

7 & 33 Princes Highway, Dandenong South Planning Report

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1 Introduction

proUrban Advisory, Planning & Management ('proUrban') act on behalf of ISPT Pty Ltd ('the applicant') in relation to the land at 7 & 33 Princes Highway, Dandenong South.

The majority of the proposed development occur on the land at 7 Princes Highway, Dandenong South. The only works being undertaken on the land at 33 Princes Highway, Dandenong South relate to drainage works for a connection to the adjacent creek.

Unless otherwise noted in this report, any reference to 'the site' will relate solely to the land at 7 Princes Highway, Dandenong South.

The applicant has requested that proUrban prepare and submit an application for planning approval for the demolition of existing buildings and construction of a warehouse development on the subject site. The permit application is made to the Minister for Planning ('the responsible authority') under Clause 53.22 of the Planning Scheme.

This report has been informed by:

- A review of the Greater Dandenong Planning Scheme and the relevant clauses and planning policy contained therein;
- A detailed inspection of the subject site and surrounding area;
- Three pre-application meetings with representatives from the City of Greater Dandenong;
- A review of the relevant Certificates of Title; and
- A review of the architectural plans prepared by Concept Y and various (attached) consultant reports and assessments.

This report provides:

- A description of the site and surrounding area.
- A description of the proposal.
- An outline of the relevant statutory planning framework.
- An assessment of the proposal against the relevant provisions of the Planning Scheme.
- An assessment of the key issues as they relate to the proposal.
- An assessment of the merits of the proposal.

This report should be read in conjunction with the following plans and reports:

- Architectural Plans prepared by Concept Y;
- Landscape Plan prepared by Habit8;
- Sustainability Management Plan prepared by SDC;
- Earthworks Plan and Drainage Plan prepared by Cosentino Group;
- Biodiversity Assessments prepared by Ecology and Heritage Partners;
- Aborigicultural Impact Assessment (7 Princes Hwy) prepared by Sustainable Tree Management;

- Aboricultural Impact Assessment (33 Princes Hwy) prepared by Arbor Survey;
- Melbourne Water Connection Approval Response;
- Traffic Impact Assessment, Green Travel Plan and Waste Management Plan prepared by Impact;
- Road Safety Audit Memo prepared by Impact;
- Road Safety Audit Report prepared by Road Safety Audits;
- Project Economic Impact Assessment prepared by DeepEnd Services;
- Letter of Heritage Support from Hassell Architects;
- Heritage Interpretation Assessment prepared by Sue Hodges Productions;
- Building Engineers report prepared by Cosentino Group;
- Conservation Management Plan and Heritage Impact Statement prepared by Bryce Raworth; and
- Cultural Heritage Letter of Advice prepared by Jem Archaeology.

Overall, we submit that the proposal is generally consistent with the relevant policy objectives and the intent of the Greater Dandenong Planning Scheme and presents an appropriate design response to the site's opportunities and constraints and the broader context of the surrounding area.

2 Site Context

2.1 Site Description

The planning parcel comprises the land identified as 7 Princes Highway, Dandenong South and part of the land referred to as 33 Princes Highway, Dandenong South.

The land at 7 Princes Highway, Dandenong South is formally identified as Lot 2 on Plan of Subdivision 300391K. The Certificate of Title accompanies this report. We note that no easements encumber the site.

The land at 33 Princes Highway, Dandenong South is formally identified as Lot RES1 on Plan of Subdivision 414290. This land accommodates part of the Eumemmerring Creek. The Certificate of Title accompanies this report.

The site (7 Princes Highway) was part of the land that previously accommodated the International Harvester factory and is a significant landholding, covering an approximate area of 12.21 hectares. The site has a frontage to Princes Highway of 472.49 metres and a maximum depth of 351.24 metres. The site also has a 506.19 metre rear interface to the metropolitan railway line.



Figure 1 | Cadastral image of the application land

2.2 Existing Conditions

The land is improved by an industrial facility that until recently was occupied by Iveco Trucks and was used for a range of vehicle manufacturing, service, and storage activities. There are several other buildings on the site used for administration and training purposes. Extensive car parking is provided in the western edge of the site. Vehicle access is taken via a crossover located on the Princes Highway frontage.

The site has a history of manufacturing on the land. In the 1950s, the site became the Australian manufacturing complex for International Harvester, which built commercial motor vehicles and farm machinery. This history is recognised through the individual heritage citation applied to the site.

The neighbouring and nearby sites are predominately characterised by industrial and warehousing developments, consistent with the intent of the planning controls that apply to the precinct.

Mature vegetation is found clustered along the railway frontage in the south-eastern corner of the site as well as along the Princes Highway frontage. Other single mature trees are found along the eastern boundary of the site.

The land at 33 Princes Highway accommodates part of the Eumemmerring Creek which includes areas of native vegetation and drainage infrastructure associated with the adjacent development.



Figure 2 | Aerial image of subject site

2.3 Surrounding Area

The subject site is situated within the local government area of Greater Dandenong in the suburb of Dandenong South approximately 35 kilometres south-east of Melbourne CBD. Located at the intersection of South Gippsland Freeway and Princes Highway, the site is located within an established industrial and commercial precinct approximately 1km south-east of the Dandenong Central Business District. This precinct has a strong association with manufacturing, warehousing, and storage.

2.4 Site Interfaces

North

To the north, the site abuts Princes Highway and is accessible via a service lane and multiple small crossovers in the north-western corner. Commercial and industrial development is located across from Princes Highway, with residential development located further north.

East

To the east the site adjoins two large warehouse developments associated with timber manufacturing and wholesale and a storage facility. Beyond this is the Eumemmerring Creek part of the Port Phillip catchment.

South

To the south the site abuts a railway line, a mix of commercial and industrial development, and a caravan park further south.

West

To the west the site abuts a large at-grade car parking area associated with the previous Iveco facility. This site is not part of the permit application is subject to a separate application by Iveco for a new facility.



Figure 3 | Wider aerial image of subject site

3 Proposal

The proposal seeks partial demolition of existing buildings and construction of multiple warehouses, with ancillary offices and associated car parking areas on the site. The eight new warehouses will have a total floor area of 67,120sqm.

3.1 Land Use

The proposal seeks to use the land for the purpose of a warehouse and ancillary offices. Warehouse is a Section 1 (no permit required) use within the Commercial 2 Zone and therefore does not trigger a planning permit.

More specifically, the proposal includes:

- Eight (8) x Warehouses for a total area of 62,240 sqm (GFA)
- Eight (8) x Ancillary Offices (and dock offices) for a total area of 4,880 sqm (GFA)

Warehouse is defined within the Planning Scheme as:

- Land used to store or display goods. It may include the storage and distribution of goods for wholesale and the storage and distribution of goods for online retail. It does not include premises allowing in-person retail or display of goods for retail or allowing persons to collect goods that have been purchased online.

It is noted the office components of the proposal are considered ancillary to the use of land for warehouse, for the purposes of land use definition and car parking calculations.

3.2 Built Form

Demolition

It is proposed to demolish all buildings (including hardstand) excluding a portion of the original 'administration', 'Guard House' and 'Cab Shop' buildings fronting Princes Highway and a portion of the original 'amenities building' on the site. These buildings cover a total area of 1,950sqm and are discussed within the heritage assessments attached to the application.

Construction

The proposal involves the construction of eight warehouses. All built form will be set back a minimum of 22.7m (excluding awnings) from the road frontage. The warehouses will be constructed to a height of between 13.7m to 14.6m, which is typical for large format warehouses across metropolitan Melbourne.

Warehouses 3B, 3C, 4 and 5 all contain a main (ancillary) office within a mezzanine level over the warehouse entry/lobby area and a smaller dock office near the loading areas. Warehouses 1A, 1B, 2 and 3A utilise the existing heritage building for their ancillary office. Warehouses 1A, 1B and 2 do not contain a dock office.

Main office areas are constructed to a total height of 8.7m to 9.3m, other than Warehouses 1A, 1B, 2 and 3A which utilise existing structures. All warehouses will have separate loading facilities, car parking areas, and other associated service elements.

The proposal also provides for the construction of awnings in the frontage to each warehouse to protect and facilitate the loading and unloading of large vehicles on the hardstand.

Drainage

The proposed works include the upgrading of a stormwater drainage pipeline at 33 Princes Highway, Dandenong South. It is understood that the existing 1200 millimetre drain pipe will be replaced with two x 1200 millimetre drain pipes, which will sit side by side (in the same location), to support the increasing stormwater flows expected for the area. These works are required to facilitate any new development at 7 Princes Highway and also any future works on the land at 1 Princes Highway (retained Iveco land).

