



Urban Planning Collective

Planning Submission

1508 Centre Road, Clayton South

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1.1.1 Proposal

This planning submission has been prepared on behalf of Goodman Property Services Pty Limited (**'GMG'**), the owners and prospective developers of 1508 Centre Road, Clayton South (the **'subject site'** – also known as **'Clayton Business Park'**). It supports a planning permit application for the significant redevelopment of the subject site to accommodate a contemporary business park – built to meet current day standards with high levels of amenity, environmental sustainability and higher employment densities than the current, significantly underutilised and outdated site conditions. This planning permit application is made pursuant to the provisions of Clause 53.22 'Significant Economic Development', Category 1, as the proposed use of the land predominately for 'Warehouse' has an estimated cost of more than \$30 million.

GMG is a publicly listed global industrial property group, which owns, develops, and manages modern integrated commercial and industrial estates, including logistics facilities, warehouses, and business parks in strategic locations throughout 14 countries. Globally, GMG manages over 432 properties, equating to approximately \$81 Billion worth of assets, including \$33.9 billion within the Australia and New Zealand region alone.

GMG has owned and managed Clayton Business Park (**'CBP'**) since 1995, which has a long and established industrial past – much of it associated with the now former motor vehicle assembly industry in Victoria.

The proposed revitalisation of CBP will include contemporary, architecturally-designed warehousing, logistics and commercial facilities, supported by new open space areas, extensive landscaping and other on-site amenities.

1.1.2 Significant Economic Impact

The redevelopment of CBP modernise one of the largest land holdings within the Monash National Employment and Innovation Cluster (**'NEIC'**), as well as revitalise an urban renewal precinct to ensure retention and longevity of industrial and commercial uses, consistent with the Melbourne Industrial Land Use and Commercial Plan (**'MILUP'**). The CBP offers increased access to employment and increased job density in an accessible location, directly adjacent to Westall Train Station and within 1.6 kilometres of the Suburban Rail Loop (SRL).

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Table 1: Economic Impact
(Urban Enterprise, 2022)

Overall Summary	Short Term Economic Impact	Long Term Economic Impact
113,650 sqm new employment floorspace, comprising: <ul style="list-style-type: none"> - 101,280 sqm new warehouse space (Industrial) - 12,370 sqm new office space (Commercial) 	Total construction output of \$863 Million , comprising: <ul style="list-style-type: none"> - \$294million direct construction output - \$568 million indirect output A total of 2,565 jobs created during the construction phase, comprising: <ul style="list-style-type: none"> - 932 direct construction jobs on-site - 1,633 indirect jobs 	Total output of \$1,495 million <ul style="list-style-type: none"> - \$584million direct output - \$1,258million indirect output A total of 3,814 jobs created during the construction phase <ul style="list-style-type: none"> - 1,538 direct jobs on-site - 2,276 indirect jobs

1.1.3 Environmental Impact

Given the subject site’s long history as an industrial / manufacturing precinct, it is dominated by extensive areas of hardstand, with limited significant vegetation cover. The CBP project seeks to improve biodiversity, create self-sustaining environments and mitigate climate change affects by reducing the urban heat island effect. In addition to the retention of the limited canopy trees and perimeter hedging, the project significantly increases landscaping opportunities throughout the entire site, most notably with the addition of a dedicated ‘Green Spine’ linking Centre Road to Westall Station. This area of approximately 1.6 ha will provide a visual and landscaped pedestrian connection between Centre Road (to the north) and Westall Station (to the south) of the site – a publicly accessible connection that has not previously existed. This new open space is positioned through the heart of CBP providing ready access to all users, ensuring access to high quality open space and a safe pedestrian experience. Additionally, the high-quality, architecturally designed new buildings aim to embody ‘Biophilic Design’ principles connecting the site to nature. The landscape design will result in a total of approximately 1,176 canopy trees (existing and proposed), resulting in a canopy coverage of 11.2% of the entire subject site.

In addition, from a sustainability perspective, GMG, both on a local and global scale, is committed to providing sustainably designed, energy-efficient and well-managed properties, with sustainable building design as an integral part of its business strategy. Therefore, as part of the revitalisation of Clayton Business Park, it is proposed to meet ‘best practice’ Environmentally Sustainable Development (‘ESD’) requirements through the attainment of a certified Green Star Buildings 5 Star rating for each stage of the development. Specifically, the proposal includes extensive roof top solar panel system, as well as 70 car spaces equipped with EV charging points. In addition, over 95% of materials demolished as part of the

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redevelopment are expected to be sent for recycling and not landfill. Use of recycled materials are expected to form a large part of the new works, including crushed concrete, recycled plastics, asphalt and potentially other materials such as glass.

The CBP project targets best practice from a WSUD perspective, with the 'Green Spine' also assisting with the on-site stormwater management and upgraded drainage infrastructure.

1.1.4 Planning Permit Triggers

From a planning perspective, the subject site is located in an Industrial 1 Zone ('IN1Z') and partially subject to Aboriginal Cultural Heritage Sensitivity under the Kingston Planning Scheme ('the Scheme').

A planning permit is required pursuant to the following:

- To construct a building and carry out works pursuant to Clause 33.01-4 (IN1Z)
- To use the land for Section 2 uses ('Warehouse', 'Office' and 'Cafe') pursuant to Clause 33.03-1 (IN1Z)
- To vary, reduce or waive the provision of bicycle facilities pursuant to Clause 52.34-5 (Bicycle Parking)
- To erect thirty-six (36) business identification signs, ten (10) of which are internally illuminated signs, pursuant to Clause 52.05-1 (Signs)
- To alter or create access to a road in a Road Zone Category 1 ('RZC1') pursuant to Clause 52.29-2 (Land Adjacent to the Principal Road Network).

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

1.1.5 Application Material

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

This submission should be read in conjunction with the following:

- Architectural Drawings prepared by Group GSA
- Urban Context Report prepared by Group GSA
- Landscape Concept Plans prepared by Group GSA
- Survey Plans prepared by Aurecon

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- A Servicing Report prepared by Aurecon
- Environmental Assessment Summary prepared by WSP Golder
- Sustainability Management Plan ('SMP') prepared by LDC
- Economic Impact Summary prepared by Urban Enterprise;
- Water Sensitive Urban Design Assessment ('WSUD') prepared by Spiire
- Hydrology Modelling prepared by Incitus
- A certified Preliminary Aboriginal Heritage Test ('PAHT')
- Transport Impact Assessment ('TIA') prepared by Stantec
- A Waste Management Plan ('WMP') prepared by Leigh Design
- Arboricultural Impact Assessment ('AIA') prepared by Sustainable Tree Management
- Acoustic Report prepared by Enfield Acoustics
- A Quantity Surveyor Report ('QS Report') prepared by Donald Cant Watt Corke.

1.1.6 Pre-Application Correspondence

Kingston City Council:

There have been extension pre-application discussions with Kingston City Council, over a consideration period of time, associated with the redevelopment of CBP.

Of relevance, a formal pre-application meeting was held with Sharon Banks, Jonathan Guttmann and Jaclyn Murdoch at Kingston City Council on 20 February 2023. Following this, a site tour was held on 16 May 2023 with Kingston City Council Engineering and Planning Departments .

Further and ongoing collaborative discussions have been held with Kingston City Council (Jonathan Guttmann and Alfred Carnovale) and GMG, including on 08 September 2023 and 25 October 2023.

Given Kingston City Council is a key stakeholder in relation to the subject site, we look forward to continuing to work with Kingston City Council in a collaborative manner to achieve a mutually positive outcome for the subject site.

Department of Transport and Planning (DTP):

Stantec (project traffic engineers) has undertaken pre-application discussions with Kathy Aves at the DTP (Transport) in June 2023 in relation to the new signalised intersection to Centre Road. Please refer to the TIA prepared by Stantec for further details.

In addition, a formal pre-application meeting was held with Lachlan Forsyth and Catherine Bruckard at the DTP (Development Facilitation) on Wednesday 11th October to discuss the proposal being assessed via the Clause 53.22 pathway.

1.1.7 Conclusion

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

CBP will facilitate a more diverse industrial and commercial base for Melbourne, providing long-term employment opportunities, with the proposal intended to provide for increased employment densities and innovative employment opportunities, in line with the principals of the Monash NEIC. The proposal supports the objectives and principles within Plan Melbourne, such as 20-minute neighbourhoods, transit-oriented development, as well as delivers on the demand for industrial and commercial land, ensuring these two (2) uses are essential to the redevelopment of the subject site in line with the objectives of the MICLUP.

Importantly the project will provide for significant capital investment and employment opportunities (direct and indirect) for more than 6,000 members of the Victorian community both pre and post construction, consistent with the purposes of Clause 53.22.

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2.1 LOCATION

The subject site is located on the corner of Centre Road and Westall Road (Principal Road Network Declared Arterial Roads), within the north-western extent of Clayton South, directly adjacent to Westall Train Station. The subject site is located 20 km south-east of Melbourne's Central Business District ('CBD') in an established industrial precinct and the Monash NEIC. The NEIC seeks to ensure long term and strategic public and private investment within Victoria's priority precincts (refer Figure 1).

The CBP site is one of the largest single landholdings within the Monash NEIC and accordingly, represents a significant opportunity to deliver on the aims and objectives of the NEIC.

The MICLUP identifies the subject site and wider Monash NEIC as being of 'Regional Significance'. It is also noted that the subject site is located along the northern municipal boundary of the City of Kingston, with Centre Road forming the municipal boundary separating the City of Kingston from the City of Monash to the north and the City of Greater Dandenong to the east (refer Figure 1).

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Figure 1: Location of subject site
(Source: Group GSA, 2023)

2.2 SITE DESCRIPTION

The subject site is a large irregularly shaped block comprising an area of approximately 30 hectares (refer Figure 2). The topography generally slopes down from approximately RL 57 m to RL 58 m within the north-western corner to RL 51 m in the south-eastern corner of the subject site.

The subject site currently contains 21 industrial / warehouse / commercial buildings (approximate total floor area of 148,515 m²), which were constructed from 1954 – 1960 to accommodate predominantly automobile manufacturing /

assembly (refer to Figures 3 to 7), including a former railway siding to service the site.



Figure 2: Aerial view of subject site, dated 16 February 2023 (Source: Nearmap, 2023)

The subject site has frontage to Centre Road to the north (approximately 445 m), Westall Road to the east (approximately 800 m), Rayhur Street to the south (approximately 530 m), and Kombi Road to the west (approximately 495 m). The subject site also contains an internal 'road' network (McLaren Drive, Nursery Avenue and Senator Drive) that provides a thoroughfare from Centre Road to Rayhur Street (refer to Figure 2) – noting that none of these 'road' are public roads but are instead private. McLaren Drive is situated within the western section of the subject site and runs from the northern to southern boundary, while Senator Drive runs horizontally and provides access to the eastern section of the site. Nursery Avenue runs south to north from Rayhur Street and feeds into Senator Drive.

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In addition to the internal road/private accessway network, there are several vehicle accessways and crossovers that lead into the surrounding road network. These include:

- 3 from Centre Road, with 2 still in use
- 7 from Rayhur Street, with 5 still in use
- 6 from Kombi Road, with none in use.

The subject site contains 1,421 canopy trees, which are interspersed throughout the subject site. The majority of the trees are associated with earlier landscaping

and are characterised as ‘planted’ vegetation or non-native to Victoria (refer to the AIA prepared by Sustainable Tree Management).

