbacks: <ul style="list-style-type: none"> <li>• Front setback complies – 20.4 metres from Royal Parade.</li> <li>• Side setbacks do not comply.</li> </ul>	The existing building is setback approximately 20.4 metres from Royal Parade, complying within the requirement. The rear of existing Building 8 is setback 4.35 metres from the northern boundary, 4.51 metres from the western boundary and 4.60 metres from the southern boundary. No changes to the existing setbacks are proposed as part of this proposal. The existing encroachment to the DDO setbacks is at the rear of the site and is acceptable.
<b>Plot Ratio</b> 1.5:1	<i>Plot ration requirement does not apply to residential, research and education development.</i>	N/A

## Design Detail

50. The applicant submitted an Architectural Design Report which describes existing façade conditions and details proposed façade treatments. The proposed design response is considered a high-quality adaptation of the existing building. The modernised exterior incorporates external materials including face brickwork, aluminium concave cladding, fibre cement cladding, perforated aluminium sunshades and mechanical louvres. All of which are muted tones to not dominate the streetscape.

51. The council's City Design team commended the architectural response and broadly support the proposal.

## Signage

52. A small business identification sign is proposed on the eastern elevation of the research centre, immediately adjoining the main building entrance (see Figure 22). The sign has a total area of approximately 0.85sqm and does not require consent under Clause 52.05, given the site is Category 1. The sign is subtle, not illuminated and well setback from the street frontage.

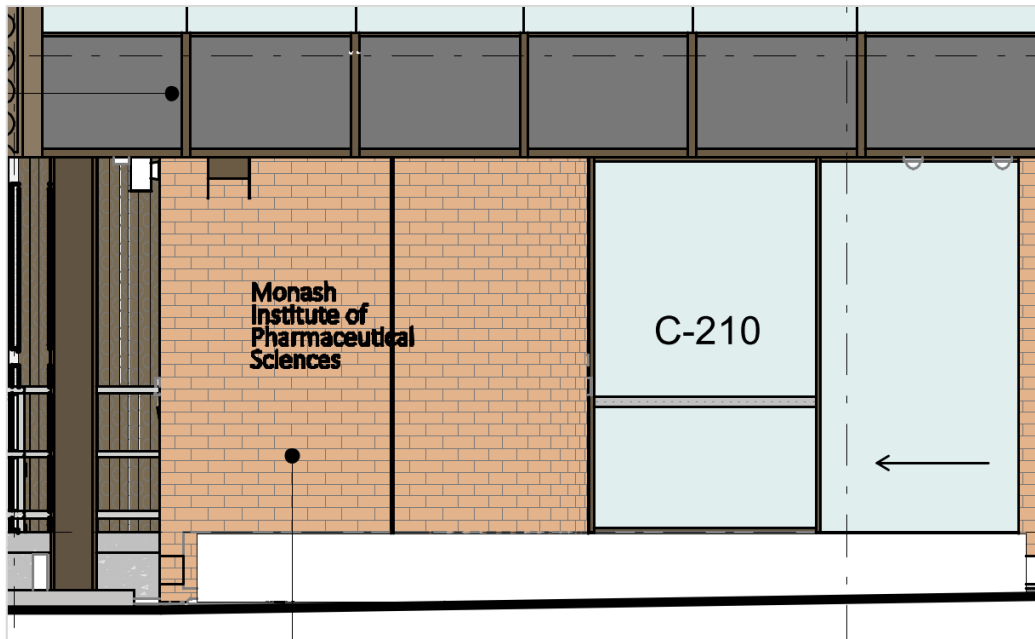


Figure 22 Main entrance and business identification sign

## Amenity

### Amenity Impacts (internal and offsite)

53. The proposal is not considered to result in any substantial amenity impacts beyond that associated with the existing research centre. The site will accommodate a maximum of 158 staff and will generally operate within business hours. Occasional after-hours events are to be held on the site, limited to 6pm – 10pm. Any offsite noise impacts are considered to be minor and similar to that of an office land use.

### Overshadowing

54. As discussed, the overall building height is consistent with existing conditions, however the height and bulk of roof plant and lift overrun is proposed to increase. While plant does not contribute to overall building height as defined in the planning scheme, additional visual bulk and amenity impacts will result from this change.
55. The extent of afternoon overshadowing of the residential apartment development immediately south of the site will increase due to the additional roof plant (see comparison at Figure 23 below). The extent of additional overshadowing is considered minor extending over first floor apartment balcony adjoining. This balcony appears to be a shared accessway and is not private open space.