3.3 Car Parking, Bicycle Facilities and Access

The configuration of truck and car movement within the site is facilitated by a 10m wide crossover and shared private road, designed to service all warehouses (other than Warehouse 1A) and maintain efficient and safe traffic movement within the site and broader estate. Whilst the road is shared by heavy vehicles and cars, car parks and loading areas are separated.

Warehouse 1A provides truck and car access via the Princes Highway service road and proposes to relocate and construct new crossovers to facilitate the new access configuration.

The development will accommodate a total of 516 car spaces. The number and location of spaces is proportional to each warehouse. The majority of spaces are located near the offices of each warehouse. The number and location of spaces is proportional to each warehouse. The provision includes two electric vehicle charging spaces and one DDA compliant space for each warehouse tenancy. Please refer to the traffic report prepared by Impact for a detailed breakdown of car parking allocations and rates.

Whilst there is no statutory requirement to provide bicycle parking, 80 bike spaces are proposed across the site. Bicycle parking spaces are allocated to each warehouse tenancy and will be located adjacent to each of the associated offices. Each office tenancy will also be benefited by one (1) shower and change room area.

Pedestrians can access the site via a pedestrian gate and pathway accessed from Princes Highway, which runs alongside the internal private road on a north-south axis through the site. Other pedestrian access points are also provided to access the warehouses across the wider site.

3.4 Signage

Directional and pylon signs are proposed within the estate to help direct traffic and identify the businesses located on the site. Signage zones are also proposed on the façades of the warehouses. Proposed signage can be further detailed in the following:

- Nine pylon signs – 8m x 2m (indicative details provided)
- Seventeen directional signs – freestanding 4m x 1.2m, and on fence 1.4m x 1m (indicative)
- Fifteen signage zones on buildings:
 - WH1 (A & B) – five signage zones (6 x 4m)
 - WH2 – one signage zone (6 x 4m)
 - WH3 – six signage zones (6 x 4m)
 - WH4 – two signage zones (6 x 4m)
 - WH5 – one signage zone (6 x 4m)

Please refer to the architectural plans prepared by Concept Y for further details on signage locations and indicative pylon and wayfinding signage elevations.

3.5 Materials and Finishes

Warehouses 1A, 1B, and 3A have been designed to complement and integrate the retained buildings with new built form. The proposed materials and colours have been carefully selected to ensure the existing heritage fabric remains the central focal point of the warehouses and can be visually differentiated from the newer buildings whilst still presenting as a well-designed and contiguous development.

The remaining warehouses include a carefully selected palette of high-quality materials to ensure the proposal responds to the existing and preferred industrial and commercial character of the area.

The warehouses and associated offices have been designed to incorporate elements which pay homage to the original factory buildings, such as red brick faced dado panels and the silhouette of the sawtooth roof archetype on the façade of the new buildings using different colours and types of materials.

The proposal incorporates a mix of:

- Metal cladding in 'monument', 'southerly', and 'basalt' colour and 'electric blue' colour
- Precast concrete panels in 'monument', 'deep ocean' and 'electric blue' colour
- Metallic roof sheeting in zincalume
- Roller doors in 'monument'
- Glazing panels

Please refer to the elevations and external finishes schedule within the architectural plans prepared by Concept Y for further details.

Please also refer to the Heritage Interpretation Study prepared by Sue Hodges Productions and the Conservation Management Plan (CMP), and Heritage Impact Statement prepared by Bryce Raworth, which detail the heritage elements and treatments proposed and what is being retained as part of the development.

3.6 Native Vegetation & Landscaping

Existing Vegetation

A Biodiversity Assessment was undertaken by Ecology and Heritage Partners for both parcels of land.

Across the land at 7 Princes Highway it is proposed to remove 0.185 hectares of native vegetation across the site. However, many existing trees are also proposed to be retained such as all River Red Gum trees which are 100 years of age or older. Of the 17 remnant trees present within the study area, the development proposes to remove 1 large and 4 small-scattered trees.

As mentioned above, utility works are required to the land (parcel of 0.06 ha) at 33 Princes Highway to facilitate drainage connections and upgrades. It is proposed to remove 0.022 hectares of native vegetation including 2 large trees within this parcel.

Please refer to the Biodiversity Assessments by Ecology and Heritage Partners for further information.

Proposed Vegetation

The proposal incorporates significant landscaping elements throughout the site and has been designed to complement the nuances of the built form demonstrating a high-quality and aesthetic design outcome. Landscaped areas include:

- A landscaped front setback of between 5m and 13.4m;
- Significant landscaping around car parking areas in front setback;
- Landscaped areas around car parking areas for each warehouse;
- A proposed communal landscaped area on the western side of Warehouse 2;
- Retainment of existing trees, including significant River Red Gum trees; and
- Vertical green walls on warehouse and office facades.

Please refer to the Landscape Plan prepared by Habit8 for further details on the proposed landscaping response.

3.7 Consultation

The applicant arranged a tour and development presentation (in June 2023) with members from the Iveco 25 Year Club comprising staff who worked at the existing facility for more than 25 years.

This group has been consulted regarding the design and development of the proposal and have expressed support for the proposed heritage retention, adaptation and redevelopment. The group has also guided the heritage interpretation document prepared by Sue Hodges.

This group have been invited to participate in the development journey through the provision of incremental development updates and tours.

4 Statutory Planning Controls

4.1 Zone

Commercial 2 Zone



Figure 4 | Commercial 2 Zone

The subject site is located within the Commercial 2 Zone (C2Z). The purpose of the C2Z is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

Pursuant to Clause 34.02-1, a planning permit is **not required** to use the land for a warehouse given the land is separated by more than 30 metres from a residential zone and other sensitive uses/zones. Further, the proposal does not involve activities considered under Clause 53.10.

Pursuant to Clause 34.02-4 a permit **is required** for building and works.

The following decision guidelines apply to applications for buildings and works:

- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking.
- The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.
- Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- The availability of and connection to services.

- Any natural or cultural values on or nearby the land.
- Outdoor storage, lighting, and stormwater discharge.
- The design of buildings to provide for solar access.

The C2Z defines the signage control for the site as Category 1 in accordance with the requirements outlined in Clause 52.05.

4.2 Overlays

Heritage Overlay – Schedule 56 (HO56)



Figure 5 | Heritage Overlay Plan

The subject site is affected by a Heritage Overlay pursuant to Clause 43.01 of the Greater Dandenong Planning Scheme. The purpose of the Heritage Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Specifically, the site is identified as being within HO56 - Formerly International Harvester Factory. The corresponding Statement of Significance is detailed in an incorporated plan within the Greater Dandenong Planning Scheme. It details aspects of heritage significance in their respective categories, such as:

- Historical Significance
- Social and economic significance
- Architectural significance
- Cultural Heritage and Indigenous Significance; and
- Aesthetic Significance.

The document also details exemptions for certain types of development within the site with regard to heritage.

In summary, the Former International Harvester Factory Incorporated Plan notes:

- The factory is one of three major industrial complexes during the industrial expansion era;
- Some parts of the factory were awarded for architectural excellence;
- River Red Gum trees a significant example of Indigenous tree growth of over 100 years old in the area; and
- No planning permit required for specific emergency, safety, repair and maintenance works and other elements.

Pursuant to the Greater Dandenong Planning Scheme, the site is not included on the Victorian Heritage Register as a site of State Heritage Significance, however external paint, solar energy systems, and tree controls apply to the site.

Pursuant to Clause 43.01, a permit **is required** to:

- Demolish or remove any of the buildings and/or to remove any of the trees;
- Construct a building or construct or carry out works including rainwater tanks and signs; and
- Construct or display a sign.

The following decision guidelines apply to an application for a permit under the HO.

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*

- Whether the lopping or development will adversely affect the health, appearance or significance of the tree.
- Whether the location, style, size, colour and materials of the proposed solar energy system will adversely affect the significance, character or appearance of the heritage place.

The following documents have been prepared in association with the heritage related requirements for the proposal, and should be read in conjunction with this report:

- Conservation Management Plan and Heritage Impact Statement prepared by Bryce Raworth; and
- Heritage Interpretation Assessment prepared by Sue Hodges Productions.

