

# Assessment Officer Report

54-74 Southern Road,  
Mentone



Officer Assessment Report  
Development Approvals & Design

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# Executive Summary



Key Information	Details
<b>Application No:</b>	PA2604228
<b>Received:</b>	<b>26 February 2026</b>
<b>Statutory Days:</b>	30
<b>Applicant:</b>	Veres Ida Asset Trust c/ Urbis
<b>Planning Scheme:</b>	Kingston
<b>Land Address:</b>	54-76 Southern Road, Mentone
<b>Proposal:</b>	Use and development of the subject site for the purpose of 12 warehouses with ancillary office spaces, an informal outdoor recreation space (i.e. public open space) plus a reduction in the provision of car parking and display of business identification signage.
<b>Development Value:</b>	\$ 44.9 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 this Clause 53.22 application.

DFP eligibility criteria in accordance with 53.22	Category	1
	Sector	Warehouse
	Land Use	Warehouse
	Location	Metro
	Alignment with DFP threshold	Yes - \$30 million threshold
	OVGA	N/A
	Invest Victoria	Support feasibility (response provided 24 December 2025)
	Quantity Surveyor Report	WT dated 20 October 2025

Why is a permit required?	Clause	Control	Trigger
<b>Zone:</b>	Clause 33.01	Industrial 1 Zone	Construct a building or construct or carry out works
<b>Particular Provisions:</b>	Clause 52.06	Car Parking	Reduction to the car parking requirements
	Clause 52.05	Signs	Permit is required to display business identification signage greater than 8sqm to a premises

**Cultural Heritage:** The site is located within an area of identified Aboriginal Cultural Heritage Sensitivity. The application was supported by a Due Diligence Assessment prepared by Andrew Long and Associates (11 April 2024) which concludes that all the land within the activity area has been affected by significant ground disturbance and therefore in accordance with Regulation 7 of the Regulations, a mandatory CHMP is not required.

<b>Total Site Area:</b>	6.254	m <sup>2</sup>
<b>Gross Floor Area:</b>	35,372	m <sup>2</sup>
<b>Height:</b>	2	Storeys excluding plant
	13.7	Metres excluding plant



Parking:	Cars	Motorcycles	Bicycles
	196		32
<b>Advice sought:</b>	Kingston City Council and Moorabbin Airport Corporation		
<b>Public Notice:</b>	Notice of the application under section 52 of the Act was not required because the application is exempt from the notice requirements in accordance with the provisions of the Industrial Zone. 3 objections have been received as of 10 June 2026.		
<b>Delegates List:</b>	Approval to determine under delegation received on <b>9 June 2026</b> .		



## Application Process

1. The key milestones in the application process were as follows:

Milestone	Date
Pre-application meeting (Development Facilitation)	29 August 2025
Application lodgement	26 February 2026
S50 Amendment	11 May 2026
Further information requested	N/A
Further information received	N/A
Decision Plans	<ul style="list-style-type: none"><li>Architectural Plans, prepared by Texco / Concept Y dated 04 February 2026.</li></ul>
Other Assessment Documents	<ul style="list-style-type: none"><li>Certificate of Title</li><li>Landscape Plans, prepared by Urbis (dated 16/2/26)</li><li>Traffic &amp; Transport Assessment, prepared by Impact (dated 3/2/26)</li><li>Green Travel Plan, prepared by SDC (dated Jan 2026)</li><li>Sustainability Management Plan, prepared by SDC (dated Jan 2026)</li><li>Waste Management Plan, prepared by SDC (dated Jan 2026)</li><li>Stormwater Management Plan, prepared by SGE (dated 18/12/25)</li><li>Native Vegetation Assessment, prepared by Nature Advisory (dated Jan 2026)</li><li>Cultural Heritage Due Diligence Assessment, prepared by Andrew Long &amp; Associates (dated 11/4/24)</li><li>Economic Benefits Assessment, prepared by Urbis (dated Sept 2025)</li><li>Quantity Surveyor Report, prepared by WT (dated 29/9/25)</li><li>Arboricultural Impact Assessment, prepared by Homewood Consulting (dated 2/2/26)</li></ul>

2. The subject of this report is the decision plans (as described above).

## Planning Scheme Amendment History

- Amendment C111 sought to rezone the land in the southern road north precinct Mentone from an Industrial 1 Zone to a Residential 3 Zone, apply an environmental audit overlay and apply a new Schedule 22 to the DDO. On 22 July 2013, the Department of Transport and Planning (DTP) refused Amendment C111.
- On 3 March 2023, VC215 was gazetted to implement the Melbourne Industrial Land Use Plan into the Planning Policy Framework of Planning Schemes.

## Planning Permit History

5. The following planning permit history is relevant to the subject site:

Application No.	Property Address	Description	Decision
KP-2024/597	54 Southern Road, Mentone	Removal of native vegetation and subdivide land into 3 lots	Application active. The permit applicant has noted that most external referral responses have been received however still



			awaiting formal feedback from Council on the application itself.
<b>KP-2024/593</b>	8-10 Limelight Circuit, Mentone	Subdivide land into 3 lots	Application withdrawn
<b>KP-2024/209</b>	1/54-76 Southern Road, Mentone	Subdivide land into 28 lots and removal of easement	Planning Permit issued 20 September 2024 by Council.

6. The following planning permit history is relevant to the surrounds:

Application No.	Property Address	Description	Decision
<b>KP 2025/137</b>	38-44 Southern Road, Mentone	Removal of an easement.	Permit issued on 16/10/25
<b>KP 2025/338</b>	38-44 Southern Road, Mentone	The use and development of the land for warehouses, stores and a food and drink premise, and reduction of car parking requirements	Permit issued on 4/5/26

## Proposal Summary

7. The proposal can be summarised as follows:

- **Buildings and works:** The proposal includes the construction of 12 warehouses comprising approximately 35,372sqm gross floor area, with ancillary office spaces.
- **Access and car parking:** The proposal includes 3 crossovers to Southern Road as well as 196 car parking spaces within hardstand car parking areas throughout the site.
- **Bicycle Parking:** The proposal includes 32 bicycle parking spaces located adjacent to office lobby areas of Warehouses 1-8.
- **Materials and finishes:** The proposal includes the use of precast concrete, metal sheeting and glazing in various scales and colours.
- **Landscaping and vegetation:** 2,582 sqm of open space is proposed adjacent to the southern boundary of the subject site, accommodating the existing retained vegetation. In addition, the proposal includes a landscaping plan which accommodates 32 trees along the frontage and within identified landscape areas.
- **Signage:** The proposal includes a 40sqm signage zone on the western elevation (facing Southern Road) for Warehouse 1 and 8, plus a 10sqm signage zone for Warehouses 1-8.