The remainder of the trees (16 trees) are characterised as being native vegetation (all proposed to be retained or do not form part of this application). Apart from native vegetation, the subject site does not contain any other ecological features, including natural wetlands or waterways.

Apart from the vehicle access points along the northern and southern boundaries, the subject site boundaries predominantly comprise of landscaping (planted canopy trees and hedges) set behind high fencing.

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Figure 3: North-east corner of existing CBP

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Figure 4: Existing warehouses in the
centre of the existing CBP



Figure 5: Existing warehouses in the
centre of the existing CBP



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Figure 6: Existing warehouses in the
centre of the existing CBP



Figure 7: Existing warehouses in the
centre of the existing CBP



2.3 CERTIFICATE OF TITLE AND ENCUMBRANCES

The subject site comprises 3 land titles, which include:

- Lot 1 on Plan of Subdivision 434771A
- Lot 1 on Title Plan 000234
- Lot 2 on Title Plan 000234M.

The subject is contains several drainage, right of way and sewerage easements. The applicant is currently preparing a separate application to remove all easements, which will either be made via Section 23 of the Subdivision Act 1988 or under Section 106(C) of the *Transfer of Land Act 1958*.

2.4 ADJACENT PROPERTIES

The subject site is an 'island' site surrounding by Roads, as described above. To the north and east of the subject are industrial land use properties, to the west are residential properties and to the south is Westall Train Station. These interfaces are detailed further below.

2.4.1 Northern Interface

The subject site is located along the northern municipal boundary of the City of Kingston, with Centre Road forming the municipal boundary separating the City of Kingston from the City of Monash to the north.

The Bosch Head Office (1555 Centre Road, Clayton) located on the opposite side of Centre Road fully interfaces with the northern boundary of the subject site (refer Figure 8). The Bosch Head Office is a large integrated warehouse and office facility, and associated parking, accessways and landscaping.

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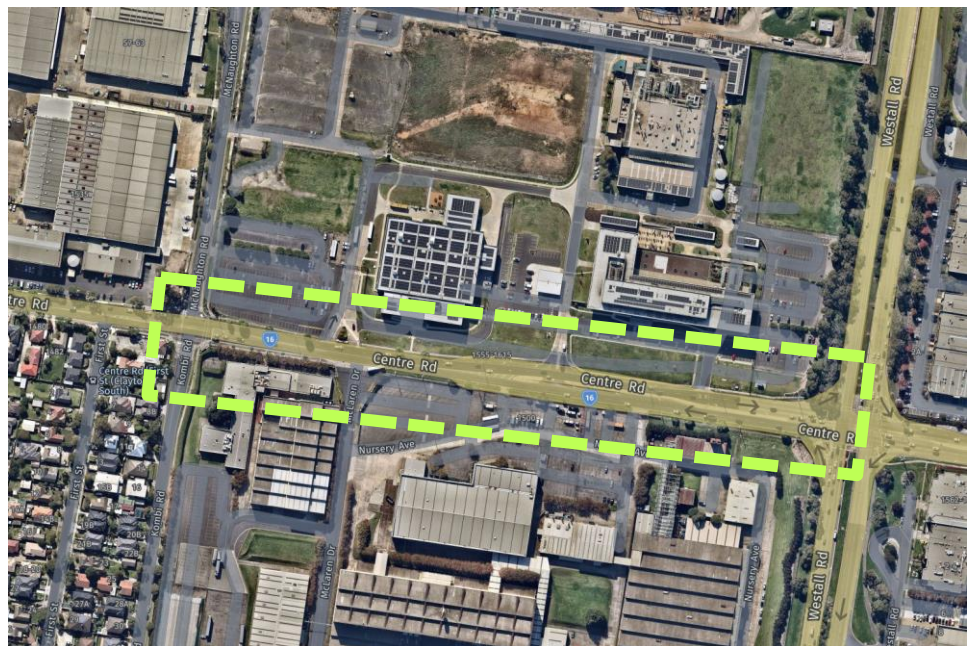


Figure 8: Aerial image of northern interface (Source: Nearmap, 2023)

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Figure 9: Northwestern corner of
existing CBP

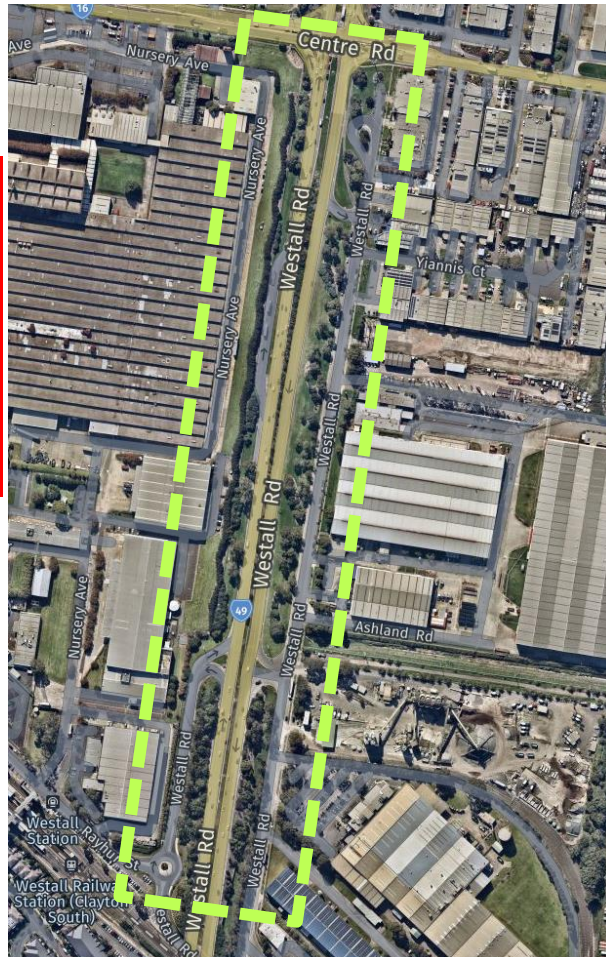


Figure 10: Centre Road adjacent to
northern interface

2.4.2 Eastern interface

The eastern boundary interfaces with Westall Road, which is a Declared Arterial Road under the Principal Road Network. Westall Road is a six-lane arterial which provides connections to Dandenong Road (to the north) and Dandenong Bypass (to the south) – refer to Figure 11.

It is noted that existing buildings within the south-east corner of the subject site (Precinct 06) are proposed to be retained.



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Figure 11: Aerial image of eastern interface (Source: Nearmap, 2023)

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Figure 12: View from northeast corner



Figure 13: Westall Road adjacent to eastern interface

2.4.3 Southern Interface

The southern boundary interfaces with the Dandenong Railway line, which is located on the opposite side of Rayhur Street (Figure 14). The Westall Train Station is located adjacent to the south-eastern boundary of the subject site and parallel

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parking associated with the station is located on the opposite side of Rayhur Street.

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Figure 14: Aerial image of southern interface (Source: Nearmap, 2023)



Figure 15: Southern interface adjacent to Westall Station

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Figure 16: Southern interface adjacent to Rayhur Street

2.4.4 Western Interface

Residential properties located on the opposite side of Kombi Road interface with the western boundary of the subject site (as indicated by the red dots shown in Figure 17 and 18 below). The northern section of the western interface from Centre Road to 36 Kombi Road is depicted in Figure 17. The southern section of the western interface from 31 Kombi Road to Rayhur Street is depicted in Figure 18. The subject site also interfaces with the First Street Reserve to the south.

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Figure 17: Northern section of Kombi Road (Source: Nearmap, 2023)



Figure 18: Southern section of Kombi Road (Source: Nearmap, 2023)

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Figure 19: Interface at 20B Kombi
Road



Figure 20: Interface at 20B Kombi
Road

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Figure 21: Interface at First Street Reserve



Figure 22: Public open space interface at the corner of Kombi Road and Rayhur Street



Figure 22 above depicts the public open space interface at the corner of Kombi Road and Rayhur Street.

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2.5 BROADER NEIGHBOURHOOD CHARACTER ATTRIBUTES

More broadly, the land west, south, and southwest of the subject site comprises largely of residential neighbourhoods (refer Figure 23 below). The land north and east comprises of mostly of an industrial/commercial character.

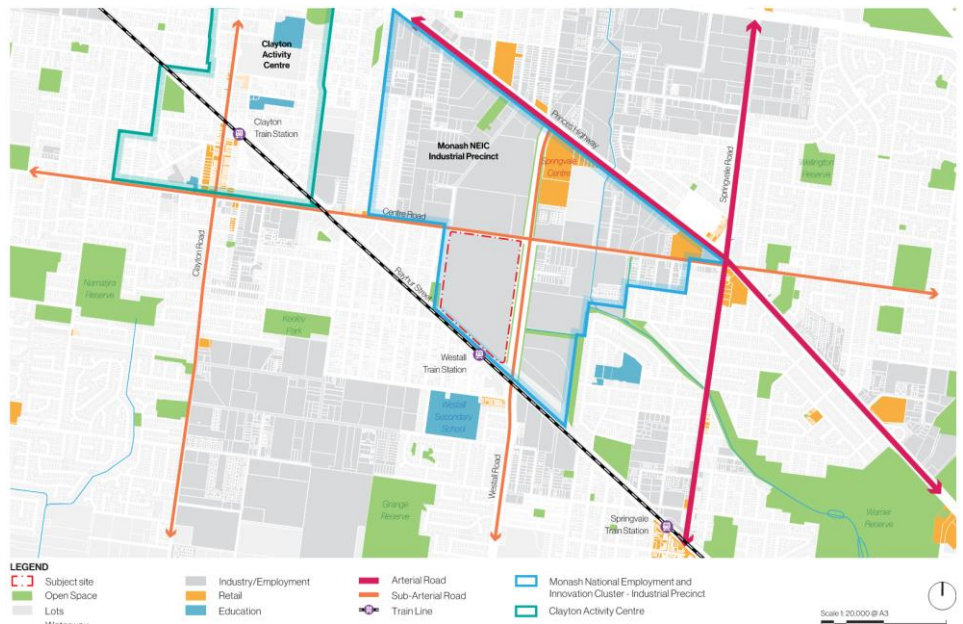


Figure 23: Map of surrounding area
(Source: Group GSA, 2023)

2.5.1 Northern and Eastern Characteristics

The land north and east of the subject site is industrial, comprising of warehouses or stores situated on large industrial lots. The following attributes are noted:

- Built form consisting of one or two storey commercial and industrial buildings constructed of brick, concrete, corrugated iron and cladding.
- Varied building setbacks from front boundaries, with front yards generally comprising of hardstand car parking areas and accommodating landscaping of varying quality, including shrubs, hedges, grassed areas and scattered trees.
- Signage consisting of freestanding signs, or signs attached to buildings depicting the business details.
- The streetscape is defined by wide carriageways, with street trees and power poles located within grassed verges.

2.5.2 Southwestern and Western Characteristics

The land west and southwest of the subject site is residential and is defined by the following:

- Residential development east and south-east of the subject site characterised by predominantly 1950's-70's single storey detached dwellings situated on 650 m²-850 m² lots. While much of the original

development still exists, many lots have been subdivided and now comprise of detached or semi-attached two storey town houses.