Land Subject to Inundation Overlay (LSIO)

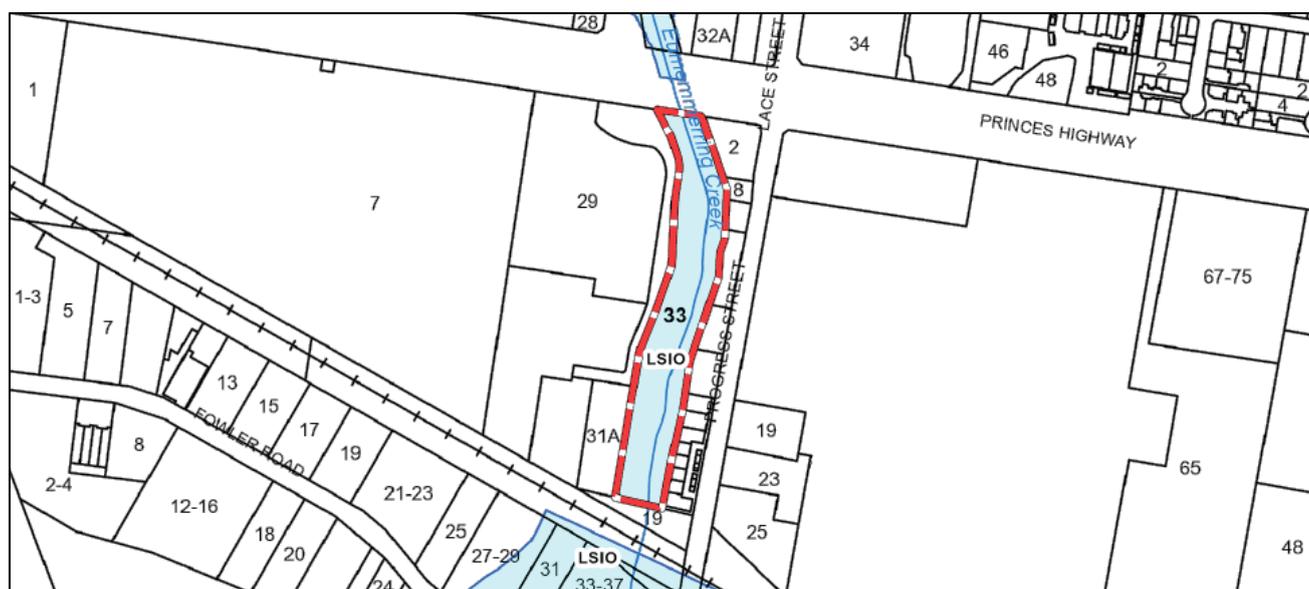


FIGURE 5A | MAP OF LSIO

The subject site is affected by a Land Subject to Inundation Overlay pursuant to Clause 44.04 of the Greater Dandenong Planning Scheme. The purpose of the Overlay is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To minimise the potential flood risk to life, health and safety associated with development. To reflect a declaration under Division 4 of Part 10 of the Water Act, 1989 .
- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.
- To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health.

We note the works within the overlay are exempt from a permit pursuant to Clause 44.04-2:

To the following works in accordance with plans prepared to the satisfaction of the responsible authority:

- *The laying of underground sewerage, water and gas mains, oil pipelines, underground telephone lines and underground power lines provided they do not alter the topography of the land.*

We note the connection has been approved by Melbourne Water. Please see the attached response from Melbourne Water.

4.3 Other Considerations

Aboriginal Cultural Heritage Sensitivity

Pursuant to the Aboriginal Heritage Regulations of 2018 ('the Regulations'), a portion of the site is shown to be within an area of possible cultural heritage sensitivity.



FIGURE 6 | MAP OF ABORIGINAL CULTURAL HERITAGE SENSITIVITY

A Cultural Heritage letter has been prepared by Jem Archaeology which concludes that the entirety of the activity area has been subjected to significant ground disturbance as defined by the Aboriginal Heritage Regulations 2018 (r.5), and therefore no longer constitutes an area of cultural heritage sensitivity.

Accordingly, in this instance r.26(2) of the Aboriginal Heritage Regulations 2018 applies and a mandatory CHMP is **not** required to be prepared and approved prior to the commencement of the proposed activity.

Please refer to the attached letter prepared by Jem Archaeology for further details.

4.4 Particular Provisions

The particular provisions are specific prerequisites or planning provisions for a range of particular uses and developments and apply consistently across the state. Unless specified otherwise, the particular provisions apply in addition to the requirements of a zone or overlay.

Clause 52.05 - Signage

Clause 52.05 of the Greater Dandenong Planning Scheme relates to the display of signage. The purpose of this Clause is:

- *To regulate the development of land for signs and associated structures.*
- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*

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

It is noted the site is located within Category 1 Commercial Areas (Minimum Limitation).

Clause 52.06 - Car Parking

Clause 52.06 outlines the statutory car parking requirements which apply to particular land uses. Pursuant to Clause 52.06 of the Greater Dandenong Planning Scheme, the relevant Car Parking objectives include:

- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Pursuant to Column A of Table 1 Clause 52.06, the following car parking requirements apply to the proposed development:

- 2 car spaces to each warehouse premises; plus 1.5 car parking spaces to each 100 sqm of net floor area.

Pursuant to Clause 52.06 a permit is required to reduce the number of car space required by the development.

Clause 52.17 Native Vegetation

Clause 52.17 of the City of Greater Dandenong Planning Scheme specifies provisions relating to native vegetation, its removal, destruction or lopping, including dead native vegetation. Clause 52.17 seeks to implement the following 3-step approach when considering native vegetation:

1. Avoid the removal, destruction or lopping of native vegetation.
2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation. To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.

Pursuant to the Clause 52.17 of the City of Greater Dandenong Planning Scheme, a **permit is required** to remove, destroy, or lop native vegetation. Given the size of the land (greater than 0.4 hectares) and existence of vegetation on the subject site, the above provision may apply to the removal of vegetation.

Clause 52.29 Land Adjacent to the Principal Road Network

This clause applies to land adjacent to a road in the Transport Zone 2 (Princes and South Gippsland Highways).

A permit is required to create or alter access to a road in a Transport Zone 2. An application must be referred under section 55 of the Act to the person or body specified as the referral authority in clause 66.03.

Clause 52.34 – Bicycle Facilities

Clause 52.34 of the Greater Dandenong Planning Scheme outlines the bicycle requirements for a range of uses. Use of the land for warehouse is not included in Clause 52.34, meaning the proposal must justify the appropriate provision of bicycle parking to the Responsible Authority.

Clause 53.10 – Uses with Adverse Amenity Impacts

Clause 53.10 of the Greater Dandenong Planning Scheme aims to define those types of industries and warehouses which if not appropriately designed and located may cause offence or unacceptable risk to the neighbourhood.

The clause outlines the acceptable threshold distance from any part of the land of the proposed use or buildings and works to land (not a road) in a residential zone, Capital City Zone or Docklands Zone, 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.

The proposed use is not classified under Clause 53.10.

Clause 53.18 – Stormwater Management in Urban Development

The purpose of Clause 53.18 is to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

Pursuant to Clause 53.18, 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.

Various responses to the requirements of Clause 53.18 are included in the Sustainability Management Plan prepared by Sustainable Development Consultants. Please also refer to the drainage plan prepared by Cosentino Group.

Clause 53.22 - Significant Economic Development

The purpose of Clause 53.22 is to:

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

The provisions of Clause 53.22 prevail over any inconsistent provision in the planning scheme. Under this provision the responsible authority is the Minister for Planning.

In accordance with Table 1 to Clause 53.22-1, warehouse is a specified use listed within Table 2, with the condition that the estimated cost of development must be at least \$30 million if any or part of the land is in metropolitan Melbourne.

The estimated development cost of the project is **\$111,500,000**. The proposal, therefore, meets the use and conditional requirements for Category 1 under Clause 53.22-1, and is assessable via the Development Facilitation Program (DFP).

The following planning scheme requirements apply to applications assessed under Clause 53.22:

- The responsible authority may waive or vary any building height or setback requirement.
- An application is exempt from an application requirement in this planning scheme if in the opinion of the responsible authority the information is not relevant to the assessment of the application.

In addition to other application requirements required under the planning scheme, the following must accompany an application under Clause 53.22:

- A quantity surveyor report prepared by a suitably qualified person specifying the estimated cost of the development. For a development that includes more than one use, the report should specify the estimated cost of development for each use.
- Written advice of the Chief Executive Officer, Invest Victoria.

The following must be considered in addition to other applicable decision guidelines within the planning scheme:

- The purpose of the clause.
- The views of the Office of the Victorian Government Architect.

5 Planning Permit Requirements

The planning permit triggers associated with the proposal are summarised in the following points:

5.1 Land Use

Pursuant to Clause 34.02-1, a permit is **not required** to use the land for a warehouse. The office use is considered ancillary to the primary warehouse use and a planning permit is therefore, not required.

No new land use is proposed in the Urban Floodway Zone.

5.2 Building and Works

Pursuant to Clause 34.02-4, a permit **is required** to construct a building or construct or carry out works.