8. The permit applicant has provided the following concept images of the proposal:



Figure 1: Render from Southern Road



Figure 2: Render of the proposal



## Site Description


9. The site is located in Mentone, approximately 21km south-east of Melbourne's CBD. The site has a single frontage of 264m to Southern Road (along the site's western boundary) and is approximately 6.254 hectares in area.
10. The site is formally described as 1/54-76 Southern Road and 2/54-76 Southern Road, Mentone and formally described as Land in Plan of Consolidation 102529. There are several easements, restrictions or reserves on the site, as follows:
  - A series of easements, approximately 60m south of the northern boundary, running from the western boundary (Southern Road) in an easterly direction within the site. The easements are in favour of S.E.C. of Victoria for the transmission of electricity and correspond to the electricity transmission lines that previously ran into the site.
  - A 3.05m wide sewerage easement running along the eastern boundary of the site.
  - A lease to Crown Castle Australia Pty Ltd commencing 26 November 2017 and expiring 25 November 2037, for the purposes of constructing, maintaining and operating a communications facility and associated incidental uses. The lease area is shown in the southeastern corner of the site as a telecommunications reserve area.
11. The site is currently vacant and has been largely cleared, with the exception of an existing stand of native vegetation in the south / south-east portion of the site. The site benefits from 5 existing crossovers of various widths from Southern Road into the site.



**Figure 3:** Subject site

## Site Surrounds

12. Strategically, the site is located within Melbourne Commercial and Industrial Land Use Plan (MICLUP) as a 'regionally significant industrial precinct – existing'.
13. Development surrounding the site can be described as follows:

- 
- To the **north** and **east** of the site: is Moorabbin Airport, which is owned by the Commonwealth. To the north is predominantly undeveloped land and storage of aircraft associated with the Moorabbin Air Museum, whilst to the east is undeveloped airport land.
  - To the **south** of the site: 38-44 Southern Road, Mentone. This is an industrially zoned warehouse building with a 30m setback from Southern Road. The building is built on or close to the northern boundary for approximately 140m. A Planning Permit Application for use and development of the land for warehouses, stores and a food and drink premises, and reduction of car parking requirements was lodged with Council on 6 August 2025 (Council Application Reference No. KP-2025/338). The application is currently at VCAT.

Further south is an established low density residential area.

- To the **west** of the site: is Southern Road, a no-through road ending at the boundary with Moorabbin Airport to the north and providing access to Lower Dandenong Road from the south. Southern Road is the sole vehicle access to the site. On the western side of Southern Road is a series of light industrial warehouses which include an auto wrecker, promotional products supplier, limousine service, steel fabricator, cleaning products supplier and a construction company.



## Referrals

14. No formal referrals were required for the application. Two informal referrals were provided to Kingston City Council and, the Moorabbin Airport Corporation.

## Municipal Council Comments

15. On 24 April 2026, Kingston City Council objected to the proposal generally raising concerns with the alignment with Council's live subdivision application for the site, built form (front setback), public open space, tree removal (including native vegetation), signage, traffic and car parking considerations and ESD. A full assessment of Council's concerns is provided throughout the body of this report.

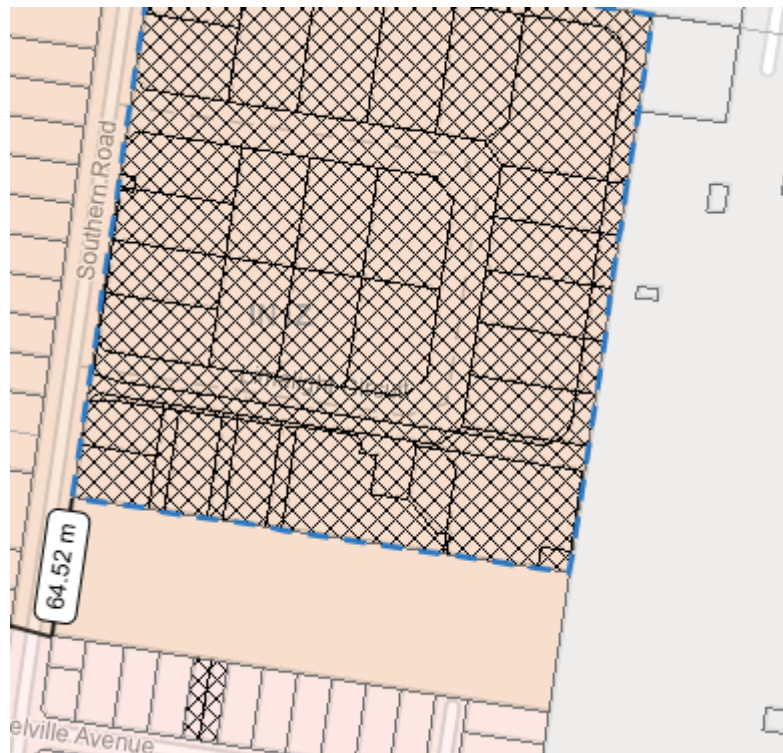
## Moorabbin Airport Corporation

16. Moorabbin Airport Corporation Pty Ltd (MAC) neither supports nor objects to the proposal on the basis that the Corporation is satisfied that the development does not contravene the National Airports Safeguarding Framework and Guidelines and the use does not contravene the Moorabbin Airport Australian Noise Exposure Forecast.
17. The MAC recommended the following condition which has been included within the permit:

“Prior to commencement of works, the landowner must determine whether it requires approval from the Secretary of the Department of Infrastructure, Transport, Regional Development, Communications and Arts in relation to the construction, (including the use of cranes) of the development/land use.”

## Notice

18. Pursuant to Clause 33.01-4of the Kingston Planning Scheme, an application is 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 Act. This exemption does not apply to an application for a building or works within 30 metres of land (not a road) which is in a residential zone or land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.