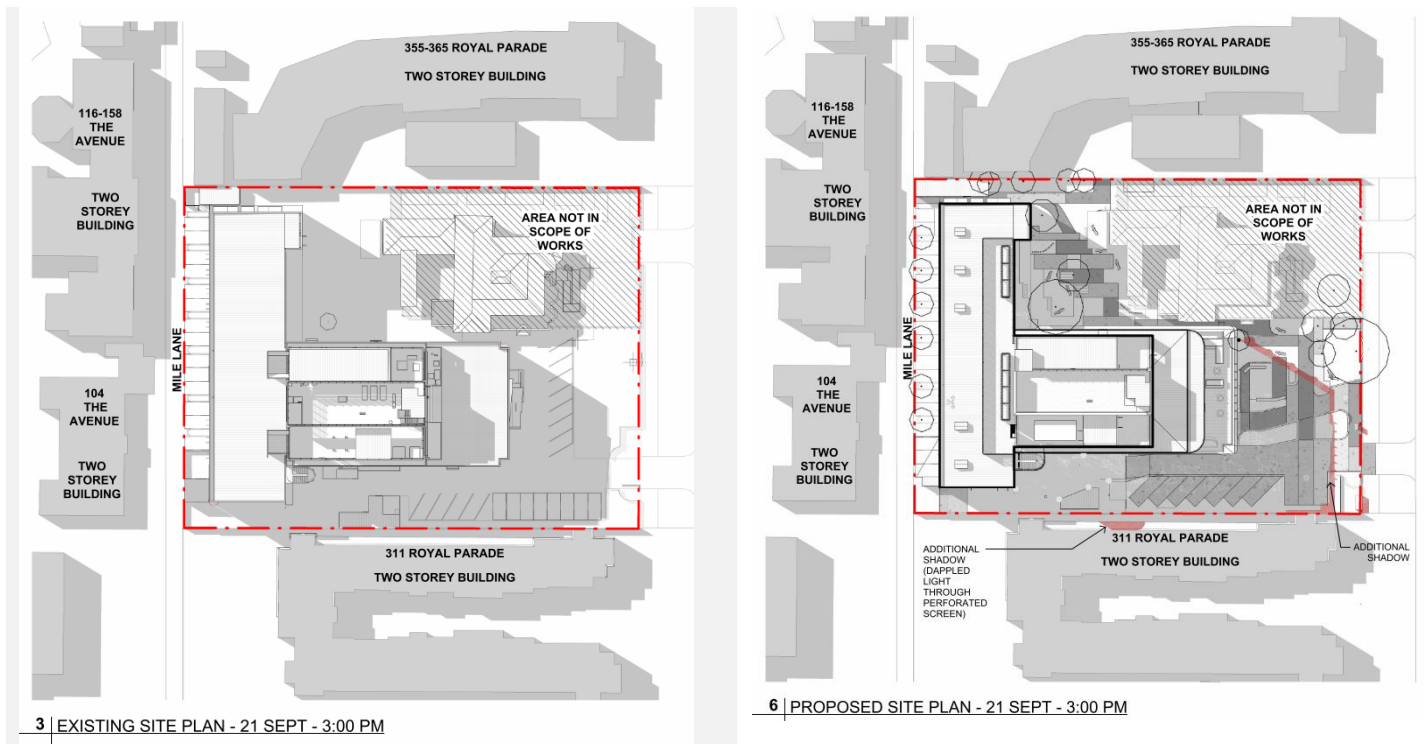


Figure 23 Existing and proposed overshadowing extent - 3pm 21st September (additional shadow extent in red)