Pursuant to Clause 43.01, a permit **is required** to:

- Demolish or remove any of the buildings and/or to remove any of the trees;
- Construct a building or construct or carry out works including rainwater tanks and signs; and
- Construct or display a sign.

The works associated with the drainage upgrades are considered to be exempt under Clause 62.02-1 (Buildings and works associated with a minor utility installation). We note the connection has been approved by Melbourne Water.

5.3 Signage

Pursuant to Clause 52.05-11, a permit **is required** to display business identification signs whereby the area of all signs exceeds 8m².

5.4 Car Parking and Access

Pursuant to Clause 52.06, a permit **is required** to reduce the number of car parking spaces required.

Pursuant to Clause 52.29, a permit **is required** to create or alter access to a road in the Principal Transport Network.

5.5 Native Vegetation

Pursuant to Clause 52.17, a permit **is required** to remove, destroy or lop native vegetation, including dead native vegetation.

5.6 Notice and Review

In accordance with 53.22-4, this application is **not exempt** from notice requirements of section 52(1)(a), (b) and (d), but **is exempt** from the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Further to the above, the following Clauses advise that the proposal 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:

- Pursuant to Clause 34.02-6 (C2Z) the application is **exempt** from notice requirements as the land is not within 30m of a residential or otherwise specified zone.
- Pursuant to Clause 52.29-5, an application requiring a permit to remove or alter access to a Road in a Transport Zone 2 is **exempt** from notice requirements.

The proposal is however **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 Act due to the following:

- Pursuant to Clause 43.01-4 (HO), the application is not exempt from notice requirements as construction and carrying out of works, and removal of trees is proposed.
- Pursuant to Clause 52.06-4, the proposal is not exempt from notice requirements as the application is for a permit under multiple Clauses.
- Pursuant to Clause 52.05-7, the proposal is not exempt from notice requirements as there is no specified land included in the exemption provided in the schedule to the Clause.
- Pursuant to Clause 52.17, the proposal is not exempt from notice requirements as there is no specified land included in the exemption provided in the schedule to the Clause.

We consider that any notice of the application should be limited to the above considerations and provisions.

6 Relevant Planning Policy

6.1 Plan Melbourne

Plan Melbourne (2017-2050) is a State-level planning document outlining the strategic framework for the Melbourne region to 2050. The document encourages the redevelopment of underutilised land, particularly urban-renewal areas, within close proximity to employment, various services and public transport infrastructure. Furthermore, the plan:

- Seeks to respond to the challenges of population growth, driving economic prosperity and liveability.
- Defines what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth.
- Is the State Government's blueprint for Melbourne's future prosperity, liveability and sustainability.
- Addresses Melbourne's infrastructure, housing, employment and environmental challenges with an integrated approach to planning, based broadly on the principles of transit orientated development that includes land use, transport, and social and community infrastructure.

The strategy identifies the subject site as within the Southern State-significant industrial precinct in addition to the Dandenong National Employment and Innovation Cluster where there is a focus for jobs growth and strategic infrastructure investment to help expand employment opportunities.

6.2 Planning Policy Framework

The Planning Policy Framework (PPF) seeks to ensure that the objectives of planning in Victoria (as set out in Section 4 of the Planning and Environment Act 1987) are fostered through appropriate land use and development policies and practices.

It informs the preparation and implementation of local planning policy objectives and the introduction of zone and overlay controls, and seeks to integrate relevant environmental, cultural, social and economic factors in the interest of net community benefit and sustainable development.

Those clauses most relevant to the current proposal include:

Clause 11 Settlement

The overall objective is to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

- Clause 11.02-1S Supply of urban land
 - *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 12 Environmental and Landscape Values

The overarching policy objective of Clause 12 is to protect the health of ecological systems and biodiversity, as well as conserving areas identified as having specific environmental and landscape values. Planning should protect, restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value. Relevant clauses include:

- Clause 12.01-1S Protection of Biodiversity
 - *To protect and enhance Victoria's biodiversity.*

- Clause 12.01-2S Native Vegetation Management
 - *To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.*
- Clause 12.05-2S Landscapes
 - *To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.*

Clause 15 Built Environment and Heritage

The objective of this clause is to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. It promotes development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment. Relevant clauses include:

- Clause 15.01-2S Building design
 - *To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.*
- Clause 15.03-1S Heritage Conservation
 - *To ensure the conservation of places of heritage significance.*
- Clause 15.03-2S Aboriginal Cultural Heritage
 - *To ensure the protection and conservation of places of Aboriginal cultural heritage significance.*

Clause 17 Economic Development

The objective of this clause is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity and contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential. Relevant clauses include:

- Clause 17.01-1S Diversified Economy
 - *To strengthen and diversify the economy.*
- Clause 17.01-1R Diversified economy - Metropolitan Melbourne
 - *Strategies: Facilitate the development of National Employment and Innovation Clusters by ensuring they:*
 - *Have a high level of amenity to attract businesses and workers.*
 - *Are supported by good public transport services and integrated walking and cycling paths.*
 - *Maximise investment opportunities for the location of knowledge intensive firms and jobs.*
 - *Support diverse employment generating uses, including offices, innovation and creative industries in identified areas within regionally significant industrial precincts, where compatible with adjacent uses and well connected to transport networks.*
 - *Consider how land use change proposals can respond to local and regional employment demand or identify how it can be accommodated elsewhere.*
 - *Plan for industrial land in suitable locations to support employment and investment opportunities.*
 - *Facilitate investment in Melbourne's outer areas to increase local access to employment.*
- Clause 17.03 Industry
 - *To ensure availability of land for industry.*
- Clause 17.03-2S Sustainable Industry
 - *To facilitate the sustainable operation of industry.*

- Clause 17.03-3S State significant industrial land
 - *To protect industrial land of state significance.*
 - *Site is located within the Southern Industrial Precinct – Dandenong South*

6.3 Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) sets a local and regional strategic policy context for a municipality. It comprises the Municipal Strategic Statement (MSS) and specific local planning policies and operates consistently with the PPF.

Municipal Strategic Statement

The Municipal Strategic Statement (MSS) applies to all land within the municipality and sets out the vision, objectives and strategies for managing land use change and development. It provides the link between the PPF and the local context of Dandenong and identifies how State policies apply in the local context.

Clause 21.02 Municipal Profile

Within the metropolitan Melbourne area, Greater Dandenong is ranked – in terms of job stock – first in manufacturing, second in storage, third in road transport and fourth in wholesale trade. The extension of the Urban Growth Boundary by the State Government will facilitate further industrial development in Dandenong and some 25,000 new jobs, to maintain Greater Dandenong’s pivotal role in the State economy.

Dandenong’s vital role in the development of the south-eastern region – Victoria’s economic engine room – attracts significant State Government infrastructure funding as an impetus for private sector investment. Council’s development initiatives coupled with the above, will revitalise Dandenong into an attractive and liveable city that captures the best of today and makes most of the opportunities for tomorrow.

Clause 21.05 Built Form

Clause 21.05-1 includes the following objectives:

- *To facilitate high quality building design and architecture.*
- *To facilitate high quality development, which has regard for the surrounding environment and built form.*
- *To provide for connected public open spaces and waterway systems.*
To promote activity centres as attractive places for community
- *To ensure that design of the public and private environment supports accessibility and healthy living.*
- *To protect and improve streetscapes*
- *To ensure landscaping that enhances the built environment*
- *To ensure a co-ordinated approach to sign design and placements, in commercial, industrial, residential areas and along road corridors.*
- *To express the inherent and/or aspirational qualities of the Greater Dandenong community at high exposure points of entry to, or transitions within, the municipality.*

Clause 21.05-2 includes the following objective:

- *To protect sites of significant cultural and heritage value and those elements which contribute to the significance of heritage places.*

Clause 21.05-3 includes the following objectives for sustainability:

- *To encourage all development to achieve best practice environmentally sustainable outcomes.*

Clause 21.07 Infrastructure and Transportation

Clause 21.07 includes the following relevant objectives:

- *To minimise the visual impact of physical infrastructure on the built and natural environment.*
- *To manage the impact of discharge of stormwater to minimise pollution and flooding.*
- *To minimise damage to physical infrastructure (including trees) from development.*

6.4 Local Planning Policy

Council’s local planning policy aims to implement the objectives and strategies outlined in the MSS. It provides guidance relating to specific planning issues and can offer directions for development in specific areas.