**Figure 4: Distance to residential land**

The site is approximately 64m from residential zoned land, and is distant from any of the other categories of land use (hospital, education centre, Public Acquisition Overlay to be acquired for a hospital or an education centre) and therefore meets the exemption outlined above.

19. An application under Clause 52.06-3 is 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 Act if:
  - the application is also for a permit under another provision of the planning scheme and in respect of all other permissions sought, the application is 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 Act.
20. It is noted that Clause 52.05 (Signage) does not exempt notice. Despite this, it is considered that the proposed signage will not cause material detriment given the location of the signage and noting that the site does not have any sensitive interfaces.
21. On 11 May 2026, the permit applicant amended the application to include the removal of native vegetation to facilitate the removal of Tree 59. This aspect of the proposal is also not considered to result in material detriment, as the species is classified as an environmental weed.
22. Two objections have been received, raising the following issues:

Issue Theme	Applicant Response	DTP response.
<b>Traffic access and routing</b>	The submitted Traffic and Transport Assessment by Impact provides a comprehensive traffic assessment.	Addressed in the body of this report.
<b>Need for alternative access</b>	The submitted Traffic and Transport Assessment by Impact provides a comprehensive traffic assessment.	Addressed in the body of this report.
<b>Local road amenity and safety</b>	The submitted Traffic and Transport Assessment by Impact provides a comprehensive traffic assessment.	Addressed in the body of this report.
<b>Inadequate traffic assessment</b>	The submitted Traffic and Transport Assessment by Impact provides a comprehensive traffic assessment.	Addressed in the body of this report.
<b>Heavy vehicle movements and queuing</b>	The submitted Traffic and Transport Assessment by Impact provides a comprehensive traffic assessment.	Addressed in the body of this report.
<b>Car parking shortfall</b>	The submitted Traffic and Transport Assessment by Impact provides a comprehensive traffic assessment.	Addressed in the body of this report.
<b>Speculative development / unknown tenants</b>	It is commonplace for warehouse developments of this nature to be approved as speculative warehouse tenancies. Importantly, the development is designed to cater to what the Mentone market demands and will contribute a high-quality warehouse product to the market and to this industrial precinct.	Invest Victoria was satisfied with the feasibility of the proposal.
<b>Noise impacts</b>	Deferred to condition of a permit.	A condition has been included within the recommendation to require compliance with EPA noise requirements.



<b>Urban design and streetscape</b>	The proposed warehouses will present a well-considered and proportionate design response to Southern Road, adopting a conventional warehouse building scale.	Addressed in the body of this report.
<b>Public open space value</b>	Overarchingly, the proposed space is expected to make a valuable contribution to amenity of the area and the open space network more broadly.	Addressed in the body of this report.
<b>Process and scrutiny</b>	N/a	The Development Facilitation Program (DFP) provides an expedited planning pathway and facilitation service for eligible projects that inject investment into the Victorian economy, and keep people in jobs. DFP planning permit applications are subject to the same referral and public notice requirements as any other permit application, but are exempt from appeal.
<b>Funding responsibility</b>	N/a	Invest Victoria was satisfied with the feasibility of the proposal
<b>Signage</b>	As noted within the Planning Report (Section 5.5), the proposed signage scheme is considered highly aligned with the applicable signage policy at Clause 15.01-1L-02 and Clause 52.05 of the Kingston Planning Scheme	Addressed in the body of this report.



## Statutory Controls – Kingston Planning Scheme

Provision	Permit Trigger											
<b>Zone</b>	Industrial 1 Zone	<p><b>Permit required.</b> Pursuant to Clause 33.01-1, warehouse is a section 1 use provided it meets the conditions. The proposal meets the conditions for a warehouse including:</p> <ul style="list-style-type: none"> <li>- The proposal does not include a purpose listed in the table to Clause 53.10</li> <li>- The land is approximately 50m from the nearest residential zone to the south</li> <li>- The proposal is not considered to adversely affect the amenity of the neighbourhood, as outlined below.</li> </ul> <p>Pursuant to Clause 33.01-4, a permit is required to construct a building or construct or carry out works.</p>										
<b>Overlay</b>	N/a	N/a										
<b>Particular and General Provisions</b>	Clause 52.05 – Signs	<p><b>Permit required.</b> Pursuant to 52.05-2, a permit is required for business identification signage greater than 8 sqm per premises.</p>										
	Clause 52.06 (Car Parking)	<p><b>Permit required.</b> Pursuant to Clause 52.06, the following car parking rates apply to the development:</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>Measure</th> <th>Requirement</th> <th>Statutory Requirement</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Warehouse</td> <td>To each 100 square metres of net floor area</td> <td>Category 1 (Minimum Requirement) 2</td> <td>707</td> <td>196</td> </tr> </tbody> </table> <p>As a result of the above, the proposal seeks a reduction in the statutory car parking rates by 511 spaces.</p>	Land Use	Measure	Requirement	Statutory Requirement	Proposed	Warehouse	To each 100 square metres of net floor area	Category 1 (Minimum Requirement) 2	707	196
	Land Use	Measure	Requirement	Statutory Requirement	Proposed							
	Warehouse	To each 100 square metres of net floor area	Category 1 (Minimum Requirement) 2	707	196							
	Clause 52.17 (Native Vegetation)	<p><b>No permit required.</b> Clause 52.17 seeks to avoid net loss to biodiversity associated with native vegetation removal and prescribes that a permit is required to remove, destroy, or lop native vegetation. The Arboricultural Assessment confirms that no planning permit is required for vegetation removal as part of this proposal, noting the native tree that is proposed for removal is a planted species and therefore exempt.</p>										
	Clause 52.34 (Bicycle Facilities).	<p><b>No permit required.</b> Warehouse is not a listed use in Clause 52.34 therefore there is no statutory requirement to provide bicycle parking or facilities. Despite this, an assessment of the bicycle parking is provided below.</p>										
	Clause 53.18 (Stormwater Management in Urban Development)	<p><b>No permit required</b> - this clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:</p> <ol style="list-style-type: none"> <li>Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.</li> <li>Should meet all of the standards of Clauses 53.18-5 and 53.18-6.</li> </ol>										
	Clause 53.22 (Significant Economic Development)	<p><b>No permit required</b> – this clause applies to an application under any provision of this planning scheme if the condition corresponding to a category in Table 1 to Clause 53.22 is met. The proposal meets Category 1 requirements and is therefore eligible to apply for a planning permit to the Minister for Planning, who is the responsible authority pursuant to Clause 72.01-1.</p>										
	Clause 62.02-2 (Buildings and works not requiring a permit unless specifically required by the planning scheme)	<p><b>No permit required</b> – Clause 62.02-2 states that any requirement in this scheme relating to the construction of a building or the construction or carrying out of works does not apply to:</p> <ul style="list-style-type: none"> <li>• a fence.</li> </ul>										
Clause 62.05 (Demolition)	<p><b>No permit required</b> - for the demolition or removal of a building or works unless a permit is specifically required for demolition or removal.</p>											
Clause 64.01 (Land used for more than one use)	<p><b>No permit required.</b> Pursuant to Clause 64.01, if land is used for more than one use and one is not ancillary to the other, each use must comply with this scheme. The proposed offices are ancillary to the primary use of the land for warehouses and therefore no permit is required.</p>											