- Dwellings are generally set back 6-7 m from front boundaries and orientated towards the street, with frontages ranging from 6-20 m.
- Building façades comprise a mix building materials, including brick, weatherboards and lightweight cladding. Landscaping is located within front yards and front boundaries are defined by fencing (or hedges).
- The streetscape is defined by 20 m wide road reserves (comprising large verges, footpath and on street car parking), vehicle crossings to dwellings, footpaths and street trees and streetlights situated within grassed verges.

2.5.3 Southern Characteristics

The land directly south of the subject site has been recently developed and comprises the following:

- The Dandenong Railway Line and the Westall Train Station.
- Attached/semi-attached two storey dwellings sited on 200 m²-400 m² lots, with 7.5 m wide frontages, and buildings set back 3.5 m from front boundaries.
- Building façades comprise of brick and windows, and entrances are framed by columns. Landscaping is located within front yards, which are defined by 1 m high fencing.
- Garages are located directly behind dwellings, with vehicle access provided via rear lanes.
- The streetscape is defined by 20 m wide road reserves (comprising large verges, footpath and on street car parking), vehicle crossings to dwellings, footpaths, and streetlights and street trees situated within grassed berms or planted median strips.

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3.1 OVERVIEW

This application proposes a staged redevelopment of the CBP, which involves upgrading the existing industrial estate into a contemporary business park. More specifically, this involves the following key aspects (refer to the Architectural Drawings, Urban Context Report and Landscape Concept Plans prepared by Group GSA):

- The partial demolition of existing warehouses, civil works and site remediation works.
- The construction of eight (8) new warehouses (19 separate tenancies) over four (4) new precincts (comprising approximately 114,000 m² total new floor area) and one (1) stand alone office building (Building 9 – 632m²).
- 19 ancillary office components associated with the warehouses, as well as a new café to service the business park (Building 9), within the north-eastern section of the site.
- The retention of six (6) existing warehouses within the south-eastern and south-western sections of the site.
- Retention of the smokestack and Building 28 as an End of Trip ('EoT') facility.
- The construction of a consolidated new accessway, as well as hardstand car parking areas.
- Improved landscaping via approximately 797 new native canopy trees, including a large new 'Green Spine' (approximately 16,000 m²/1.6 ha), which provides a green north/south connection from Centre Road to Rayhur Street.
- The implementation of best practice ESD initiatives, including a significant portion of solar PV panels, full equipped EV charging car parks and use of recycled materials, which will be verified through the attainment of a certified Green Star Building 5 Star rating for each stage of the development.

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Figure 24: Indicative Render of
smokestacks entry plaza (Source:
Group GSA, 2023).

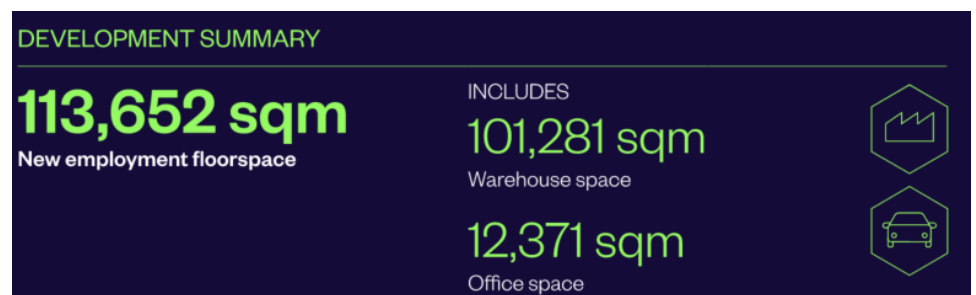


The key aspects of the proposal are summarised in the following subsections, and should be read in conjunction with the architectural drawings and supporting technical reports.

3.2 ECONOMIC IMPACT

The development of CBP will bring significant economic impacts to employment and job opportunities, the construction industry and ongoing output impacts.

The project will provide for significant capital investment and employment opportunities (direct and indirect) for more than 6,000 members of the Victorian community both pre and post construction, as summarised by Urban Enterprise in Figure 25 below.



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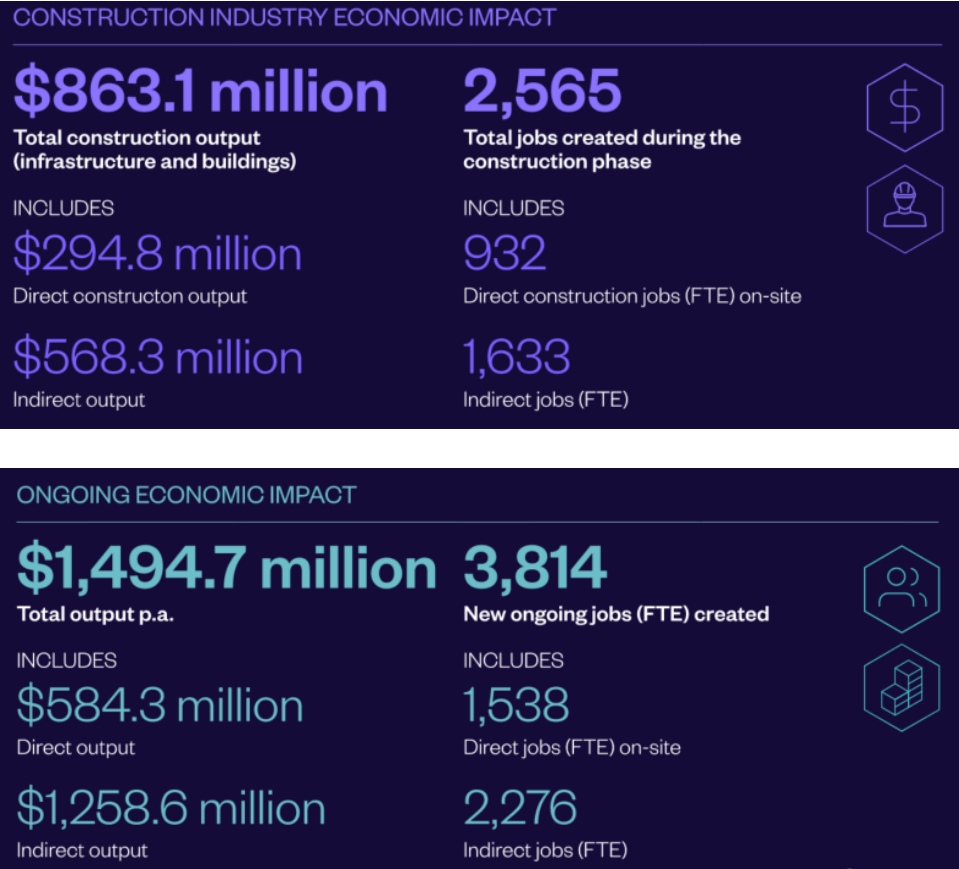


Figure 25: Economic impact summary
(Source: Urban Enterprise, 2022)

3.3 PROPOSED USES

As noted above, the following uses are proposed:

- Warehouse, with an ancillary office component
- Food and drink premises (Café)
- Office tenancy.

3.4 PRECINCTS

Given the scale of the development, the proposed redevelopment of the subject site has been broken down into six (6) precincts to assist Council in understanding the proposal (refer to Figure 26).

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Figure 26: Precinct Plan (Source: Group GSA, 2023)

An overall drawing set is provided for the proposed redevelopment of the entire subject site, as well as a breakdown for each precinct.

3.5 DEVELOPMENT STAGING

It is proposed to undertake the demolition and redevelopment of the subject site in six (6) sub-stages (Stage 01, 02, 02A, 03, 04 and 05) as reflected in Figure 27 below.

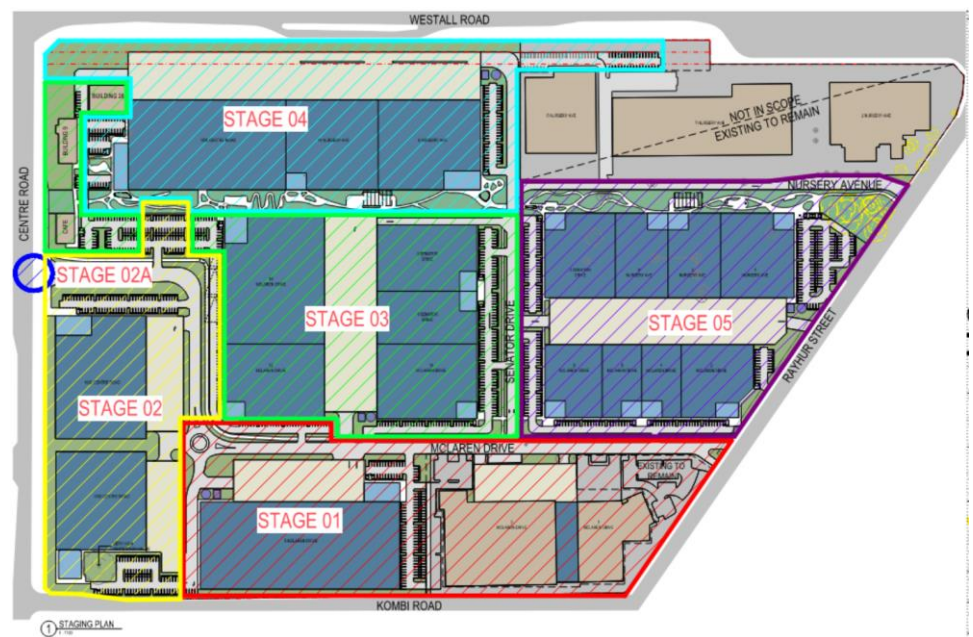


Figure 27: Development staging (Source: Group GSA, 2023)

The following stages of the redevelopment will need to be reflected in the planning permit commencement and completion timeframes, as well as any pre-commencement or pre-occupation conditions:

- **Stage 01** – involves the refurbishment of two (2) existing warehouse buildings within Precinct 05 and the construction of a new warehouse on the existing hardstand carparking area.
- **Stage 02** – involves the construction of two warehouse buildings, with offices within Precinct 01, hardstand areas, carparking, internal roads and accessways, landscaping and the Centre Road new intersection.
- **Stage 02A** – involves the completion of the Centre Road intersection works.
- **Stage 03** – involves the construction of five (5) warehouses, each with an office component within Precincts 02, as well as the café and two office buildings in Precincts 02 and 03, hardstand areas, carparking, internal roads, and landscaping.
- **Stage 04** – involves the construction of three warehouses buildings, each with an office component, within Precincts 03, the northern portion of the 'green spine', hardstand areas, carparking, internal roads, and landscaping.
- **Stage 05** – involves the construction of eight warehouses buildings, each with an office component within Precincts 04, the southern portion of the 'green spine', hardstand areas, carparking, internal roads, and landscaping.

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3.6 INTERNAL NETWORK LAYOUT

The proposed internal layout of the subject site is summarised below.