Those clauses most relevant to the current proposal are detailed below:

Clause 22.03 Urban Design in Commercial and Industrial Areas

Clause 22.03 outlines objectives and strategies that specifically relate to commercial and industrial zones. The local area map positions the subject site within Area 4 and the relevant objectives are outlined below:

- *To improve the appearance of all commercial and industrial areas, and particularly development along main roads and at identified gateway sites.*
- *To provide urban design solutions which respond to the type of road and the speed of the traffic using the road.*

The policy focuses on urban design and landscaping to improve the appearance of commercial and industrial areas and guiding principles for formatting development standards for industrial areas. The following table outlines the relevant design/development policy associated with the subject site.

The design of new commercial and industrial estates and infill development

In accordance with Clause 22.03-3, it is policy for the following matters to be considered for new use and development applications:

Element	Relevant Provisions
Context and setting for new estates	<p>Before preparing layouts for new commercial or industrial areas, a full site analysis should be completed, including an assessment of the relationship of the proposal to:</p> <ul style="list-style-type: none"> • The topography and physical features of the site and any elements of cultural or heritage significance. • Surrounding roads, pedestrian and bicycle paths and public transport. • Open space, creeks and floodway systems. • Views from the site. • The location of utilities. • Existing and proposed shops and other community facilities. • Energy efficiency principles.
Estate and road layout	<p>New commercial or industrial estates should cater for the needs of the particular activities likely to be attracted to the estate. Requirements will vary with the intended use, however the design of new estates should:</p> <ul style="list-style-type: none"> • Protect and enhance significant natural systems. • Avoid layouts which back onto open space and creek reserves.

	<ul style="list-style-type: none"> • Be serviced by sealed roads. • Actively dissuade heavy traffic from entering residential streets. • Incorporate a road hierarchy that will accommodate the anticipated traffic volume and vehicle types. • If possible, incorporate roads with a geometric layout. • Site substantial landscaping and attractive buildings around the borders. • Avoid locating smaller factory sites along highly visible main roads. • Provide small retail centres and open space in larger estates.
Interface with other uses	<p>The design of new commercial or industrial areas should:</p> <ul style="list-style-type: none"> • Preferably separate the commercial or industrial area from residential neighbourhoods by significant open space or a main road. • Incorporate buildings that front, rather than back, onto an abutting public open space reserve, creek or floodway.
Engineering services	<p>Lot layout and open space design should ensure that:</p> <ul style="list-style-type: none"> • All services, including electricity supply, are located underground. • Road reserves provide sufficient space for through-traffic, median strips if appropriate, on-street parking, garbage collection services, street tree planting, nature strips and footpaths. • Stormwater design can incorporate grass pollution traps and wetland filters.
Built form	<p>Design of new buildings should emphasise the importance of landmark and gateway locations where applicable and:</p> <ul style="list-style-type: none"> • Complement the scale of nearby buildings. • Incorporate innovative design approaches. • Provide clear entrances, interesting facades and detailing. • Emphasise the importance of "landmark" and gateway sites. • Incorporate facades that address both streets on corner buildings. • Locate office components to the front of the building. • Integrate exterior elements of signage, plumbing, heating and ventilation systems into the building. Roof top services should be located out of sight from the street.
Setbacks	<p>All development should enhance the streetscape character by reinforcing the street facades of existing buildings by:</p> <ul style="list-style-type: none"> • Matching the predominant front setbacks of surrounding buildings if these setbacks are typical, rather than the setback of immediately adjacent buildings if these do not conform to the character of the area. • Setting developments well back from creek frontages and remnant indigenous vegetation.

Storage areas	External plant, service yards and bulk storage areas should be confined to the rear of the lot. If this is not possible, the storage area should occupy a maximum of 40 per cent of the lot depth to the side of the building. Landscaping and fencing should be provided to screen side storage areas
Fencing	<p>Fencing can often be successfully integrated into building form and should be considered in the overall context of the development and the quality and character of the streetscape. In general, fencing should:</p> <ul style="list-style-type: none"> • Be set back to or behind the line of the building, so that it is less obtrusive and the building itself becomes part of the security solution, particularly along main roads. • If possible, not be provided along front boundaries, to avoid the use of front areas for bulk storage. Any front boundary security fencing or fencing adjoining a creek frontage or open space should be “transparent” and unobtrusive. • Be black poly coated if cyclone mesh fencing is used.
Landscaping	<ul style="list-style-type: none"> • Landscaping should be designed as an integral part of any development and assist in creating a unified appearance and in improving the environmental quality of the area. Landscape areas which are narrow and poorly maintained should be avoided. Landscaping should be appropriate to the character of the particular area. • If a landscape area adjoins a car park, a screen wall or masonry kerb at least 150 millimetres high should be built on the boundary.
Buildings at gateway locations and on main roads	<p>Buildings in identified gateway locations and on main roads should contribute to the urban design importance of these locations by:</p> <ul style="list-style-type: none"> • Demonstrating excellence of design. • Adhering to the Public Realm and Built Form Guidelines contained within the relevant Gateway Concept Plan (City of Greater Dandenong Gateways Strategy, December 2011).
Building appearance along main roads	<p>New buildings along main roads can contribute significantly by:</p> <ul style="list-style-type: none"> • Fronting all buildings onto the route to maintain visual interest, encourage street activity and enhance public safety • Ensuring new buildings are in scale with the dominant pattern of the area • Matching the dominant setback from the road frontage • Using building materials that complement the dominant materials used in the area • Using building materials that do not reflect light or glare to the detriment of road users
Landscaping & frontage setbacks along main roads	<p>A high standard of landscape design should be achieved for frontage setbacks:</p> <ul style="list-style-type: none"> • Designing the landscaping to complement the theme of the main road • Encouraging use of large canopy trees • Using shrub material if screening is required

	<ul style="list-style-type: none"> • Not locating high fencing in the frontage setback but rather at or behind building line • Locating storage areas behind the building line • Minimising car parking in the frontage setback and preferably restricting it to visitor parking • Locating large car parks behind the building line
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Buildings and works setback and landscaping design standards

Buildings and works setback and landscaping design standards that give effect to relevant elements of this policy for sites in specific areas and sites abutting a main road are set out in the table to this clause and the accompanying map.

The site is identified as within Area 4 on the map to Clause 22.03-3, described as Land bounded by the Princes Highway, the South Eastern Freeway and the railway line. The following apply to the site:

- **Setback design standard**
All buildings at least 20 metres from the frontage and 4.5 metres from a sideage to a road or road reserve having a width in excess of 15.2 metres.
- **Landscaping design standard**
A garden strip at least 20 metres wide along the frontage.

Clause 22.05 Greater Dandenong Gateways Policy

The Gateways Policy identifies the potential for a variety of possible gateways forms in the absence of prominent natural landmarks in the municipality. The policy suggests a range of gateway treatments to enhance local character and encourage visitation. The subject site is identified within Gateway 17 – Lonsdale St/South Gippsland Highway.

Pursuant to Clause 22.05-3, where a permit is required for land use or development (including signage) in a Gateway identified in Map 1: Gateway Locations, the following policy applies:

- An application for a Planning Permit must include an assessment against the Public Realm and Built Form Guidelines contained within the relevant Gateway Concept Plan (City of Greater Dandenong Gateways Strategy, December 2011)

Please refer to the assessment section of the report for the proposals adherence to the relevant Gateway policies and guidelines.

Clause 22.06 Environmentally Sustainable Development

The overarching objective of Clause 22.06 is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

The objectives are broken up into the following categories:

- Energy performance
- Water resources
- Indoor environment quality
- Stormwater management
- Transport
- Waste Management
- Urban Ecology

In accordance with Table 1 to Clause 22.06-4, development of a non-residential building with a gross floor area more than 2,499sqm requires a Sustainability Management Plan and a Green Travel Plan to accompany the application. Both are attached to this application.

Clause 22.11 Advertising Signs Policy

This policy applies to all outdoor signs within the municipality, and seeks to achieve the following objectives:

- To ensure that signs are designed, positioned and displayed in an appropriate and attractive manner.
- To encourage signs that make a positive contribution to both the day and night time character of activity centres.
- To improve the appearance of identified gateway locations across the municipality through the effective, sensitive display of signs and the avoidance of a proliferation of signs and visual clutter

It is policy to assess signage applications against the criteria identified within this policy in addition to those within Clause 52.05. Relevant criteria can be grouped into the following categories:

- General
- Street-oriented development
- Illuminated and animated signs

Please refer to the assessment section of the report for an assessment against the criteria.

7 Planning Assessment

A consideration of the planning merits of the proposal and how it responds to relevant policies and planning provisions in relation to the proposed works have been assessed below. The assessment addresses the proposal against the following points:

- Significant Economic Development;
- Planning Policy Framework;
- Land Use;
- Heritage;
- Built Form and Landscaping;
- Signage;
- Native Vegetation;
- Car and Bicycle Parking;
- Vehicle Access;
- Environmentally Sustainable Development; and
- Stormwater Management.