## Strategic Planning Context

### Policy alignment:

#### State policy

*Melbourne Commercial and Industrial Land Use Plan (MICLUP)*

- The site is identified within a regionally significant industrial precinct. The purpose of these precincts includes providing opportunities for industry and business to grow and innovate for a range of industrial uses.

- A key policy of MICLUP includes ensuring long term supply of industrial and commercial land.

## Kingston Planning Policy Framework

23. The *Planning Policy Framework* encourages 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.
24. The relevant MPS and PPF policies have been considered in assessing the application and the following are considered relevant:

<b>02.01</b>	<b>Context</b>
<b>02.02</b>	Vision
<b>02.03-5</b>	Built environment and heritage
<b>02.03-7</b>	Economic development
<b>02.03-9</b>	Infrastructure
<b>02.04</b>	Strategic framework plans
<b>Clause 11</b>	<b>Settlement</b>
<b>11.01-1R</b>	Settlement – Metropolitan Melbourne
<b>Clause 13</b>	<b>Environmental Risks and Amenity</b>
<b>13.04-1S</b>	Contaminated and Potentially Contaminated Land
<b>13.05-1S</b>	Noise Management
<b>13.07-1S</b>	Land Use Compatibility
<b>Clause 15</b>	<b>Built Environment and Heritage</b>
<b>15.01-1</b>	Urban Design
<b>15.01-1L-01</b>	Urban Design – Kingston
<b>15.01-1L-02</b>	Signs
<b>15.01-2L</b>	Environmentally Sustainable Development
<b>Clause 17</b>	<b>Economic Development</b>
<b>17.03-1L</b>	Industrial Land Supply in Kingston
<b>17.01-1R</b>	Diversified economy – Metropolitan Melbourne
<b>17.03-1S</b>	Industrial Land Supply
<b>Clause 18</b>	<b>Transport</b>
<b>18.01-1S</b>	Land Use and Transport Integration
<b>Clause 19</b>	<b>Infrastructure</b>
<b>19.02-6S</b>	Open Space
<b>19.02-6L-02</b>	Public Open Space Contributions
<b>19.03</b>	Development Infrastructure
<b>19.03-3L-01</b>	Integrated Water Management
<b>19.03-3L-02</b>	Stormwater Management



25. The proposed land use is consistent with the strategic direction of the following policies:

- The *Planning Policy Framework* encourages 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.
- Policy generally encourages the intensification of industrial development within Mentone (**Clause 17.03-3R – Regionally Significant Industrial Land – Metropolitan Melbourne – Southern Metro Region**)
- The design of the proposal responds to the existing built form context and sits comfortably among other commercial/industrial development in the area (**Clause 15.01-1S – Urban Design and 15.01—01 - Urban Design - Kingston**). In addition, the proposed signage provides a coordinated approach to business identification signage within a large industrial area in accordance with **Clause 15.01-1L-02 (Signs)**.
- The proposed native vegetation removal is offset by replacement landscaping including indigenous planting in accordance with **Clause 12.01-1L (Protection of Biodiversity – Kingston), Clause 12.01-2L (Native Vegetation Management – Kingston) and 15.01-1L-01 (Urban Design Kingston)**.
- The proposed use and development is compatible with surrounding development and has been designed (including layout) to appropriately manage environmental risks and off-site amenity impacts in accordance with **Clauses 13.07-1S – Land use compatibility**.
- A portion of the subject site is located within an area of cultural heritage sensitivity. In addition, the proposal is classified as a high impact activity under regulation 46 of the Aboriginal Heritage Regulations 2018. The proposed works are not considered to result in significant ground disturbance given the site has already been subject to significant ground disturbance. Accordingly, the proposal responds to **Clause 15.03-2S (Aboriginal Cultural Heritage)** which seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- The site includes car and bicycle parking (including end of trip facilities) (**Clause 18.01-1S – Land use and transport integration, Clause 18.02-2S – Cycling, Clause 18.02-2R -Cycling – Metropolitan Melbourne**).
- The proposal will contribute to a 20-minute neighbourhood by providing employment opportunities within an established urban area (**Clause 15.01-4R – Healthy Neighbourhoods – Metropolitan Melbourne**).
- The proposal responds to environmentally sustainable design (ESD) initiatives with the provision of high-performance materials, energy efficient building services, bicycle facilities, sustainable waste management, and stormwater reuse and treatment measures (**Clause 15.01-2L (Environmentally Sustainable Design), 15.01-1L-01 (Urban Design Kingston), Clause 19.03-3L-01 – Integrated Water Management, 19.03-3L-02 (Stormwater management) and Clause 53.18 (Stormwater Management in Urban Development)**). Assessment of the ESD response is detailed below.




## Use

27. The proposal seeks approval for the development of the land for warehouses and ancillary office as outlined in the proposal section of this report, noting that the uses do not require a permit.
28. The proposed development is considered acceptable and supports the intent of both the PPF (outlined above) and the purpose of the zone which seek to provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.
29. Further, the proposed uses are considered to provide an acceptable response to the decision guidelines of the IN1Z and Clause 13.07-1S (Land Use Compatibility) as follows:
  - The subject site has been used for industrial purposes for over 70 years and thus the proposal would not alter the existing conditions from a land use perspective. In addition, given the site already operates as an industrial business park there is considered to be sufficient availability and connection to services.
  - There are no nearby industries that would impact on the proposed use, noting that the site already exists as an industrial business park and this application only seeks to intensify the existing business park opportunities.
  - Planning policy generally seeks to avoid retail and office uses within industrial zones, except where such uses from part of an integrated development plan for industrial estates. The proposed offices are considered appropriate given they are ancillary and support the wider operations of the business park, do not adversely impact on surrounding 24-hour industrial operation and would not prejudice any future industrial land uses.
  - A complete assessment is provided below with respect to off-site amenity impacts including traffic.