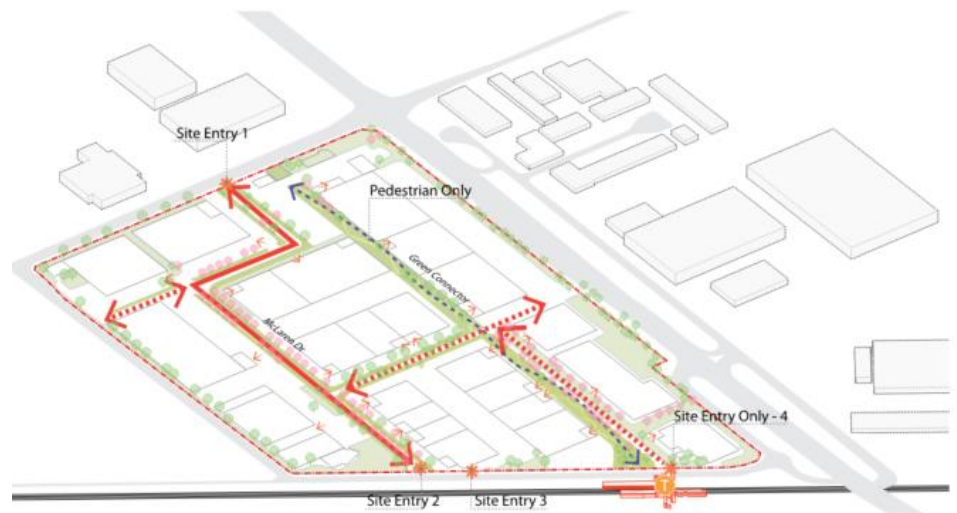


Figure 28: Internal network layout
(Source: Group GSA, 2023)

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- The proposed development will be primarily accessed via a new signalised intersection on Centre Road which will also incorporate the central access to the Bosch site located on the north side of Centre Road.
- The intersection will be located approximately 190 m to the west of the Westall Road/Centre Road signalised intersection and approximately 245 m to the east of the Centre Road/McNaughton Road/Kombi Road signalised intersection.
- The internal accessway network has been revised to include the following changes:
 - The existing McLaren Road/Centre Road crossover will become redundant.
 - The vehicle access from Centre Road will be consolidated into one (1) single access, forming an extension from McLaren Road.
 - A second western road extension from McLaren Road will provide access to warehouses within Precinct 01.
 - Senator Drive has been extended towards the eastern boundary.
 - Crossovers from Rayhur Street into Nursery Avenue and McLaren Drive remains unchanged.
 - Vehicle access from Rayhur Street will be consolidated into four (4) crossovers.
 - All crossovers to Kombi Road and Westall Road will be made redundant.
- All new warehouses will front internal accessways, with car parking and pedestrian access located in front of warehouses, while hardstand, heavy vehicle access/loading areas are generally located to the rear of the buildings.
- The internal accessway network will be delivered with cross-sections satisfying typical industrial estate standards. The primary road link (McLaren Drive) will be provided with a minimum width of 10 m within via an owner's corporation accessway width of 22.5 m.
- The proposed east-west accessway (Senator Drive) connecting McLaren Drive and Nursery Avenue will be provided with a carriageway width of 8 m within an owner's corporation accessway width of 21 m.
- Car parking areas adjacent to Centre Road and Rayhur Street have been reduced, with a combination of built form and landscaping fronting Centre Road and Rayhur Street (apart from a small section adjacent to Rayhur Street).

- Landscaping is detailed in and around parking areas (where possible) and adjacent to the internal accessway network, while landscape buffers remain adjacent to Kombi and Westall Road.
- A north to south landscaped 'Green Spine' spans through the length of the subject site, providing a publicly accessible pedestrian connection from Centre Road to Rayhur Street.
- The pedestrian network is detailed throughout the subject site via 3 metres wide footpaths located adjacent to internal accessways and within the 'Green Spine'. These shared footpaths will provide safe access for cyclists away from main estate accessways.

3.7 BUILT FORM

In summary, the proposed built form follows a contemporary aesthetic that celebrates both the industrial history and future of the site. The proposed architecture seeks to integrate existing built form and industrial features (where possible) - such as the existing smokestack fronting Centre Road. Landscaping has been integrated into the design where possible via creepers, vines to cover wall segments and/or pergola structures. The material palette comprises mostly of metal cladding, precast concrete, textured concrete, polycarbonate and glazing, all durable and robust materials that will wear well overtime.

The urban design principles as adopted by the project architect, Group GSA, are summarised below:

- Biophilic Environment – the design response will include high-quality open green spaces along the main spine.
- Access and Network – an improvement and facilitation of connections through and surrounding the site has been sought.
- Industrial Heritage – as a part of Clayton Business Park's industrial legacy, the project will retain and enhance some of the existing character buildings and assets.
- Built Form Response – the proposed master plan involves an integrated response to the Green Spine, the optimised road network, and heritage buildings.
- Place and Social – the design seeks to create a place for community to gather, inspired by industrial character and designed with high quality landscaped areas.
- Work Wellbeing – CBP aims to set a precedent of workplace wellbeing by creating a healthy environment.

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Figure 29: Indicative Render of
proposed warehouse with an office
(Source: Group GSA, 2023)



Figure 30: Indicative Render of
proposed new warehouse (Source:
Group GSA, 2023)

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Figure 31: Indicative Render of
proposed warehouse with an office
(Source: Group GSA, 2023)



Figure 32: Indicative Render of
proposed warehouse with an office
(Source: Group GSA, 2023)



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Figure 33: Indicative Render of proposed warehouse with an office
(Source: Group GSA, 2023)

3.8 RETAINED BUILT FORM

The following existing buildings are proposed to be retained:

- An existing building is proposed to be relocated from a central site location to the new northern site entry (Precinct 02) and refurbished as a café. The intention is to create a social hub within the northern end of the proposed 'Green Spine' (refer to Figure 34 below).
- Two existing buildings within Precinct 06 (north-east corner) will be retained for re-use.
- The smokestacks within Precinct 03 will be retained and embellished as a symbol of Clayton's economic and social history. The large steel support structure adjoining the building will be retained.
- An existing building within Precinct 03 will be refurbished as an End of Trip Facilities building, allowing users a central location for bike, parking, gym, and associated amenities.

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Figure 34: Retained Buildings (Source: Group GSA, 2023)

3.9 LANDSCAPING

The proposed landscaping is covered in detail within the Landscape Plan prepared by Group GSA, with further details on open spaces provided in the UCR prepared by Group GSA. In summary, the following is noted:

- A proposed new north to south connection via a 'Green Spine' comprising approximately 16,000 m², which will provide new functional open green space to the subject site.
- Approximately 797 new native canopy trees are proposed along site boundaries, throughout parking areas, around buildings and within open spaces, including throughout the 'Green Spine'.
- The comprehensive proposed palette of native and exotic canopy trees and retained trees will offer shade, variety, and colour.
- The canopy trees will also be complemented by an extensive variety of large and medium shrubs, which will result in approximately 11.2% canopy coverage of the entire subject site.
- Play equipment, multiple outdoor seating/gathering areas and pedestrian paths are proposed within the 'Green Spine' to encourage places for respite.
- The interconnected landscaped pockets provide a good connection between pedestrian paths for cyclists and pedestrians.

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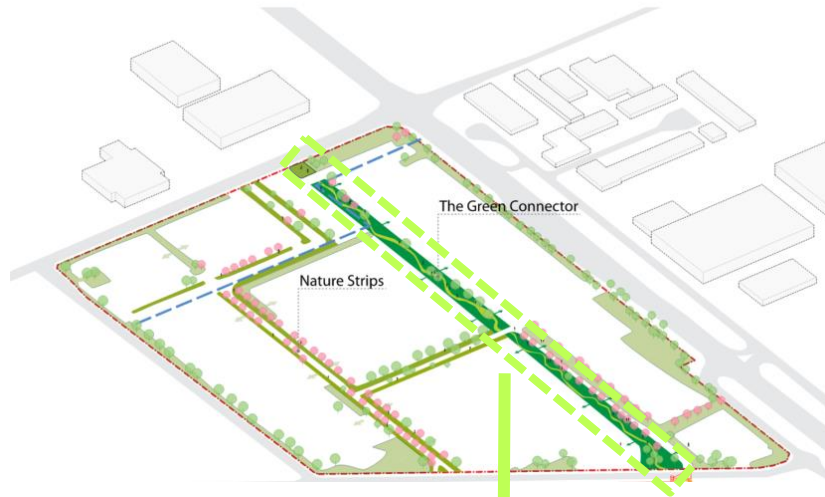


Figure 35: Landscape Site Plan
(Source: Group GSA, 2023)

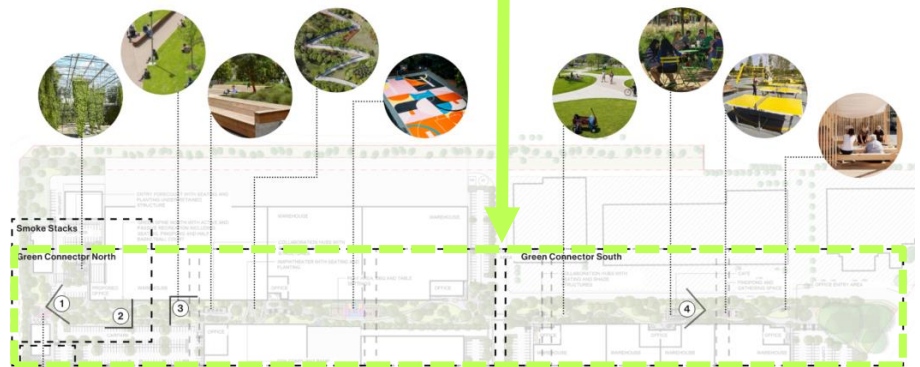


Figure 36: Proposed 'Green Spine'
(Source: Group GSA, 2023)

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Figure 37: 'Green Spine' Plan – south
(Source: Group GSA, 2023)



Figure 38: Outdoor area interfacing with the 'Green Spine' (Source: Group GSA, 2023)

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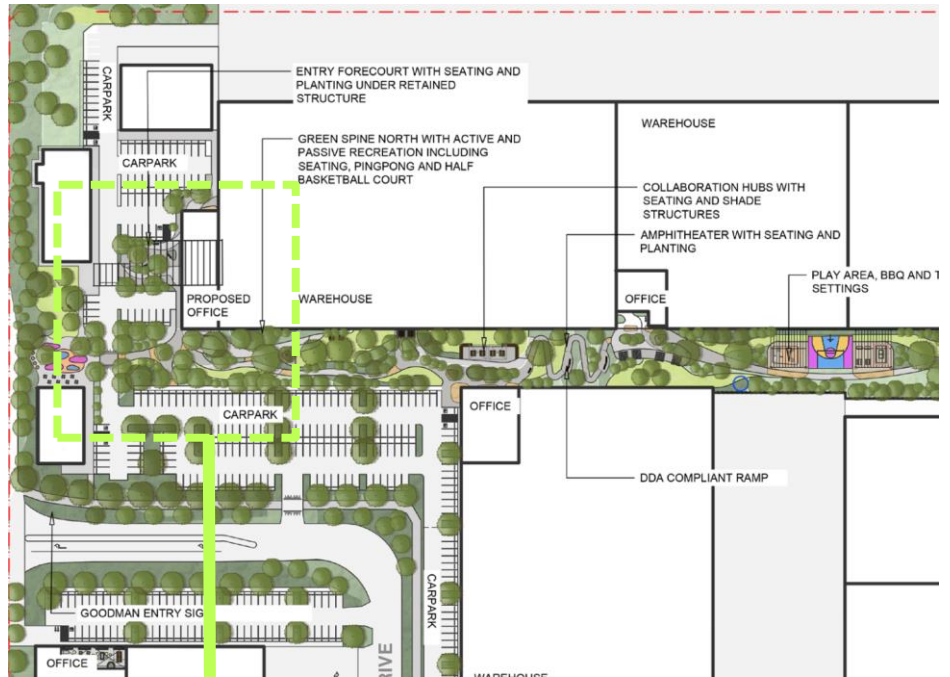


Figure 39: 'Green Spine' Plan – south
(Source: Group GSA, 2023)