7.1 Significant Economic Development

The proposed warehouse development has an estimated development cost of \$111,500,000, therefore meeting the requirements of Clause 53.22-1. We will seek the written advice of the Chief Executive Officer, Invest Victoria as required.

The proposal is highly compliant with the purpose of the Clause 53.22 through the following:

- Providing a project which will make a significant contribution to Victorias economy including jobs for Victorians.
- Providing for the efficient and effective use of land and facilitate a use and development with high quality urban design, architecture and landscape architecture, including a response to the heritage character of the land.
- Providing for the efficient and effective use of land by consolidation of lots and redevelopment of underutilised urban land.

Please refer to subsequent sections below which speak to the compliance of the relevant decision guidelines including Clause 65.

7.2 Response to Planning Policy Framework

Within the Planning Policy Framework, including Plan Melbourne, key themes emerge in relation to the strategic directions and policy objectives. The proposal responds to these themes by:

- Supporting the provision of job opportunities in relative proximity to residential labour forces and transport routes;

- Protecting recognised industrial land of state significance from inappropriate land uses;
- Proposing a considered planning approach that seeks to ensure a strong and prosperous economy;
- Development of underutilised land for a use and activity which supports Dandenong South's role within the Southern State-significant industrial precinct in addition to the Dandenong National Employment and Innovation Cluster;
- Supporting opportunities for economic growth, investment, and employment in industrial and commercial industries;
- Supporting continued industrial and commercial use of the former International Harvester facility;
- Preserving a significant heritage place by demolishing unsafe and dilapidated buildings and integrating heritage elements into the new development;
- Providing built form which achieves architectural excellences and meets best practice ESD and sustainability standards;
- Supports the vision for Greater Dandenong by providing high quality industrial and commercial uses in strategic locations within the municipality; and
- Protects and improves the exiting streetscape and surrounding natural environment.

Further, and as discussed, the subject site is located within an identified State-significant industrial precinct. The proposed development achieves a high level of compliance with the purpose of State-significant industrial land and represents a major industrial development that is strategically located in close proximity to State-significant road and rail corridors.

The proposed development achieves a high level of compliance with Outcome 1 of Plan Melbourne by providing a major industrial development in a strategic location that will attract a large-scale business and create a significant amount of employment opportunities. The proposal achieves a high-level of compliance with Direction 1.4 by strengthening a productive use of non-urban land, that is in-line with the intended use and purpose of the land identified within the Planning Policy Framework.

7.3 Land Use

Use of the land for warehouse (and ancillary offices) is not subject to planning approval as part of this planning application. Notwithstanding this, the proposed use is highly consistent with the purposes of the Commercial 2 Zone and the uses and activity in the surrounding area.

The continuation of the former industrial use supports the applicant's commitment to retaining the heritage significance of the site and continual use of the land for industrial and commercial purposes.

7.4 Heritage

A key design outcome and objective of the development is the appropriate integration of a new development having regard to the heritage significance of the former use and development of the land.

As previously discussed, the proposal involves partial demolition of buildings and structures on the eastern portion of the site but proposed to retain parts of existing building known as the 'Administration Building', 'Guard House', 'Cab Shop' and 'Amenities Building' towards the west of the site.

The proposed demolition and redevelopment of the land has been considered and supported by the original architect of the International Harvester Facility (Hassell Architects). Please see the attached letter of support.

The proposal will integrate elements which speak to the heritage significance of the former buildings on the site which include:

- Large-scale interpretative devices on the building’s exterior (Warehouse 4 east elevation);
- Plaques within inside the proposed office spaces;
- Retaining significant River Red Gum Trees; and
- Repurposing a steel press machine as an entry feature fronting Princes Highway.

Please refer to the Heritage Interpretation Assessment prepared by Sue Hodges Productions and the Heritage Impact Statement prepared by Bryce Raworth for further details.

A response to the relevant heritage policies and provisions is provided in the following sections:

Clause 15.03-1S Strategies	Response
Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.	<p>The former International Harvester Factory has been extensively researched, which has been incorporated into the Greater Dandenong Planning Scheme through an Incorporated Plan.</p> <p>This statement has been reviewed in addition to the development of a Heritage Impact Statement (HIS) and other relevant heritage reports, which have sought to identify and assess the heritage significance and associated elements of the site to inform the proposed development on the land.</p>
Provide for the protection of natural heritage sites and man-made resources.	As detailed in the HIS prepared by Bryce Raworth, considerable research and investigation into the site by structural engineers, building surveyors and environmental consultants revealed that demolition of some of the buildings is appropriate in this context due a number of factors. Other buildings are proposed to be retained and adapted for reuse as part of the proposal. Significant natural heritage elements such as mature River Red Gum trees are being retained.
Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.	The proposal incorporates several elements, which seek to pay homage to and emphasise the various types of heritage significance represented within the site.
Encourage appropriate development that respects places with identified heritage values.	The proposal has been carefully designed in accordance with all relevant heritage considerations and values including replicated setbacks, continuation of the use, and integration of existing heritage elements detailed in the heritage interpretation strategy.
Retain those elements that contribute to the importance of the heritage place	The ‘Administration Building’, ‘Cab Shop’, ‘Guard House’ and ‘Amenities Building’, have been identified as significance heritage fabric, are proposed to be retained in part. Buildings that are

	<p>proposed for demolition generally have significant structural, engineering, environmental, safety, and structural concerns, which warrant their removal in accordance with the relevant policies. As discussed, some elements such as the presses are being retained and displayed within the development along with other elements detailed in the Heritage Interpretation Strategy prepared by Sue Hodges Productions.</p> <p>Further to the above the following is proposed:</p> <ul style="list-style-type: none"> - Re-use of the steel gantry truss as an entry statement; - Display of vintage of 'vintage' International Harvester truck; - Restoration and relocation of bike shed; - Interpretive signage at office foyer entrances; and - Office facades to pay homage to existing amenities building design. <p>Please refer to the Heritage Interpretation Plan prepared by Concept Y to locate each item.</p>
<p>Encourage the conservation and restoration of contributory elements of a heritage place.</p>	<p>Elements detailed as having particular significance within the incorporated plan for HO56 which are retained in our proposal relate to:</p> <ul style="list-style-type: none"> • The River Red Gum trees are being retained; • The title itself being a large contiguous parcel, which is also being retained; and • Buildings constructed in the 1950s period; we are retaining various buildings for adaptive reuse.
<p>Ensure an appropriate setting and context for heritage places is maintained or enhanced.</p>	<p>The proposal preserves heritage elements and continues an industrial use of the land. The setting and context of the heritage place are, therefore, both maintained and enhanced.</p>
<p>Support adaptive reuse of heritage buildings where their use has become redundant.</p>	<p>It has been established that some of the existing buildings are unfit for adaptive reuse, however, the use is not redundant and will be continued in new built form. Adaptive reuse will occur within the 'Administration', 'Cab Shop', 'Guard House' and 'Amenities' Buildings.</p>

Clause 43.01 Decision Guidelines	Response
<p>The Municipal Planning Strategy and the Planning Policy Framework.</p>	<p>The proposal is highly consistent with the objectives of the MPS and PPF by respecting existing heritage places and providing an appropriate response whilst supporting the development of industrial and commercial uses within a key precinct earmarked for this type of use and development.</p>

	A response has been provided against the objectives of Clause 15.03-1S (Heritage) above.
The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.	The proposal will enhance the natural and cultural significance of the place by finding an appropriate balance between retaining and removing certain elements, whilst integrating old and new respectively. As a key natural element of heritage significant within the site, many of the older River Red Gum trees are being retained.
Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.	The proposal has considered the detail within the applicable incorporated plan affecting the site. Further work has also been done, demonstrated in the Heritage Impact Statement and Interpretation Strategy which accompany this report.
Any applicable heritage design guideline specified in the schedule to this overlay.	As above. Heritage elements with specific significance have been strongly considered in relation to the design and development of the proposal.
Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.	The proposal results in built form of a similar appearance, scale, and form to what originally occupied the site. Whilst some existing buildings are not retained, great care has been taken in designing and integrating elements such as materiality and facadism which speak to the original form and heritage significance.
Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.	The proposed built form and appearance are commensurate with industrial and commercial building within the area and adjacent to the site.
Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.	As discussed, the condition of the existing buildings and their incompatibility with the functional requirements of today rendered their demolition feasible. In this instance external alteration was necessary, but the proposed external treatment which incorporates the roofline of the previous buildings into the façade, among other elements, may assist in this regard.
Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.	As above.
Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.	The signs are functional and assist in directing traffic and identifying business within the estate. They are not of a form and scale which will detract from the heritage significance of the site.
Whether the lopping or development will adversely affect the health, appearance or significance of the tree.	Some trees are proposed to be removed in which planning approval is being sought. Other significant trees are being retained and appropriate tree protection measures will be taken.