## Buildings and Works

30. As described in the proposal section of this report, the proposal comprises of the construction of 12 new warehouses.
31. Planning policy at Clause 15.01-1L (Urban Design – Kingston), 15.01-2S (Building Design) and the decision guidelines of the IN1Z provide guidance on built form. The following assessment is provided:
  - DTP consider that the proposal makes a significant contribution to the strategic industry and employment opportunities whilst delivering a form, scale and design that responds to the surrounding interfaces. Specifically:
    - The proposal includes a maximum building height of 13.7m (8.7m office component), which is generally consistent with the surrounding industrial development which comprises double storey industrial/commercial buildings. Further, it is noted that the residential land to the south is located within the Neighbourhood Residential Zone – Schedule 7 (NRZ7). The NRZ7 includes a mandatory maximum building height of two storeys and 9m and therefore the proposal is considered to provide an appropriate transitional scale.
    - The proposal includes the use of brick cladding, metal cladding, concrete, metal and glazing in various scales and compositions. The proposed materials are generally consistent with the surrounding commercial/industrial built form character which comprises of brick, concrete, corrugated iron and cladding with hard star car parking areas.
    - Council considers that the design fails to adequately address the on-site open space, presenting blank and inactive interfaces that undermine passive surveillance, user amenity and safety. The applicant's justification, focused on functional and servicing constraints, does not outweigh the need for a more responsive interface, and the design outcome is therefore not supported.

DTP's urban design team also recommended that limited activation of Warehouses 11 and 12 would reduce the amenity and functionality of the open space. DTP's urban designers recommended that design modifications could be included to wrap the glazing from Office 11's northern mezzanine around to the



eastern elevation. As a result, conditions have been included within the recommendation to require amendments to Warehouse 11 to provide further activation to the proposed open space area.

- The proposal is setback 11.561 metres from the eastern boundary, a minimum of 41 metres from the northern boundary, and 0 metres from the southern boundary. These setbacks are considered appropriate as they adjoin non-sensitive interfaces, including industrial land uses and Moorabbin Airport.

Council raised concerns regarding the proposed 5-metre setback to Southern Road (western boundary), noting that the prevailing setback character along the street ranges between 5.5 and 8 metres. Council therefore concluded that an increased setback would better reflect the existing streetscape and facilitate meaningful landscaping, including the provision of canopy trees along the frontage.

DTP notes that no numerical front setback standard is prescribed for an industrial development. In this regard, the proposal provides minimum setbacks of 4.42 metres for Warehouse 9 and mezzanine of Warehouse 1 and 8, and 15.9 metres for Warehouses 1 and 8 from Southern Road.

DTP considers the 5-metre setback to Southern Road acceptable within an industrial context, noting that industrial developments typically exhibit similar front setbacks and that the surrounding character is predominantly hardstand within front setback areas. The proposal allows for sufficient landscaping within the front setback, as detailed in the assessment below.

Despite this, DTP's urban design team noted that Warehouse 9 presents a side elevation to the street. This is inconsistent with the prevailing streetscape pattern, reduces legibility and limits passive surveillance to Southern Road. As such, a condition has been included within the recommendation requiring modifications to Warehouse 9 to provide further activation to Southern Road.

- The plans include a notation that external lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land and building mounted flood lights to be provided within the car park area. A condition has been included within the recommendation to ensure that a comprehensive lighting plan is provided, prior to the occupation of the development in accordance with AS1158.3.1.
- Landscaping, parking and site access, loading and services areas, stormwater discharge have all been discussed in detail below.

## **Amenity Impacts (internal and offsite)**

32. Clause 13.07-1L-1S and the IN1Z seek to ensure that the proposal does not result in unreasonable amenity impacts to adjoining properties through design. A standard condition has been included within the recommendation to ensure that the amenity of the area is not detrimentally affected by the use and development. In addition, a detailed assessment of the relevant amenity impacts is provided below.
33. In addition, a standard condition has been included within the recommendation to require the development to achieve compliance with EPA Publication 1826 – Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues at all times.

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

### **Access, Traffic Movement and Circulation**

34. Southern Road is a no-through road extending approximately 800 metres between Lower Dandenong Road at its southern end and the boundary of Moorabbin Airport to the north. Residential development abuts the southern section of the road for approximately 500 metres from Lower Dandenong Road, while industrial development adjoins the northernmost 300 metres up to the airport boundary. Southern Road provides the sole vehicular access to this industrial area.
35. The proposal includes three vehicle access points to Southern Road (refer to Figure 5).