Figure 40: Outdoor area interfacing with the 'Green Spine' (Source: Group GSA, 2023)

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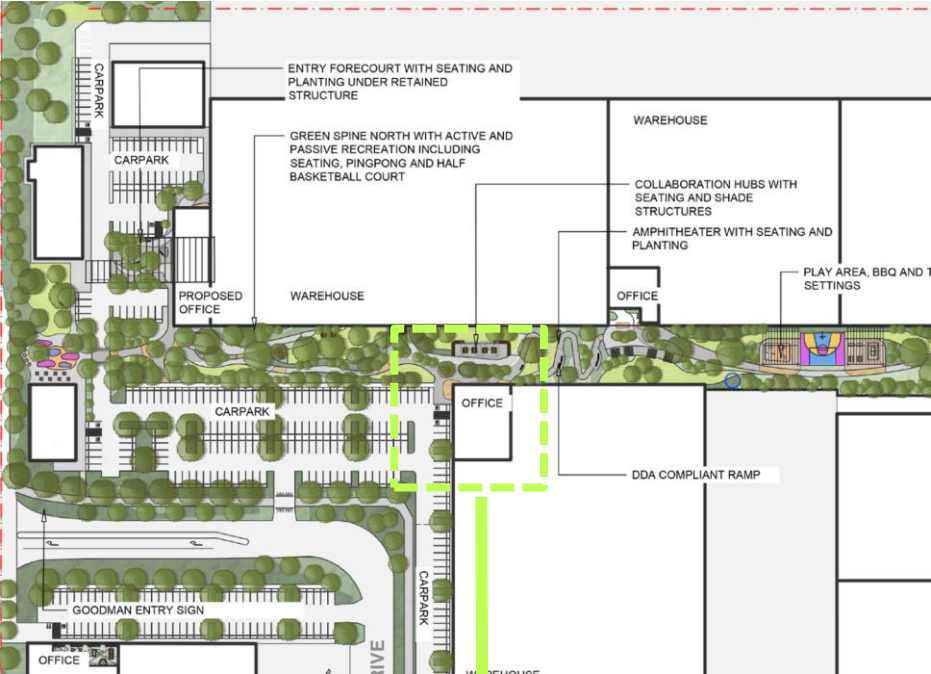


Figure 41: 'Green Spine' Plan – internal (Source: Group GSA, 2023)



Figure 42: Outdoor area interfacing with the 'Green Spine' (Source: Group GSA, 2023)

3.10 ENVIRONMENTALLY SUSTAINABLE DESIGN

The development will meet best practice requirements through the initiatives outlined in the SMP prepared by LDC, including:

- The use of energy efficient systems, rainwater tank(s) and low to zero VOC content materials.
- Approximately 2.4mW of roof top solar and 70 car spaces equipped with EV charging points.

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- Over 95% of materials demolished as part of the redevelopment are expected to be sent for recycling and not landfill.
- Use of recycled materials are expected to form a large part of the new works, including crushed concrete, recycled plastics, asphalt, and potentially other materials such as glass.

This best practice measures will be verified through the attainment of a certified Green Star Buildings 5 Star rating for each stage of the development.

3.11 STORMWATER MANAGEMENT

The WSUD prepared by Spiire outlines the proposed stormwater drainage and management measures based on a series of workshops, which form part of the proposal (refer to the WSUD prepared by Spiire and the hydrology modelling prepared by Incitus for specific details).

In addition, the extensive network of new and improved open spaces will also play a role in the reduction of stormwater runoff from the site.

3.12 EXISTING VEGETATION

The proposal involves the removal of 1,042 planted, non-native and/or exotic trees. Of these trees, none require a planning permit to remove, with only 27 requiring a local law permit to remove. All native vegetation (comprising 16 river red gums) is being retained (refer to Figure 43).

The AIA prepared by Sustainable Tree Management comprehensively covers all existing vegetation, proposed tree removal, development impacts and required tree management measures.

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Figure 43: Existing native vegetation to be retained

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3.13 CAR PARKING & BICYCLE FACILITIES

As detailed in the TIA prepared by Stantec, the statutory car parking requirement for the proposed development is 908 (includes 'Warehouse', 'Office' and 'Food and drink premises' uses). The proposal includes the provision of 1,021 car spaces, which satisfies statutory car parking requirements.

The Building Code of Australia ('BCA') specifies that a total of 12 accessible car parking spaces are required throughout the site. This requirement is comfortably met with the provision of 26 DDA car spaces.

The food and drink premises (café) with a 408 m² leasable floor area generates a statutory requirement of one (1) staff bike space and one (1) customer bike space. There is no statutory requirement to deliver bicycle facilities for the warehouse use and the ancillary office component of 634 m² net floor area also does not generate a statutory bicycle parking requirements. However, 54 bicycle spaces will be provided across Precincts 1-4 for warehouse tenancies, close to the entrances of ancillary offices. In addition, an EOT building is proposed within Precinct 3 which includes 16 showers, dedicated male and female change facilities, one locker per 8 regular building occupants/staff, and additional bike spaces.

3.1 SIGNAGE

The proposal includes various business identification, pedestrian wayfinding and vehicle wayfinding signage in various forms (refer to the summary provided in Table 2). For full details, refer to the Signage Plan provided within the UCR prepared by Group GSA, which provides comprehensive information on signage typologies, dimensions, and illumination.

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Figure 44: Signage Plan (Source: Group GSA, 2024)

Table 2: Proposed signs (Source: Group GSA, 2024)

Sign	Type	Illumination	Number	Permit Trigger
1	Business Identification Signage	No	2	Yes – exceeds 8 m ²
2	Business Identification Signage	No	2	Yes – exceeds 8 m ²
3	Business Identification Signage	No	12	Yes – exceeds 8 m ²
4/5/6	Business Identification Signage	yes	10	Yes – exceeds 8 m ² and illumination exceeds 1.5 m2
7	Business Identification Signage	No	10	Yes – exceeds 8 m ²

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4.1 ZONING

The site is subject to the IN1Z under the Scheme – refer to Figure 45 below.

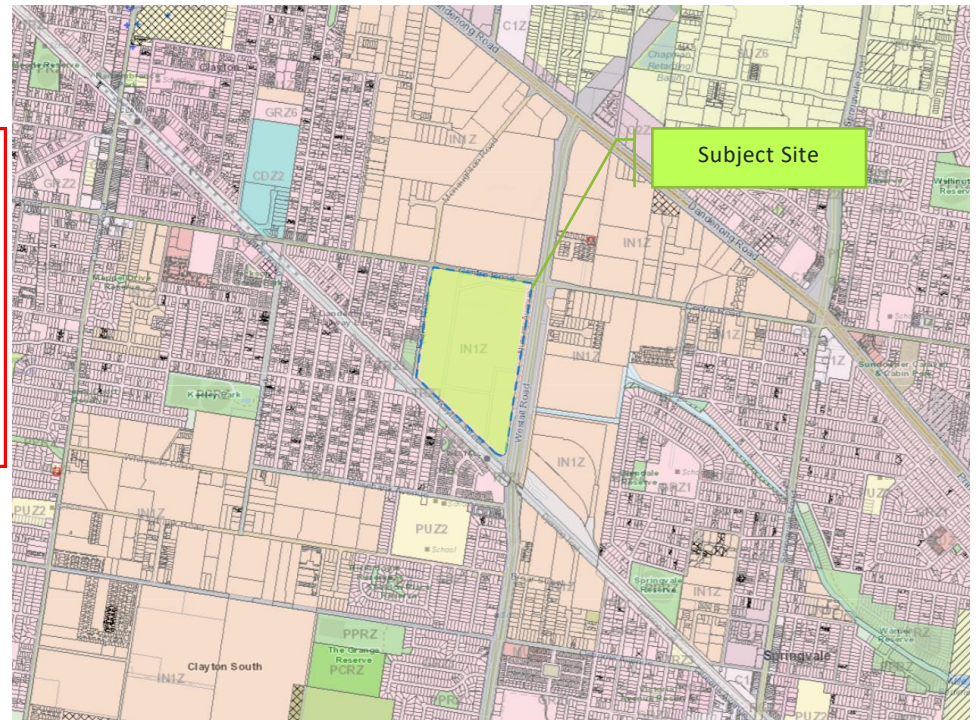


Figure 45: Zoning Plan (Source: VicPlan, 2023)

The purpose of the IN1Z is –

To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

Pursuant to 33.01-1 of the Scheme, a warehouse is an ‘as of right’ use provided the specific conditions are met. The purpose of the warehouses is not listed in the table to Clause 53.10; however, a small portion of the warehouses will be located within 30 m of a residential zone (along the western boundary, adjacent to Kombi Road). As such, the use does not meet Section 1 conditions for a warehouse and requires a permit for Section 2 use.

Each new warehouse contains an office component. The office use is considered as ‘ancillary’ as it is subordinate to the primary use and function of the land, which is a warehouse use.

In addition, the an Office and Food and drink (Café) premises are Section 2 – ‘permit required’ uses pursuant to Clause 33.01-1.

A permit is required to construct buildings and carry out works pursuant to Clause 33.01-4.

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There are no variations to the zone specified under a Schedule to Clause 33.01 of the IN1Z. Therefore, the 'default' standards listed under Clause 52 (provisions that require, enable or exempt a permit) of the Scheme apply (as outlined below).

4.2 PARTICULAR PROVISIONS (CLAUSE 52)

4.2.1 Clause 52.05 – Signs

Pursuant to Clause 52, the following particular provisions are applicable to the proposed development.

Pursuant to the IN1Z, signs are identified as Category 2; therefore, under Clause 52.05-12, business identification signage must not exceed 8 m² and internally illuminated signage must not exceed 1.5 m² or be located less than 30 m from pedestrian or traffic lights.

The proposed business identification signs exceed 8 m² and internally illuminated signage exceeds 1.5 m². Therefore, a planning permit is required.

4.2.2 Clause 52.06 – Car Parking

Clause 52.06-5 requires that new uses and development are provided with an appropriate level of car parking before use and/or development commences on the land.

Pursuant to Rate Column B of Table 1 (Clause 52.06-5), the following statutory car parking rates are applicable:

Table 3: Car park rates (Source: Kingston Planning Scheme)

Use	Rates
Warehouse other than listed in Table 1	2 spaces to each premises, plus; 1 space to each 100 m ² net floor area.
Food and drink premises other than listed in Table 1	3.5 spaces to each 100 sqm of leasable floor area.
Office	3 spaces to each 100 sq m of net floor area

Pursuant to Clause 52.06-5, 908 spaces are required, and 1,021 spaces are proposed. Therefore, a permit is not required pursuant to Clause 52.06-3 to reduce the number of car parking spaces required under Clause 52.06-5.

4.2.3 Clause 52.34 – Bicycle Facilities

Clause 52.34-1 requires that new uses and development are provided with an appropriate level of bicycle facilities before the use and/or development commences on the land.

There is no statutory requirement to deliver bicycle facilities for the warehouse use. However, bicycle parking will be provided for the warehouse tenancies close to the entrances to ancillary offices. In addition, an EOT building is proposed within Precinct 3, which includes 16 showers, dedicated male and female change facilities, and one locker per 8 regular building occupants/staff.

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4.2.4 Clause 52.17 – Native vegetation

Pursuant to Clause 52.34-5, the food and drink premises with a 408 m² leasable floor area generates a statutory requirement (assessed as a retail premises use) of one (1) staff bike space and one (1) customer bike space.