We consider that the proposed development finds the appropriate balance between retention, demolition and new development in accordance with local policy. The proposal retains (and in some cases reuses) the significant heritage fabric (as defined previously), where appropriate interpretive elements have been incorporated into the new built form to reference the demolished buildings.

As discussed, a detailed Heritage Impact Statement (HIS) has been prepared by Bryce Hayworth, which details the heritage significance of the site and history, outlines the proposal, and provides a discussion on the suitability of what is proposed having regard to the heritage controls. A Heritage Interpretation Strategy has also been prepared by Sue Hodges Productions to be read in conjunction with this report.

7.5 Built Form and Landscaping

The proposed development represents a well-considered, high quality built form outcome that is consistent with the character of the surrounding area and requirements of the planning scheme and reference documents.

The development proposes industrial buildings at an overall height of approximately 13.7m - 14.6 metres, which is consistent with industrial built form in the Dandenong South area. The proposed development is well set back from the frontage and will provide ample opportunity for landscaping and will provide for improved interfaces along these frontages, which is a key objective of the Gateways Policy and Clause 22.03. The setbacks are consistent with the currently existing and approved developments along Princes Highway and within the broader industrial area of Dandenong South.

Consistent with Clause 15 (Built Form), the proposal will create high quality built form while respecting the heritage elements, street interfaces and sensitive interfaces. The development will incorporate a variety of materials and finishes to ensure the building will create visual interest and are sympathetic to the adjacent sites and streetscape.

All façades incorporate a mix of precast concrete panels, Colourbond, metal wall cladding in a mix of colours, glazing and warehouse wall and roof cladding. Special consideration has been given to the feature offices and warehouse facades, which offer interest on each facade.

For Warehouses 1A, 1B, 2 and 3A specifically, the proposed materials and colours have been carefully selected to ensure the retained heritage fabric remains the central focal point of the warehouse and can be visually differentiated from the newer buildings whilst still presenting as a well-designed and contiguous development.

Please refer to Architectural Drawings prepared by Concept Y for further details of the proposed built form and external finishes.

Response to Clause 22.03

In accordance with Clause 22.03-3, it is policy for the following matters to be considered for new use and development applications:

Element	Relevant Provisions
Context and setting for new estates	The proposed warehouse development is located on a site formerly used for industrial purposes. The development proposes integration of historic elements from the former site into the new development.

	The internal layout has been designed having regard to the existing access to the site, location of utilities, and provides an efficient response to the site's opportunities and constraints.
Estate and road layout	<p>The proposed warehouse development provides a range of products to suit various industrial and commercial activities. The development respects the natural features of the site by retaining significant trees and providing substantial landscaping throughout the site.</p> <p>The road layout utilises the existing crossover and main road access through the site.</p>
Interface with other uses	The development is well separated from residential areas and is designed to address the main street frontage.
Built form	<p>The proposal is designed at a scale which complements the scale of nearby built form and employs innovative design elements. The development provides a clear and defined entry into the estate in addition to clear entries to each warehouse tenancies defined by office elements fronting the overall building.</p> <p>The development has been designed having regard to the heritage significance of the site and its gateway location represented in the orientation and design of the built form and gateway elements such as signs, plaques and landscaping.</p>
Setbacks Area 4 – Setback and Landscaping Design Standard	<p>The development adopts the prominent front setbacks present along Princes Highway and the surrounding area.</p> <p>Further, the proposal complies with the Setback and Landscape Design Standards for Area 4 in accordance with this policy by providing:</p> <ul style="list-style-type: none"> • 22.7-30.5 metre street setbacks • 6.5 metre side setbacks • Buildings built to western boundary with significant breaks, and substantial setbacks to eastern internal road • Minimum 5m landscaped setback with substantial further landscaping areas provided
Fencing	Appropriate fencing is proposed typical of the area and wider industrial precinct.
Landscaping	<p>Substantial landscaping is provided within the front setback in addition to a minimum 5m strip along the site's frontage. Landscaping has been designed as an integral part of the overall design noting the existing vegetation and significant trees on the site and the integration of existing and new elements through the site.</p> <p>Substantial landscaping is provided within the south-western corner of the site.</p>
Buildings at gateway locations and on main roads	The proposed development demonstrates excellence of design and adheres to the Public Realm and Built Form Guidelines for gateway locations. An assessment will be provided following this table.

Building appearance along main roads	Buildings within the front of the overall lot are configured to the frontage to provide visual interest. All buildings are of a scale, design and materiality which is commensurate with other developments in the surrounding area. No materials used will result in adverse glare as a result of the proposal.
Landscaping & frontage setbacks along main roads	The development retains existing significant trees and proposes new canopy trees in the landscaping response. The proposed built form, car parking and landscaping response is considered to be efficient and well-articulated within the constraints of the site.

Response to Greater Dandenong Gateways Policy (Clause 22.05)

Built Form Guidelines	Response
Built Form	The proposed development is contemporary and utilises best practice ESD initiatives. Different colours and materials are used without being excessive, bold and distracting. Buildings are oriented to address and complement the orientation of the road.
Landscaping	Extensive landscaping has been provided throughout the site, including maintaining the significant areas along the road frontage.
Signage	The proposed signs assist in identifying businesses and wayfinding through the estate. Their functional nature and considered design renders them compliant with all relevant signage provisions.
Vehicle Access & Car Parking	Landscaping and canopy trees are provided within and around car parking areas, with car parking located behind built form where possible.
Landmark Opportunity (private realm)	The proposal provides a large warehouse development to support the landmark location identified in the guidelines.

7.6 Signage

The proposal is highly compliant with the general requirements of Greater Dandenong's local advertising signs policy. Specifically, the proposal:

- Will involve advertising content directly identifying the business expected to operate on site;
- Avoids visual clutter by locating signage in logical and safe locations and only where needed;
- Maintains the amenity provided by the proposed development and does not detract from the natural environs of surrounding;
- Presents illumination in areas that will not have negative amenity impacts on the surrounding area given strategic locations away from public areas; and
- Complements the existing built form typology and design of signs commensurate with industrial and commercial areas and surrounding businesses.

Further, the proposed signs are compliant with the general signage provisions at Clause 52.05 through the following:

Character

- The subject site is located within a Commercial 2 Zone that is comprised of warehouse built form at a large scale to facilitate industrial and logistical uses. The subject site is well-separated from sensitive uses.
- The site is seeking to create presence to visitors and delivery drivers and will need to be easily identified amongst the larger industrial area of Dandenong South and its surrounds, particularly given the site's large frontage to Princes Highway.

Views and Vistas

- The views and vistas along Princes Highway and within the internal estate road will not be affected as a result of the erection of the proposed signage. All signage is strategically located within landscaped areas and site boundaries and is appropriately setback from the road networks. Sightlines have been considered and are also protected as a result of the proposed setbacks.

Streetscape, Setting and Landscape

- The proposed signage will not impact the streetscape as it is located a minimum of 15m from the edge of the sign to the beginning of the pavement associated with the road networks and maintains a strong relationship to the streetscape and pedestrian scale surrounding the site given the nature of Princes Highway and the nearby freeway.
- The position of the signage is required to ensure those accessing the site are utilising the correct entrances which is vital given the development forms a considerable landholding amongst other industrial areas.

Relationship to the Site and Building

- The signage is commensurate with the size and scale of the associated buildings within the Estate, presenting modest in form and contemporary in design as compared with large warehouse buildings. It will therefore not detract from any elements of the built form and does not protrude above the skyline.

Structure Associated with the Signage

- The signage will be directly affixed to the façade of the building, fencing or to the ground below the pylon structure that can be seen above ground level, as such no additional structures are required on the site.

Logo Box

- The signage is not proposed to incorporate a signage logo box. Please refer to the attached documents for full detail.

The Necessity and Opportunities for Identification

- The proposed signage seeks to identify the broader Estate for visitors and estate managers.

Road Safety

- The safety of all road users is paramount. The proposed signage is unlikely to impact on road safety due to its distance of at least 15 metres from the surrounding public road network, with views to the signage generally being from afar. As a result, the signage is not considered to be visually dominant when viewed thus not attracting the eye away from the road.
- The size of the sign will also allow clear and readable text, with only essential messaging displayed.