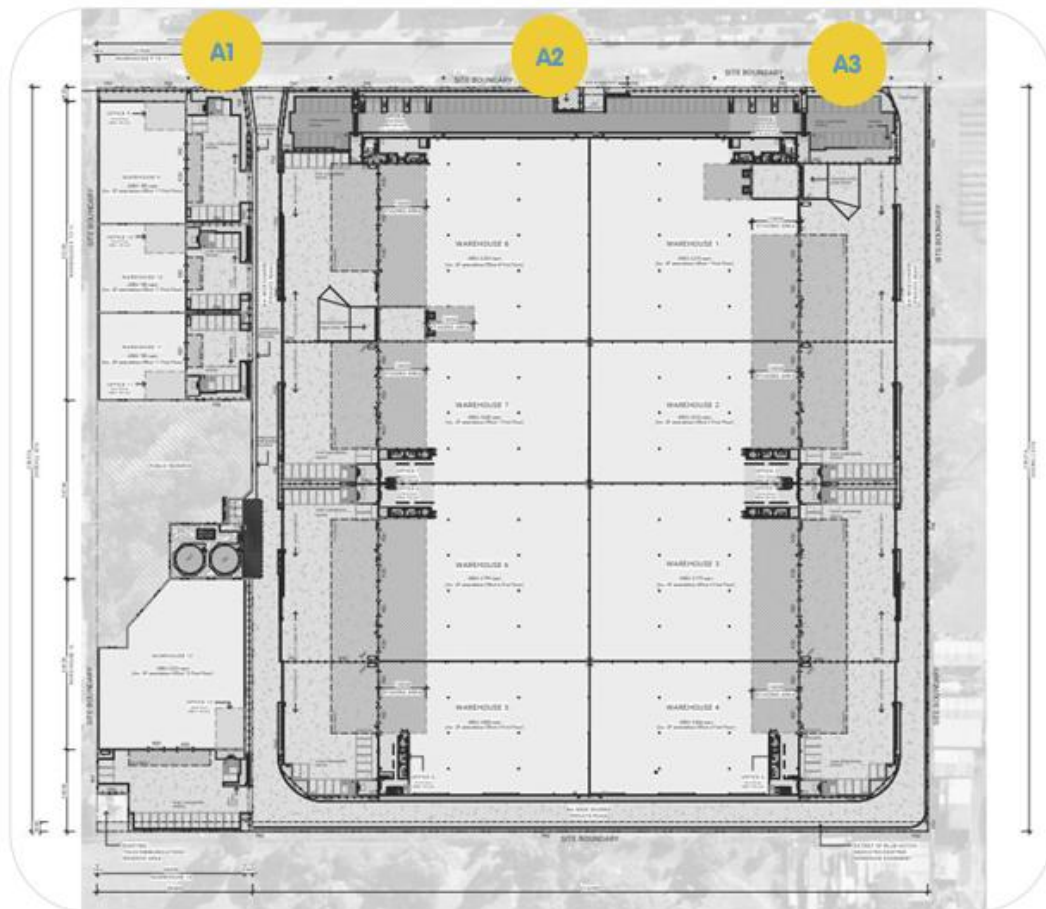


Figure 5: Vehicle Access


36. Council and nearby residential landowners have consistently identified interface issues between the industrial precinct and the residential area. These issues are primarily associated with heavy vehicle movements through the residential section of Southern Road.
37. In response to these concerns, Council recommended that consideration be given to establishing alternative connectivity via Commonwealth airport land to the north, with the intent of reducing industrial traffic impacts on the residential area.
38. The [Panel Report for Amendment C111](#) (2008) notes that, as part of efforts to address traffic impacts, Council investigated options to close Southern Road at the residential/industrial interface and extend the road northward to connect with the private road network with the Moorabbin Airport Corporation (MAC) site. The proposal involved extending Southern Road by approximately 100 metres to form a T-intersection with Second Avenue. This connection would have enabled industrial traffic to access Centre Dandenong Road via Grange Road.
39. The proposed road extension was supported by several local resident submitters and by MAC, which prepared a concept plan for the proposed connection. Council Minutes dated 25 July 2011 record that negotiations between Council and MAC in 2008 did not proceed due to MAC's expectation of significant compensation from Council (approximately \$1.8 million) to facilitate the road link.
40. As a result, at its Ordinary Meeting on 27 October 2008, Council resolved to advise MAC that it did not wish to proceed with the extension and closure of Southern Road and instead resolved to initiate a strategic study to examine options for the residential conversion of industrially zoned land off Southern Road. This rezoning request was not supported by the Department.



41. Despite this decision, Council has continued to request collaboration between relevant stakeholders to facilitate future access to the site from the north via Commonwealth airport land. Consequently, Council has requested permit conditions requiring the development to be *future-proofed* to enable the functional ability of vehicles to enter and exit the subject site and travel in a northerly direction should such access be delivered in the future.
42. While the Department supports Council's ongoing efforts to explore this option, DTP has not accepted the inclusion of the requested permit condition, noting that the permit applicant's traffic engineers have confirmed that the development has already been designed to accommodate any future northern access and therefore a condition to the effect is not required.
43. In addition, Council recommended that all service and delivery vehicles accessing the site via residential roads must be limited to Medium Rigid Vehicles at a maximum 8.8m in length and must only occur between the hours of 7am and 6pm, in accordance with the current National Heavy Vehicle Regulator conditions applicable to the street to minimise impacts on surrounding residential amenity, including noise, traffic disruption and safety risks to road users.
44. The permit applicant does not support Council's proposed limits on truck size and operating hours are inconsistent with the site's industrial zoning and proposed industrial/warehouse activity. Restricting access to 8.8 m vehicles and 7am–6pm hours would increase truck frequency, undermine efficient warehouse operations within an IN1Z/State Significant Industrial Precinct, and exceed NHVR's regulatory scope for general access vehicles. The Department agrees with the permit applicant in this instance and has therefore not included Council's recommended permit conditions.

## Car Parking

45. As previously outlined, the proposal seeks a reduction in the statutory car parking rate by 514 spaces.
46. Council objected to the development's proposed on-site parking provision, finding it inadequate and overly reliant on operational performance and the availability of on-street parking, which cannot be assured under the Kingston Parking Management Policy.
47. The application was supported by a Car Parking Demand Assessment prepared by Impact which generally concludes that an adequate number of spaces are provided based on:
  - A case study of a nearby warehouse was undertaken for a week between 10 September 2025 to 17 September 2025. The case study indicates that the statutory car parking rate for warehouse uses is conservative, with actual parking demand lower across all warehouse sizes. Smaller warehouses (average tenancy 640 sqm) generate a peak demand of 0.69 spaces per 100 sqm, compared to 0.44 spaces per 100 sqm for larger warehouses (average tenancy 5,900 sqm).
  - The proposal adopts the following rates:
    - The proposed provision of 10 spaces to Warehouse 9 equates to a parking provision rate of 0.82 spaces per 100 sqm, which exceeds an expected demand rate of 0.69 spaces per 100 sqm (small warehouse case study).
    - The proposed provision of 10 spaces each to Warehouse 10-11 equates to a parking provision rate of 1.11 spaces per 100 sqm, which exceeds an expected demand rate of 0.69 spaces per 100 sqm (small warehouse case study).
    - The proposed provision of 18 spaces to Warehouse 12 equates to a parking provision rate of 0.77 spaces per 100 sqm, which exceeds an expected demand rate of 0.44 spaces per 100 sqm (large warehouse case study).
    - The individual allocation of parking on hardstand areas to Warehouse 2-8 will not meet the expected demand rate of 0.44 spaces per 100 sqm alone for each of these warehouses. However, when considering the 71 spaces at the front of the site in a shared arrangement with Warehouse 1, some reliance on these



spaces by Warehouse 2-8 will achieve an overall provision rate of 0.48 spaces per 100 sqm for Warehouse 1-8.