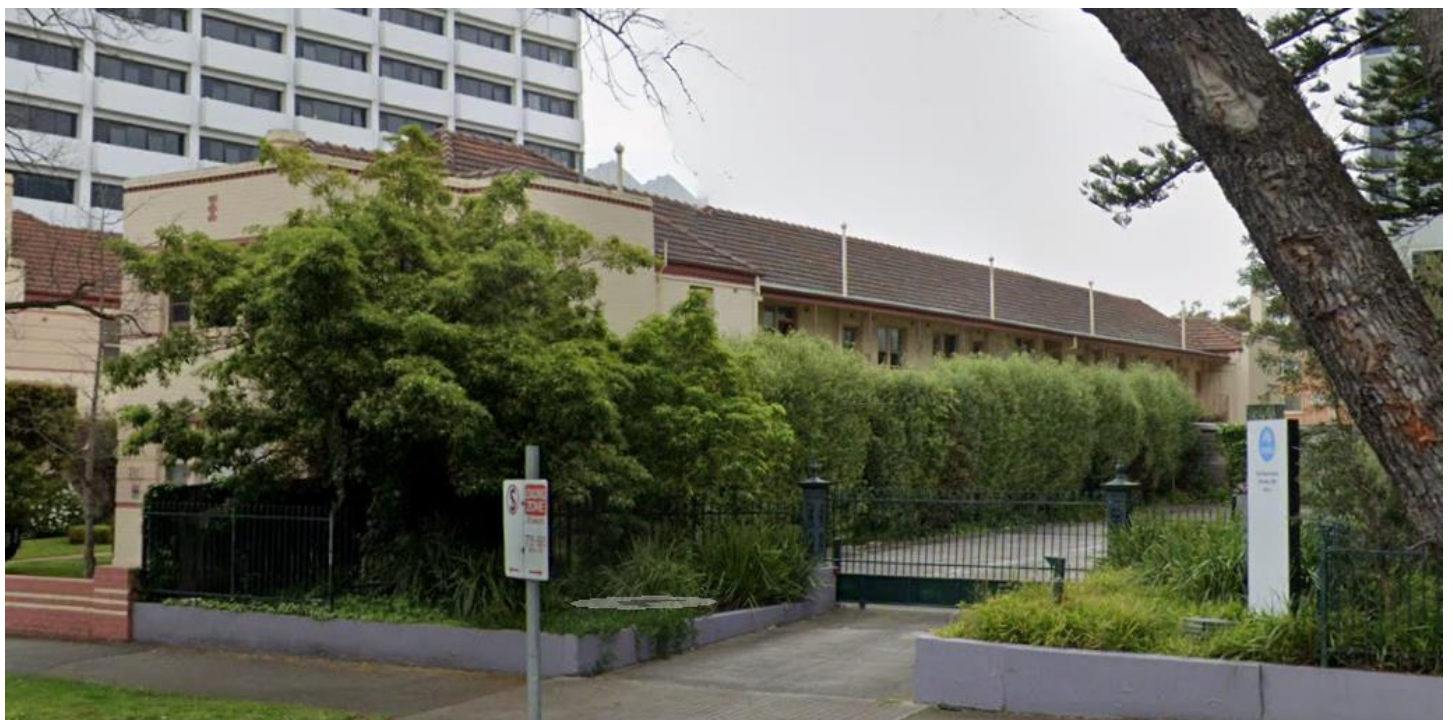


Figure 24 First floor accessway balcony adjoining at 321 Royal Parade





## Public Realm

### Ground Level Activation/ Public interfaces and Landscaping

56. The proposal includes extensive landscaping and activation of the site, particularly within the Royal Parade front setback. The submitted landscape plan incorporates planting, lighting and timber bench seating and tables, as well as retention of existing significant trees. This area and the courtyard space to the rear of Mayfair House will provide pleasant outdoor spaces for staff to use within the site and contribute the green character of the precinct.
57. An entry plaza is proposed at the site frontage which will provide a high-quality public interface to Royal Parade (see visualisation at Figure 25).



Figure 25 Proposed entry plaza and landscaping

## Car and Bicycle Parking, Loading, and Other Services

### Car Parking

58. The following car parking rates are relevant to the application:

Use	Rate	Amount Required	Amount Provided
<b>Car Parking</b>	1 to each 100sqm of net floor area	0 additional spaces (NFA increase of 93.3 sqm only)	Not achieved 26 spaces provided (reduction of 7 existing spaces).
<b>Car Share</b>	Nil	0	0
<b>Motorcycle Parking</b>	Minimum rate of one motorcycle parking space for every 100 car parking spaces	0	0 Achieved



- 59. A reduction of seven car parking spaces is sought, reducing the overall provision from 33 to 26 spaces. As discussed, the site is located within the Principle Public Transport Network and is highly accessible via both public and active transport. The site is serviced by tram and bus routes along Royal Parade and is approximately 850 metres from Royal Parade train station. There are separated bike paths along Royal Parade and the development will be provided with 38 bicycle spaces and end of trip facilities to encourage cycling. It is anticipated a substantial proportion of research staff will access the site via public or active transport and not require an on-site car parking space. The proposed car parking reduction is deemed acceptable, given this context.
- 60. A condition is recommended to make minor amendments to the submitted traffic impact assessment, to be endorsed and form part of the planning permit. A Green Travel Plan is also to be required as addendum to the traffic assessment, to maximise use of public transport and cycling infrastructure.