Therefore, a permit is required pursuant to Clause 52.34-2 to reduce the number of bicycle spaces required under Clause 52.34-5.

4.2.5 Clause 52.29 – Land Adjacent to Principal Road Network

The proposal involves the removal of 1,042 planted, non-native, and exotic trees (refer to the AIA prepared by Sustainable Tree Management), with only 27 of these trees requiring a local law permit to remove. Given the vegetation proposed for removal is either non-native, planted or grown as a result of direct seeding, removal is exempt from the requirement to obtain a planning permit under Clause 52.17-7, as well as the relevant offset requirements.

The proposal involves altering the access to a road in a Transport Zone 2 (Centre Road). Pursuant to Clause 52.29-2 a permit is required to create or alter access to a road in a Transport Zone 2. As outlined within the TIA prepared by Stantec, preliminary discussions with the Department of Transport and Planning ('DTP') have commenced.

4.3 GENERAL REQUIREMENTS AND PERFORMANCE STANDARDS (CLAUSE 53)

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

4.3.1 Clause 53.18 – Stormwater Management

Pursuant to Clause 53.18-3, an application to construct a building or construct or carry out works:

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

An application must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention, and discharges of stormwater to the drainage system. The WSUD prepared by Spiire, details best practice stormwater management measures to ensure that the requirements of Clause 53.18-3 are met.

4.3.2 Clause 53.22 – Significant Economic Development

The purpose of Clause 53.22 is:

- *To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.*

- To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.

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

Table 1 states:

Category 1

The use must be specified in Table 2 and the condition corresponding to that use must be met. If the application includes more than one use in Table 2 (refer below), only one use must meet the corresponding condition.

Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal.

The applicable 'use' Table 2 notes:

Warehouse

The estimated cost of development must be at least:

- \$30 million if any part of the land is in metropolitan Melbourne; or
- \$10 million if the land is not in metropolitan Melbourne.

The provisions make the Minister for Planning the responsible authority.

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

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

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

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4.4 GENERAL PROVISIONS

4.4.1 Use and Development of Land

The following general provisions are of relevance to this application:

Pursuant to Clause 64.01 (Land used for more than one use) if land is used for more than one use and one is not ancillary to the other, each use must comply with the scheme.

4.4.2 Decision Guidelines

Clause 65 outlines that the provisions detailed in this section set out the basis on which responsible authorities must make their decision in relation to applications for planning permits. In summary, responsible authorities must decide on balance whether the proposal will produce acceptable planning outcomes in terms of the decision guidelines of this clause.

4.5 OPERATIONAL PROVISIONS

4.5.1 Responsible Authority for this Planning Scheme

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

4.6 CULTURAL HERITAGE

The subject site is partially subject to Aboriginal Cultural Heritage Sensitivity as detailed in Figure 46 below.



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Figure 46 – Aboriginal Cultural Heritage Sensitivity (Source: VicPlan, 2023)

An application for Certification of a Preliminary Aboriginal Heritage Test for the purposes of the *Aboriginal Heritage Act 2006* ('PAHT') concludes that the site has been subject to significant ground disturbance and that the likely presence of Aboriginal and/or historical heritage within the subject site is considered to be very low.

4.7 PERMIT TRIGGERS

An assessment of the potential permit triggers relevant to the proposal is outlined in Table 4:

Table 4: Permit triggers

Use	Requirement
Clause 33.03-1 (Industrial 1 Zone – Table of Uses)	<u>A permit is required</u> to use the land for Warehouse, office and Food and drink premises uses.
Clause 33.01-4 (Buildings and Works)	<u>A permit is required</u> to construct a building or carry out works on the site.
Clause 52.05 (Signs)	<u>A permit is required</u> to display business identification signage exceeding 8 m ² (total of 36) and internally illuminated signage exceeding 1.5 m ² (total of 10).
Clause 52.43 (Bicycle Facilities)	<u>A permit is required</u> to reduce bicycle facilities required under Clause 52.34-5.
Clause 52.29 (Land Adjacent to the Principal Road Network)	<u>A permit is required</u> to alter access to a road in a Transport Zone 2.

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5.1 MUNICIPAL PLANNING STRATEGY

Clause 02.02 sets out Kingston City Council's ('KCC') vision for the city, which is as follows:

A diverse, dynamic community where we all share a sustainable, safe, attractive environment and a thriving economy.

The vision is directed into strategic land use principles for Kingston under Clause 02.03, the following principles are relevant to the site and proposal:

- An urban settlement pattern that accommodates sustainable growth commensurate with constraints of established areas.
- Providing a settlement pattern that positively influences health and wellbeing.
- Identified environmental risks, including climate change impacts, are effectively managed.
- High standards of urban design that enhance community safety, create vibrant places, and preserve character areas.
- Environmentally Sustainable Development principles are embraced in new developments.
- Local employment provision matches the needs of the changing workforce and economy.
- New employment opportunities are created by the reuse and redevelopment of old industrial sites.
- The manufacturing sector continues to play a major employment role in both a regional and State context.

The strategic land use principles are to be read in conjunction with the strategic framework plans provided under Clause 02.04. The Strategic Land Use Framework Plan and Industrial Framework Plan provided below are relevant to the subject site (Figures 47 and 48).

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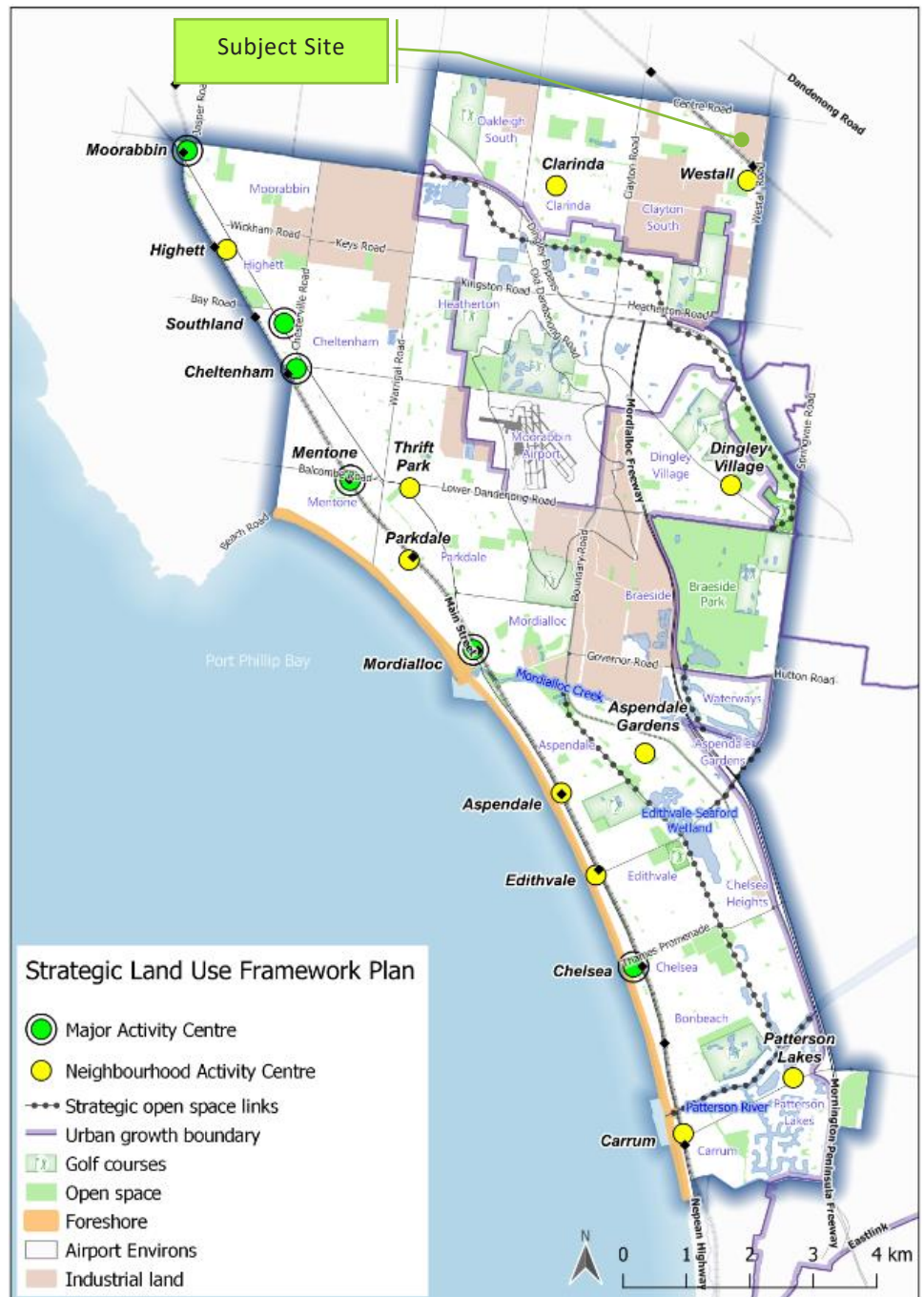


Figure 47: Strategic Land Use Framework Plan (Source: Kingston Planning Scheme, 2023)

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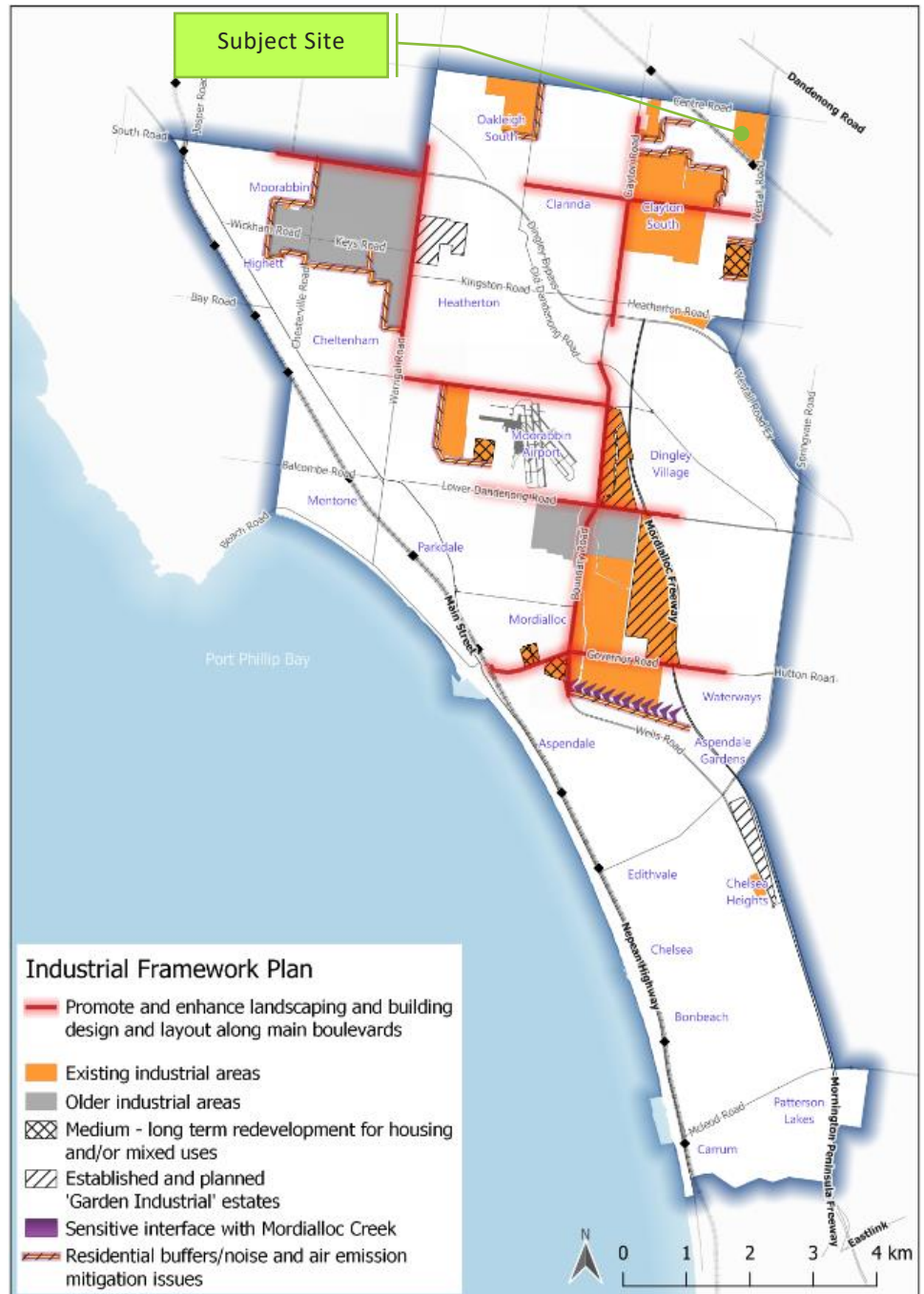