48. DTP considers the proposed on-site car parking to be appropriate, based on the Car Parking Demand Assessment and subject to Council's recommended conditions requiring a Car Parking Management Plan and the construction and ongoing maintenance of parking areas. The development accommodates parking demand entirely within the site, without reliance on on-street parking, noting Council's authority to manage on-street parking restrictions.
49. In addition, the TIA confirms that the proposal meets the design standards for car parking spaces in accordance with Clause 52.06-9. Standard conditions have been included within the recommendation to ensure all car parking spaces are appropriately constructed, maintained and designed.
50. Council does not support the applicant's justification for a 200-metre walking distance between parking areas and warehouse tenancies, considering a maximum of 150 metres to be reasonable to ensure parking usability, discourage unsafe or informal parking behaviour, and maintain overall site functionality, and therefore requires parking to be more evenly distributed so all tenancies are serviced within this distance.
51. DTP considers that car parking spaces have been provided adjacent to each warehouse which is considered acceptable.
52. In addition, the application included a green travel plan as required by Clause 15.01-2L for non-residential developments with a gross floor area exceeding 2,499sqm. Council recommended that the plan be amended to include EV charging infrastructure to each warehouse to support the transition to more sustainable transport modes. DTP notes that while the planning scheme does not mandate this requirement, it is appropriate to include as a condition and will assist in future proofing the development.

### **Bicycle Facilities**

53. Pursuant to Clause 52.34 of the Kingston Planning Scheme, a warehouse use does not include a bicycle parking requirement.
54. The proposed development includes a total provision of 32 bicycle spaces, comprising provision of 4 bicycle spaces to each of the Warehouses 1 – 8, in the form of ground-mounted bicycle racks located adjacent to the respective office entry lobbies. In addition, the proposed warehouses include the provision of a minimum of one unisex shower and change area at ground floor within the office components.
55. Council noted that the BESS report commits to provide 20 employee bicycle parking spaces and 20 visitor bicycle parking spaces, however only 32 in total are identified in the SMP and shown on the plans. The BESS report must be updated to reflect what is shown on the plans. A condition has been included within the permit to ensure that all documentation aligns.
56. DTP is generally satisfied with the proposed bicycle parking, subject to conditions to address the BESS report and standard conditions to ensure that bicycle parking spaces are designed in accordance with Clause 52.34 (Design Standards).

### **Loading / Unloading**

57. The development provides appropriate loading arrangements, with each warehouse tenancy incorporating hardstand areas primarily configured as at-grade loading docks. Warehouses 1 and 8 include a combination of at-grade and recessed docks, and the facilities can accommodate 20 m articulated vehicles, 12.5 m heavy rigid vehicles and 8.8 m medium rigid vehicles, as demonstrated by the swept path analysis in Appendix A of the Traffic Impact Assessment report.
58. Council raised no concerns with the proposed loading arrangements. DTP consider the proposed loading arrangements to be appropriate and consistent with an industrial business park of this nature. A standard condition has been included within the recommendation to ensure that loading and unloading is carried out on the subject site.

## Waste

59. A Waste Management Plan prepared by SDC (January 2026) has been submitted. Waste bins for each warehouse, will be stored internally and accessed via loading bays. Waste collection will occur within the onsite hardstand areas at or near roller shutter doors. Rear-loading medium rigid vehicles (8–11 m) will service the site and are able to manoeuvre and enter/exit the property in a forward direction. All waste streams will be collected onsite by private contractors at weekly, fortnightly, or monthly intervals in accordance with Tables 4 to 9 of the Plan.
60. Council raised no concerns with the proposed WMP. DTP consider the proposed waste arrangements to be appropriate and consistent with an industrial business park of this nature. A standard condition has been included within the recommendation requiring the endorsement of the WMP by Kingston City Council.

## Environmental Impacts

### Tree Removal

61. The subject site has already been predominantly cleared of trees and vegetation under planning permit KP-2024/209.
62. The enclosed Arboricultural Assessment by Homewood Consultants, identifies that a total of sixty-two (62) trees remain on site and on immediately adjacent land, consisting of:
- 24 trees remain on site, most of which are contained within the proposed open space area or proposed Warehouse 12 footprint as identified delineated on the proposed development plans;
  - 26 Council street trees within the Southern Road nature strip abutting the site; and
  - 12 trees located within neighbouring properties.
63. Of the above listed trees, seven (7) are proposed for removal as part of this proposal, including:
- 5 x on-site trees, including Tree No's. 50, 55, 56, 59 and 60, all of which are located within the proposed Warehouse 12 footprint and have been assessed as having low retention value, none of which trigger a permit requirement under Clause 52.17.
  - 2 x Council street trees, including Trees 10 and 11.
64. Council's vegetation team consider it to be highly unlikely that tree 59 was planted and there is insufficient evidence provided within the application demonstrating that the tree was planted.
65. On 11 May 2026, the permit applicant amended the application to include the "removal of native vegetation" to facilitate the removal of Tree 59.
66. The applicant subsequently sought further advice from the project ecologists (Nature Advisory), who advised that Coast Tea Tree is naturally confined to coastal areas approximately 2.5 km from the site. At the subject site, which is not coastal, the species is considered an environmental weed.
67. Under normal circumstances, Coast Tea Tree would be listed in the schedule to Clause 52.17 as a declared weed, meaning no planning permit would be required for its removal. However, as it is not included in the relevant schedule, a planning permit is required.
68. The removal of Tree 59 is considered acceptable given its classification as a weed at this location. The tree occurs in isolation and does not form part of a patch of native vegetation as defined in Victoria's *Guidelines for the Removal, Destruction or Lopping of Native Vegetation* (DEECA, 2025). It is not a canopy tree of the Ecological Vegetation Class (EVC) recorded on site and therefore does not meet the definition of a scattered tree under the Guidelines. As such, its removal does not trigger a native vegetation offset requirement.

69. In addition, Council recommended that a third tree (Tree 77) should also be removed given its proximity to the southern crossover. Clause 7.1 of the Aboricultural Assessment assesses the viability of Tree 77 and does not recommend removal noting that the encroachment can be managed.