**Design Standards for Car Parking and Access**

- 61. Access to the site is provided from existing 4.8-metre-wide crossover from Royal Parade. An internal accessway extend along the southern boundary of the site, with vehicles to exit at the southwest of the site onto Mile Lane. The internal access has a minimum width of 3.88 metres complying with design standard 1 at Clause 52.06-9.
- 62. Nine car parking spaces are provided along southern site boundary adjoining the internal accessway. An additional 17 spaces are provided at the rear of the site on Mile Lane. These parking spaces generally comply with design standard 2. Some spaces are slightly undersized, however are all existing on the site and are considered acceptable.

**Bicycle Facilities**

63. Clause 52.34-1 of the Scheme requires bicycle parking facilities as follows:

Proposed Use	Purpose	Bicycle Parking Rate	No. of Spaces Required	No. of Spaces Provided
<b>Research Centre (Industry)</b>	Staff	1 space / 1000sqm net floor area	7 spaces	38 spaces
	Visitor	Nil	0	0
<b>Total</b>		7	38	

- 64. Bicycle parking facilities are provided in undercover secure bike store area at the northwest of the site (30 spaces) and external bike racks in the front setback (8 spaces).
- 65. Three showers and change facilities are to be provided for staff. The location of these end of trip facilities is not clearly shown on the submitted architectural plans. A permit condition is recommended to request plans are updated to show EOT facilities prior to the endorsement of the plans.

**Loading / Unloading**

- 66. Loading is provided via the internal accessway and loading dock on the southern elevation of Building 5. Loading arrangement remain generally unchanged compared to existing conditions on site and are considered appropriate.

**Waste**

- 67. A waste management plan has been provided which the council has reviewed and determined to be satisfactory.
- 68. Waste is to be collected by a private collector, with no more than 3 collections per week, per waste stream. Collection will be undertaken via the internal vehicle accessway, with waste storage areas located at the rear of the site. The various waste streams and volumes are summarised on the architectural plans, consistent with the WMP.



## Sustainability

### Environmentally Sustainable Design (ESD)

69. The application is provided with an ESD statement prepared by HIP V. HYPE which includes sustainability responses to be incorporated into the refurbishment including thermal insulation, solar shading, all electric building services, onsite PV solar, energy efficient lighting, 70KL rainwater tank for irrigation and toilet flushing, provision for EV charging infrastructure and maximised permeable surfaces. The implementation of the ESD measure is considered to significantly increase the efficiency of the existing building and is to be endorsed to form part of the planning permit.
70. It is noted the proposal relates to an existing research centre land use, which is not listed in the building types in Table 1 (performance measures) at Clause 15.01-2L. The gross floor area of the development exceeding 2000sqm, however the application does not propose any new buildings and is only seeking to refurbish the existing research centre. As such, the development is not subject to the same standard of ESD which would be applied where a new building was proposed.

### Water Sensitive Urban Design (WSUD)

71. The proposal incorporates a 70kL rainwater tank on site for the purpose of irrigation and toilet flushing to reduce reliance on potable water.
72. A detailed STORM assessment and response to the objectives for buildings and works and site management including Clause 53.18 have not been provided. This information is to be requested via permit condition to be included in the updated ESD response.

### Stormwater Management

73. The council recommended permit conditions be applied regarding the drainage of the site, to be approved by the council. DTP has included these conditions.
74. Subject to the above conditions, the proposal will result in appropriate stormwater outcomes.



# Recommendation

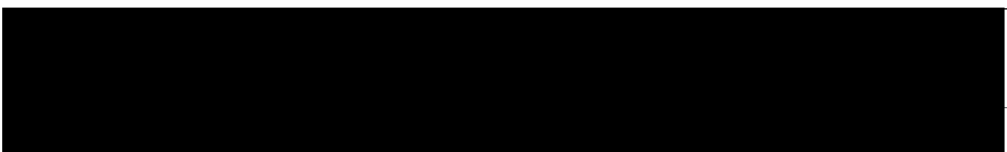


- 75. The proposal is generally consistent with the relevant planning policies of the Melbourne Planning Scheme and will contribute to the provision of fit for purpose research centre facilities within the Parkville NEIC area.
- 76. The proposal is generally supported by the council.
- 77. It is recommended that Planning Permit No. PA2403138 for the *Buildings and works associated with refurbishment of existing research centre including recladding of external façade, upgrades to roof plant area, minor increase to gross floor area (Level 4), landscaping works and reduction to statutory car parking requirement at 343 Royal Parade Parkville*, be issued subject to conditions.
- 78. It is **recommended** that the applicant and the council be notified of the above in writing.

**Prepared by:**

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
  - Completed the **Statutory Planning Services declaration of Conflict/Interest form.**
  - Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
  - Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.



**Approved by:**

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
  - Completed the **Statutory Planning Services declaration of Conflict/Interest form.**
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