Figure 48: Industrial Framework Plan
(Source: Kingston Planning Scheme, 2023)

5.2 PLANNING POLICY FRAMEWORK

The Planning Policy Framework ('PPF') is outlined in Clauses 10-19 of the Scheme and is required to be considered when deciding on this proposal. It contains a range of policies that are expected to be integrated, relevant to the issues to be determined. The policies outlined in the following subsections are of relevance to the subject site and the proposal.

5.2.1 State Policy

The following state policies are of relevance to the subject site and proposal:

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- **Clause 11.01-1S – Settlement** seeks 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** seeks to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.
- **Clause 13.07-1S – Land use compatibility** seeks to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.
- **Clause 15.01-1S – Urban design** seeks to create urban environments that are safe, healthy, functional, and enjoyable and that contribute to a sense of place and cultural identity.
- **Clause 15.01-2S – Building design** seeks to achieve siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.
- **Clause 17.01-1S – Diversified economy** aims to strengthen and diversify the economy and includes strategies such as facilitating growth in a range of employment sectors and improving access to jobs closer to where people live.
- **Clause 17.01-2S – Innovation and research** seeks to create opportunities for innovation and the knowledge economy within existing and emerging industries, research, and education.
- **Clause 17.02-1S – Business** encourages development that meets the community's needs for retail, entertainment, office and other commercial services by planning for an adequate supply of commercial land in appropriate locations.
- **Clause 17.03-1S – Industrial land supply** seeks to ensure availability of land for industry is maintained.
- **Clause 17.03-2S – Sustainable industry** seeks to facilitate the sustainable operation of industry ensuring that industrial activities requiring substantial threshold distances are located in the core of industrial areas.
- **Clause 17.03-2S – Sustainable industry** seeks to facilitate the sustainable operation of industry ensuring that industrial activities requiring substantial threshold distances are located in the core of industrial areas.

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- **Clause 18.02-1S – Sustainable personal transport** promotes the use of sustainable personal transport by ensuring development provides opportunities for walking and cycling, adequate bicycle parking and related facilities, end of trip facilities in commercial buildings and improved facilities such as storage.
- **Clause 18.02-4S – Car parking** aims to ensure an adequate supply of car parking that is appropriately designed and located.
- **Clause 19.03-3S – Integrated water management** seeks to sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

5.2.2 Regional Policy

The following regional policies are of relevance to the subject site and proposal:

- **Clause 17.01-1R – Diversified economy (Metropolitan Melbourne)** seeks to facilitate investment in Melbourne's outer areas to increase local access to employment.
- **Clause 17.03-3R – Regionally significant industrial land (Metropolitan Melbourne)** seeks to protect industrial land of regional significance and facilitate continual growth in freight, logistics, and manufacturing investment. In addition, the policy seeks to support the transition from manufacturing land uses to other employment uses in strategically identified areas that are well-connected to transport networks.
- **Clause 17.03-3R – Regionally significant industrial land (Metropolitan Melbourne - Southern Metro Region)** seeks to protect industrial land in Clayton South by:
 - Retaining existing industrial zoned land predominantly for industrial uses.
 - Limiting encroachment by incompatible and non-industrial uses that would fragment this land and compromise business growth and operation.

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5.2.3 Local Policy

The following local policies are of relevance to the subject site and proposal:

- **Clause 13.07-1L – Land use compatibility** seeks to avoid potential conflict arising from the siting and design of residential development near established industrial areas and uses.
- **Clause 15.01-1L-01 – Urban design** seeks to apply specific urban design strategies for industrial development within Kingston. Relevant strategies include:

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- Encourage development of all industrial land to provide high quality and well landscaped industrial estates.
- Retain trees that have been identified as significant in the development of new industrial estates and the redevelopment of older industrial areas.
- Improve environmental performance of industrial precincts through landscaping, building design and construction.
- Facilitate provision of cycling, walking and public transport infrastructure within and between industrial areas and surrounding residential areas.
- **Clause 15.01-1L-02 – Signs** seeks to apply specific strategies for signs within Kingston in relation to industrial and office areas.
- **Clause 15.01-2L – Environmentally sustainable development** seeks to achieve best practice in environmentally sustainable non-residential development from the design stage through to construction and operation.
- **Clause 17.03-1L – Industrial land supply in Kingston** applies to land as identified on the Industrial Framework Plan at Clause 02.04 (includes subject site). Relevant strategies include.
 - Avoid retail and office uses locating in industrial zones, except where such uses form part of an integrated development plan for industrial estates.
 - Protect industrial land from encroachment of uses that are incompatible with 24 hours industrial operation.
 - Support the redevelopment and consolidation of land in older industrial areas to better accommodate the needs of modern industry.
- **Clause 19.03-3L-01 – Integrated water management** promotes the use of water sensitive urban design, including stormwater re-use.
- **Clause 19.03-3L-02 – Stormwater management** aims to incorporate the use of Water Sensitive Urban Design measures in development including stormwater reuse, including non-residential developments.

In essence, these policies seek to respect the existing character of the area while enabling opportunities for employment proximate to local communities. Furthermore, the policies seek to provide opportunities for access to places of employment that are supported by policy considerations for sustainable transport usage.

5.3 PLAN MELBOURNE 2017-2060

Plan Melbourne is the metropolitan planning strategy which will guide the future 'shape' of the metropolitan Melbourne and Victoria over the next 35 years. Integrating long-term land use, infrastructure and transport planning, Plan Melbourne sets out the strategy for supporting jobs and growth, while building on

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Melbourne's *legacy of distinctiveness, liveability, and sustainability*. The plan includes:

- Nine (9) principles to guide policies and actions.
- Seven (7) outcomes to *strive for in creating a competitive, liveable, and sustainable city*.
- Thirty-two (32) directions that outline how the outcomes will be achieved.
- Ninety (90) policies detailing how the directions will be turned into 'actions'.

A clear goal of Plan Melbourne is to create a connected 20-minute city, achieved by locating higher densities of employment (and housing) along existing transport corridors. The strategic location of CBP, being adjacent to Westall Station and a future connection with the Suburban Rail Loop ('SRL') via Clayton Station to the west, make it an ideal precinct for future intensifying existing employment and industrial business park opportunities.

Specific policies within Plan Melbourne plan for industrial land within the *right locations*, such as Policy 1.1.6 and Policy 1.1.7. Of note, the policies identify Melbourne's major industrial areas and their key locations being within areas well serviced with existing infrastructure. The CBP site fits this criteria in spades.

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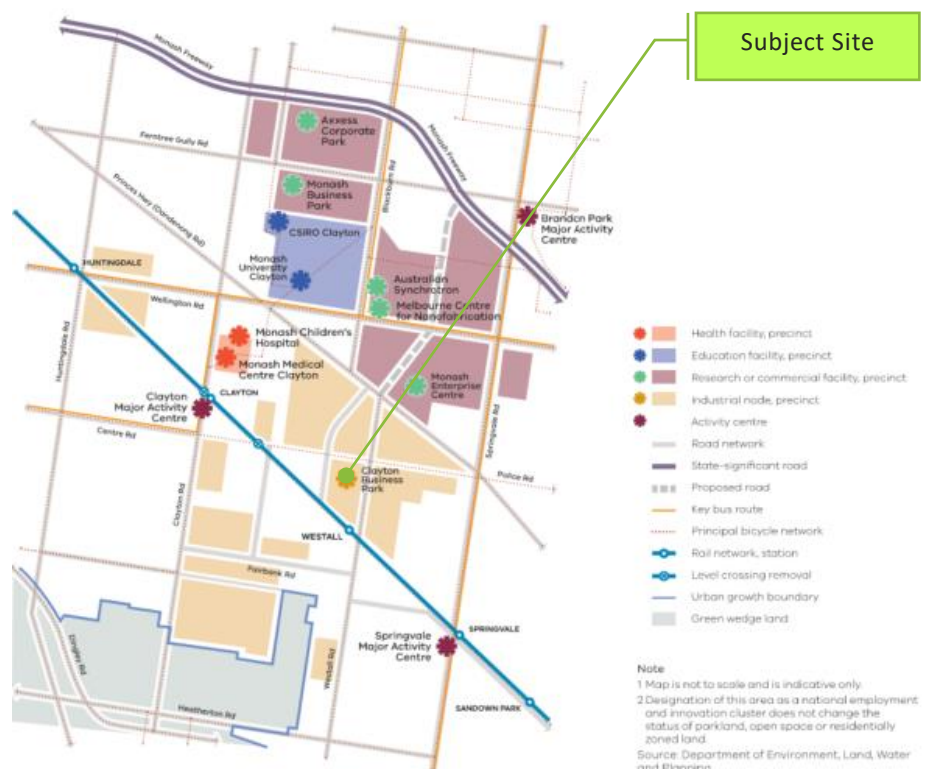


Figure 49: Monash National Employment and Innovation Cluster
(Source: Plan Melbourne, 2023)

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Amendment VC168 was gazetted into all Victorian Planning Schemes on 11 February 2020, to predominantly facilitate the delivery of the SRL project. It also included updated growth projections for Melbourne and identifies the need to focus investment and growth in places of State Significance, including NEIC's, Metropolitan Activity Centres, State Significant Industrial Precincts, Health and Education Precincts.

5.4 MELBOURNE INDUSTRIAL AND COMMERCIAL LAND USE (MICLUP)

The key findings and the final plan of the MICLUP were released in April 2020. The intent of MICLUP is to build on the policies, strategies and actions of Plan Melbourne and identified that the demand for industrial land within Victoria continues to remain high, particularly within areas of logistics and advanced manufacturing.

MICLUP identifies three levels of significance of existing and future industrial land, being (1) State Significant, (2) Regionally Significant and (3) Locally Significant. The Plan identifies the subject site and wider Monash NEIC as being one of 'Regional Significance' (refer Figure 50).

Of critical importance to your new vision, MICLUP seeks to reinforce and protect existing industrial land within metropolitan Melbourne. It is now wholly expected that a strategically located industrial site, such as Clayton Business Park, would remain as an industrial precinct.