## Landscaping

70. The application was supported by a Landscape Masterplan prepared by Urbis. The landscape strip along the site's Southern Road frontage proposes 8 *Coast Banksia* (*Banksia integrifolia*) and 8 *Manna Gum* (*Eucalyptus viminalis* subsp. *pryoriana*), with an additional 9 *Peppermint Gum* (*Eucalyptus radiata*) distributed throughout the remainder of the site. The landscaped setback to Southern Road generally ranges between 3 and 4.4 metres in width, with deeper sections interspersed to ensure canopy tree planting can be accommodated along this principal frontage. Additional canopy tree planting is also proposed at the north-eastern and south-eastern corners of the site.
71. In addition, in response to Council's comments regarding the activation of the open space, the applicant has agreed to a condition requiring the landscape plan to be amended to include enhanced public realm features. These include additional understorey landscaping, a pedestrian pathway, park benches, and outdoor fitness equipment.
72. Subject to the conditions outlined above, DTP considers the landscaping response to be appropriate for the site and capable of delivering an improved streetscape outcome and enhanced visual amenity, consistent with the industrial context and the objectives of the Kingston Planning Scheme. On this basis, DTP have not sought to include Council's recommendation for additional canopy tree planting along the site's frontage.

## Open Space

73. The development proposes the provision of 2,582 square metres of land to be designated as public open space, with the proponent intending to vest the land in Council through a future subdivision application. This proposal also includes a carriageway easement over the common property accessway to facilitate site access.
74. Council does not support the vesting of this land as public open space, on the basis that the area cannot reasonably be regarded as such due to its restricted access, location behind warehouses, and limited availability to the broader community. Council considers the space functions more as a semi-private area and has been designed primarily to retain vegetation rather than accommodate public recreation or use.
75. Council has also raised concerns regarding the size of the proposed public open space, noting that it is less than 0.4 hectares and suggesting this may give rise to native vegetation implications under Clause 52.17.
76. DTP considers that vesting of land as public open space is a matter to be resolved between Council and the permit applicant. Should Council elect not to accept vesting, responsibility for the ongoing management and maintenance of the land will remain with the proponent. Subdivision and vesting of land for public open space operate independently of native vegetation assessment requirements, as the transfer of land into public ownership does not, in itself, constitute native vegetation removal. Accordingly, it is not appropriate to assume native vegetation loss or offset obligations solely on the basis of the size of the proposed open space, and for this reason Council's condition requiring the retention of native vegetation within the open space has not been included in the recommendation. Notwithstanding this, it is recommended that references to the land being a public reserve and the carriageway easement from the plans be removed should vesting not proceed.

## Sustainability

### Environmentally Sustainable Design (ESD)

77. Planning policy at Clause 15.01-1L-01, 15.01-2L, 19.03-3L-1, 19.03-3L-02, 53.18 and Clause 65.01 include relevant policies to achieve best practice environmentally sustainable development.
78. The application was supported by a sustainable management plan (SMP) prepared by Sustainable Development Consultants dated January 2026 and Stormwater Management Plan dated 18 December 2025.



79. Council undertook a review of the submitted SMP and concluded that the SMP would meet Council's expectations for a development of this scale subject to recommendations relating to:
- Add an ESD notes section to the plans to capture all ESD commitments.
  - Provide thermal modelling to support Management Credit 2.3 or remove the credit.
  - Align the BESS report with the plans and SMP (rainwater tank size, number, and no café).
  - Relocate rainwater tanks closer to toilets and provide stormwater contribution calculations if applicable.
  - Clarify water-efficient landscaping, fire test water reuse, or remove the relevant BESS credits.
  - Separate offices from warehouses to avoid energy loss and show full solar PV details on plans.
  - Show ventilation features on plans or remove the IEQ credit.
  - Update bicycle parking numbers in the BESS report to match the plans.
  - Remove innovation points for Green Star unless there is clear evidence of action.
80. As a result, DTP have adopted Council's recommendation to require an amended SMP noting a number of the requirements are seeking clarification/evidence.
81. It is noted that Council included a condition requiring an integrated stormwater management (drainage) documents including a flood assessment. Council did not include any formal commentary on the submitted stormwater management plan, but it is understood that Council has localised flooding in this location and therefore, the conditions has been included within the recommendation.

## Other Matters

### Signage

82. The proposal includes the following business identification signage:
- Warehouses 1 and 8 propose a 40 m<sup>2</sup> signage zone on the western elevation fronting Southern Road, together with a 10 m<sup>2</sup> signage zone adjacent to the office component on the northern and southern elevations respectively.
  - Warehouses 2–7 each propose a single 10 m<sup>2</sup> signage zone located above the office area on the relevant façade.
  - No signage is proposed for Warehouses 9–12.
83. Council raised concerns that the signage information provided is insufficient to allow proper assessment under Clause 52.05, particularly regarding the proposed 40 m<sup>2</sup> sign on the western elevation and its potential streetscape impact. On this basis, Council does not support signage forming part of the current application and considers it should be assessed through a separate future application once detailed proposals are available.
84. Notwithstanding Council's concerns, DTP is satisfied that sufficient information has been submitted to enable assessment of the proposed signage. DTP considers that assessing signage as part of the current application will ensure a coordinated and consistent signage outcome across the site, rather than ad-hoc signage applications at later stages.
85. Clauses 15.01-1L-02 and 52.05 seek, among other objectives, to discourage visual clutter and encourage signage to be integrated within the building façade, rather than projecting above the building line, into the skyline, or beyond the edges of the host building. The proposed signage is considered to appropriately respond to these policies for the following reasons:



- The signage is not expected to adversely impact amenity, given the predominantly commercial and industrial character of the surrounding area.
  - The size of the proposed signage is considered appropriate having regard to the scale of the site, the built form, and signage within the broader locality.
  - No illuminated signage is proposed.
86. A permit condition is included requiring the preparation of a signage strategy to provide further detail and address Council's concerns. In addition, standard signage conditions have been included within DTP's recommendation.

# Recommendation



87. The proposal is generally consistent with the relevant planning policies of the Kingston Planning Scheme and will contribute to the provision of large warehouses which will contribute to the provision of jobs within a regionally significant industrial precinct.
88. It is **recommended** that Planning Permit No. PA2604228 at 54-74 Southern Road, Mentone be issued subject to conditions.
89. It is **recommended** that the applicant, relevant referral agencies, the council and submitters be notified of the above in writing.