7.7 Native Vegetation

7 Princes Highway

The application proposes the removal of 0.185ha of native vegetation. Of the 17 remnant trees present within the study area, the development proposes to remove 1 large and 4 small-scattered trees. The offset requirement for native vegetation removal is 0.033 General Habitat Units and 1 Large Trees.

The proposed design and layout of the development has undergone multiple iterations/amendments to minimise adverse impacts on the relevant native vegetation. Offices and warehouses have been relocated to allow for the protection of the significant River Red Gum trees in the sites south-west. We note that mature planted trees are being retained through the provision of permeable paving material above the root systems (TPZ area) to facilitate parking in this area.

33 Princes Highway

Utility works are required to this land parcel (0.06 ha) to facilitate drainage connections and upgrades. It is proposed to remove 0.022 hectares of native vegetation including 2 large trees within this parcel. The offset requirement for native vegetation removal is 0.006 General Habitat Units and 2 Large Trees.

The following Avoid and Minimise statement is provided within the Biodiversity Assessments prepared by EHP:

Efforts to avoid and minimise impacts to patches of native vegetation and Large trees were explored in consultation with Ecology and Heritage Partners and Arbor Survey, however due to the scope of the project (capacity upgrade of existing stormwater pipeline) it is not possible to avoid impacts to native vegetation and Large trees entirely due to the engineering and pit safety standards required to facilitate the pipeline installation. However, impacts have been minimised as much as reasonably practical through only constructing the pit as wide as required to meet safety standards. Furthermore, the native vegetation proposed to be removed largely consists of shrubby and graminoid species. When the works are completed and the pit filled in again, it is highly likely that these species will revegetate the disturbed ground relatively quickly and restore the habitat values of this area.

It is understood that the study area comprises existing stormwater drainage infrastructure including;

- *Stormwater Pit (approximately one metre by two metres);*
- *One 1200 millimetre diameter drainage pipeline; and*
- *Drainage pipeline outfall with headwall.*

The existing stormwater infrastructure crosses the study area from west to east, feeding into Eumemmerring Creek in the east. The study area is primarily contained within the Eumemmerring Creek corridor which is within the Urban Floodway Zone (UFZ) and is subject to the Land Subject to Inundation Overlay (LSIO). The proposal to replace the existing 1200 millimetre diameter pipeline with two side by side 1200 millimetre in diameter pipes is considered an important measure to ensure the adjacent landscape is not negatively impacted during high rainfall and flooding events. The stormwater pipeline duplication would increase surface water management capacity and ensure present and future surface water flows can be adequately managed across the landscape. The proposal meets the purpose of the UFZ and LSIO by appropriately managing flows which will in turn minimise flood damage, soil erosion, sedimentation and silting. Further, the proposal will protect water quality by managing urban stormwater, minimising risk to the degradation of environmental water quality and groundwater.

The proposed siting location for the pipeline duplication is restricted to the existing stormwater infrastructure and makes use of a previously cleared area within the Eumemmerring Creek corridor. No further opportunities to avoid and minimise impacts to native vegetation exist.

Please refer to the Biodiversity Assessments prepared by EHP, and the Aboricultural Impact Assessments (AIA) prepared by Arbor Survey and Sustainable Tree Management for further information.

7.8 Car and Bicycle Parking

Car Parking and Bicycle Facilities

Clause 52.06 of the Planning Scheme relates to the provision of car parking. Column A within Table 1 at Clause 52.06-5 requires the following rates:

- 2 car spaces to be provided for each warehouse premises, plus 1.5 spaces for each 100sqm of net floor area (NFA).

As such the resultant statutory rate suggests that 997 car spaces are required (65,629sqm NLA).

The proposed development includes the provision of 516 car spaces across the site, with an average rate of 0.79 spaces per 100sqm of NFA. Therefore a reduction of 481 spaces is proposed.

We note a discrepancy exists between the car parking requirements of Clause 52.06-5 and the demand likely to be generated by the future tenants of the proposed development.

The disparity between the required rate and the proposed provision of car spaces must be considered in accordance with the provisions of Clause 52.06-7.

It is also noted that the development is providing 80 bicycle spaces, which exceeds the requirements of Clause 52.34. Each warehouse will have access to bike spaces adjacent to the office areas. Internal end of trip facilities will also be provided for each tenancy.

In relation to the reduction of car parking proposed, the traffic assessment prepared by Impact concludes:

- The proposed development satisfies relevant statutory requirements as they relate to technical design of accessways, car parking spaces, and loading areas.
- Where the statutory requirements are not explicitly met, specifically in relation to the provision of car parking spaces, the development satisfies decision guidelines that allow for a reduction of car parking, with case studies validating the reduction sought.

Please refer to the report prepared by *Impact* for further details.

7.9 Vehicle Access

The site has a single point of access to Princes Highway via an existing crossover. The proposed development has been designed to cater for heavy vehicles up to 26m in length (equivalent to a 26m B-Double Combination).

In relation to the proposed access and vehicle circulation, the traffic assessment prepared by Impact concludes:

- An assessment of the road network capacity reveals that the proposed development will have minimal impacts to the adjacent road network.
- The proposed loading arrangements have been assessed and determined to have satisfied the relevant design guidelines / principles contained within Clause 65.01 and AS 2890.2:2018
- We are satisfied that there are no traffic and transport grounds that should prohibit the issue of a permit.

We note that the access design has been considered and approved by an independent Road Safety Auditor. This information is attached to the application should be referred to the Department of Transport and Planning for comment.

Please refer to the traffic assessment and related documents prepared by Impact for further details.

7.10 Environmentally Sustainable Design

The project meets the standard required for water, energy, stormwater and Indoor Environment Quality. The project also meets the 50% BESS Score required to demonstrate Best Practice.

The proposal incorporates best practice environmentally sustainable design and achieves a BESS score of 58%. It is considered the proposal is an appropriate response to the requirements of the Planning Scheme and will provide suitable indoor environments and support environmentally efficient building and site operation across the life of the development.

The following key sustainable design initiatives have been incorporated into this project:

- A large rooftop solar photovoltaic system (475kW);
- Rainwater harvesting system for toilet flushing (80,000 litres);
- EV charging infrastructure;
- Significant bike parking facilities;
- High-performance glazing and energy efficient building services, appliances and fixtures; and
- Environmentally preferable internal finishes.

Please refer to the Sustainable Management Plan prepared by Sustainable Design Consultants for further information.

7.11 Stormwater Management

A site drainage plan for the proposed development sites has been prepared by *Cosentino Group*, which demonstrates the holistic preliminary design proposal for the site. Further stormwater management is considered with the SMP prepared by SDC.

As noted, the drainage connection includes works within the creek environs and land at 33 Princes Highway.

The application is considered to comply with the requirements of Clauses 53.18-5 and 53.18-6 by:

- Providing a stormwater management that maximises the retention and reuse of stormwater.
- Providing a development that reduces the impact of stormwater on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.
- Providing stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.
- Ensuring that industrial and commercial chemical pollutants and other toxicants do not enter the stormwater system.
- Protecting drainage infrastructure and receiving waters from sedimentation and contamination.
- Protecting the site and surrounding area from environmental degradation prior to and during construction of subdivision works.

8 Conclusion

This report has been prepared in support of a planning permit application, utilising the provisions of Clause 53.22 for significant economic development, for the proposed warehouse development at 7 & 33 Princes Highway, Dandenong South.

A planning permit is sought pursuant to the following permit triggers:

- A permit is required for demolition, pursuant to Clause 43.01-1.
- A permit is required to construct a building or construct or carry out works, pursuant to Clause 32.04-4, and Clause 43.01-1.
- A permit is required to construct or put up for display a sign pursuant to Clause 52.05-2.
- A permit is required to reduce the number of required car parking spaces pursuant to Clause 52.06-3.
- A planning permit is required to remove native vegetation pursuant to Clause 52.17 (both parcels of land).
- A permit is required to create or alter access to a road in a Transport 2 Zone pursuant to Clause 52.29-2.

Each of the permit triggers is considered to be appropriately addressed in this town planning application report. We consider that the proposal is appropriate within its context, will complement the existing uses of the surrounding area, and will lead to positive social and economic outcomes.

As evidenced throughout this report, the proposal is well considered, appropriate and in accordance with the objectives of the relevant clauses of the Greater Dandenong Planning Scheme and in particular provides for an appropriate response to the heritage overlay that applies to the site.

The development of the land for will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.

The proposed development has been informed by a detailed analysis of the site's context and has sought to employ best practice design techniques to develop a functional and intelligent design that positively contributes to the ongoing visual enhancement of the area.

This report and the associated documentation demonstrate the proposed development is well considered and will enhance the quality, function and profile of the Dandenong South Commercial and Industrial Precinct and, in our opinion, should be supported by Council.