Amendment VC215, gazetted on 3 March 2023, introduced the MICLUP into the PPF.

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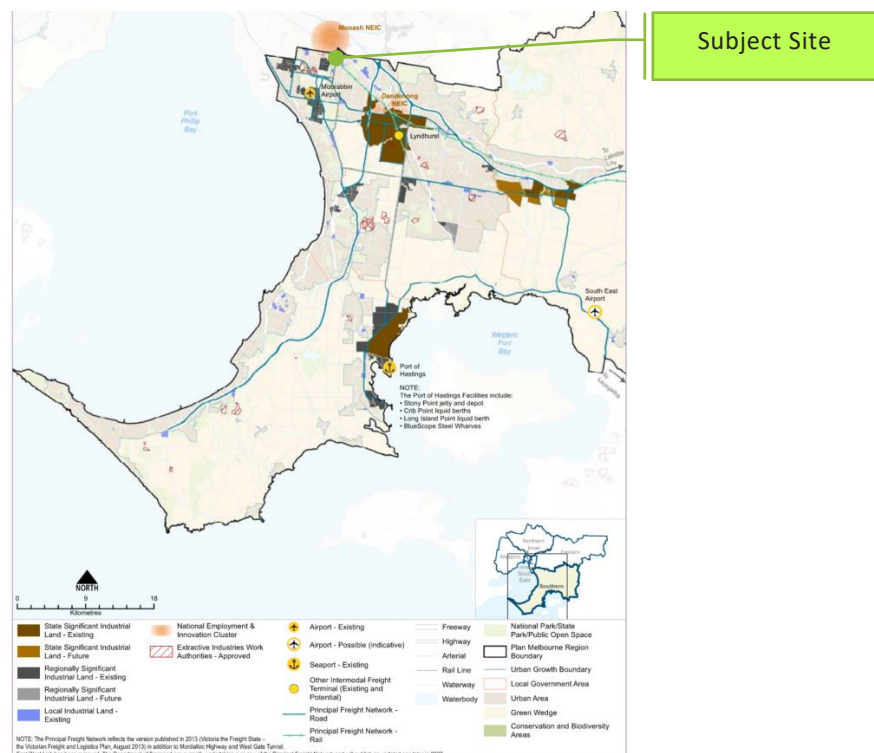


Figure 50: Southern Region – industrial land (Source: MICLUP, 2023)

5.5 MONASH NATIONAL EMPLOYMENT AND INNOVATION CLUSTER (NEIC)

As noted above, the subject site is included within the Monash NEIC, as outlined within Plan Melbourne, with its strengths being one of *leading education, health, research, and commercialisation facilities*. CBP is specifically outlined as an 'industrial node' precinct, which has the ability to *produce products and services that are competitive in the global market*.

The Future Planning Ideas Map (May 2016), prepared by the Victorian Planning Authority (VPA), is a supporting document of the Monash NEIC and identifies Clayton Business Park as a future redevelopment site for business, employment and housing. Specifically, the plan identifies opportunities for *a new town centre to serve the local business community*.

Specifically, the VPA designated CBP as a strategic site that is likely to accommodate higher densities, which is further justified within the Monash NEIC Draft Framework Plan, nominating the site as an 'Urban Renewal Precinct' (Refer Figure 51).

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Figure 51: Monash National Employment and Innovation Cluster Framework Plan (Source: Monash National Employment and Innovation Cluster Framework, 2023)

5.6 SUBURBAN RAIL LOOP (SRL)

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

Of particular note, the first section of the rail line (SRL East) is planned to connect to Clayton Station (the station directly west of Westall Station) with Cheltenham in the south and Box Hill to the north. In doing so, the SRL seeks to create a “city of centres” and will attract more business and people to the broader station areas.

The new underground station at Clayton will become a major interchange, which will cater to more than 90,000 transfers per day by 2056, with trains travelling in four different directions, providing faster and more convenient transport to key destinations across Melbourne and regional Victoria. This is of key benefit to Clayton Business Park, being located only one station east of the interchange (refer Figure 52).

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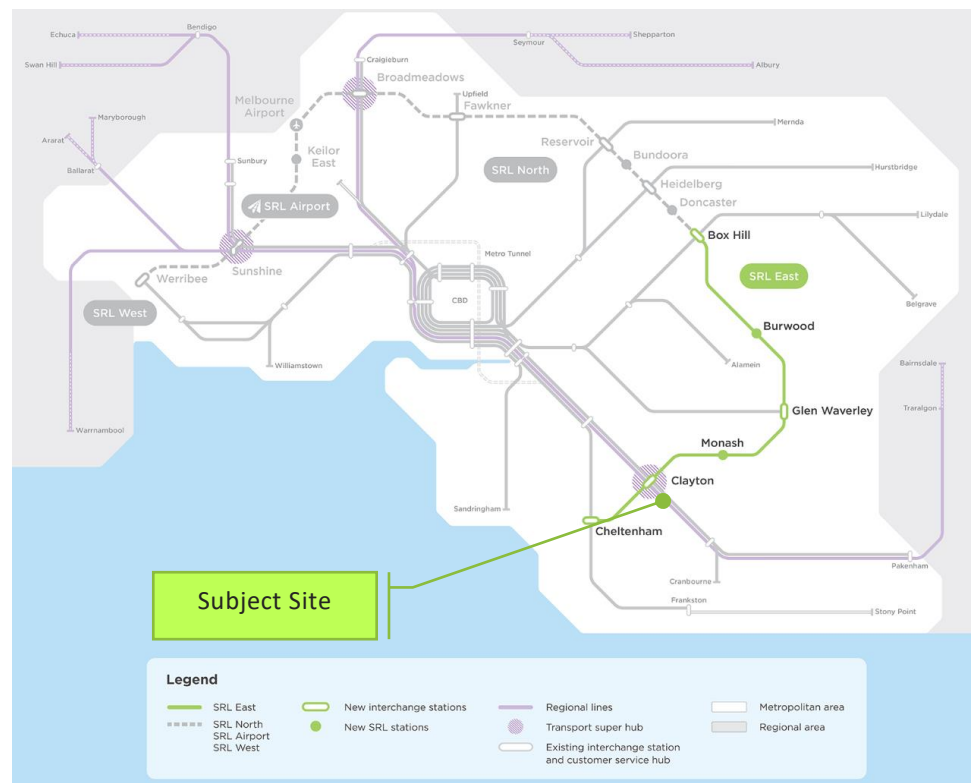


Figure 52: SRL proposed network map
(Source: Big Build, 2023)

5.7 DEVELOPMENT FACILITATION PROGRAM (DFP)

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

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

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6.1 OVERVIEW

The design of the proposed development has evolved from a detailed consideration of site opportunities and constraints, having regard to a broad set of applicable planning controls and policies.

When often conflicting objectives and requirements are appropriately balanced in favour of net community benefit and sustainable development, as required by Clause 71.02-3 of the Scheme, the proposed use and development achieves the acceptable planning outcomes sought by the Scheme.

Specifically, the proposed development achieves the objectives and implements the relevant strategies of the Scheme in that:

- It contributes to the provision of a contemporary and sustainable business park, on existing industrial land, allowing for the continuation of an existing use, in a location specifically identified by the State as an appropriate location for this type of use and development.
- The development is respectful of differing interface considerations, with respect to building height, setbacks, the importance of landscaped setting and the need to provide a high-quality architectural response.
- These benefits are all delivered without generating any unreasonable impacts upon adjacent properties or the character of the area.

This view is formed having regard to an assessment of the proposal against the following key planning considerations:

- Consistency with the MPS and PPF
- Consistency with Plan Melbourne and the MICLUP
- Consistency with the zoning provisions
- Management of different interfaces
- Landscaping
- Sustainable Design – energy and resource efficiency
- Stormwater Management
- Waste Management
- Traffic, car parking, bicycle facilities, loading and access.

Each of these aspects is specifically addressed in the following subsections.

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6.2 CONSISTENCY WITH THE MPS AND PPF

6.2.1 MPS

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The proposal achieves a high degree of compliance with the MPS for the following reasons:

- The redevelopment of the subject site incorporates sustainable design principles, urban design principles, quality architectural design, and will create employment and boost the local economy. From this perspective, the proposal is consistent with Council's vision for the City of Kingston, which is:

A diverse, dynamic community where we all share a sustainable, safe, attractive environment and a thriving economy.

- The proposed redevelopment will occur within an existing industrial site/area on strategic framework plans. This ensures that the proposal is consistent with the urban settlement pattern for the city.
- The design of the subject site incorporates urban design principles to ensure the enhancement of community safety, the creation of vibrant places, and preservation of character areas.
- ESD principles have been embraced for the redevelopment of the subject site, whereby the attainment of a certified Green Star Buildings 5 Star rating for each stage of the development is being sought (refer to the SMP, prepared by LDC).
- The range of commercial spaces and uses proposed within the subject site will provide for local employment that matches the needs of the changing workforce and economy.
- The redevelopment of the original industrial site will create new employment opportunities.
- The proposal will ensure that the manufacturing sector continues to play a major employment role in both a regional and State context.

6.2.2 Planning Policy Framework

The proposal achieves a high degree of compliance with the objectives and policies of the PPF for the reasons outlined below:

- The proposed development supports a diversified economy and will increase local access to employment within Kingston, which supports the sustainable growth and development of Victoria, by delivering choice and opportunity for all Victorians through a network of settlements. Therefore, the proposal meets the objective of Clauses 11.01-1S and 17.01-1S.
- The proposed development is compatible with adjoining land uses and will not compromise the ability of other uses to function safely and effectively. Therefore, the proposal meets the objective of Clause 13.07-1S.

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- The proposed development seeks to achieve a 5-star Green Star rating (refer to the SMP prepared by SDC), ensuring that the development contributes to an urban environments that are safe, healthy, functional and enjoyable. This also ensures that the proposed land use and development is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions. From this perspective, the proposal meets the objective of Clauses 15.01-1S.
- The building design will contribute positively to the local context and enhance the public realm. Furthermore, the attainment of a certified Green Star Buildings 5-star rating for each stage of the development will support environmentally sustainable development. From this perspective, the proposal meets the objective of Clauses 15.01-2S.
- The proposed development provides opportunities for walking and cycling, adequate bicycle parking and related facilities, end of trip facilities in commercial buildings and improved facilities such as storage. Therefore, the proposal promotes sustainable personal transport, as outlined under Clause 18.02-1S.
- The proposed development includes provisions for parking that is appropriately designed and located - and exceeds statutory requirements. Therefore, the proposal ensures an adequate supply of car parking that is appropriately designed and located whilst meeting the objectives of Clause 18.02-4S.
- The proposed development has been designed to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach (refer to the SMP, prepared by LDC and WMP, prepared by Leigh Design). Therefore, the proposal meets the objective of Clause 19.03-3S.
- The proposal involves the construction of warehouses, which will accommodate the storage and distribution of goods and associated uses. This facilitates investment in Melbourne's outer areas to increase local access to employment. Therefore, the proposal meets the objective of Clause 17.01-1R.
- The subject site is considered regionally significant industrial land under the MICLUP and has been nominated as such to facilitate continual growth in freight, logistics and manufacturing investment within metropolitan Melbourne. In addition, the proposal supports a transition from manufacturing land uses to other employment uses in a strategically identified area which is well connected to transport networks. Therefore, the proposal meets the objective of Clause 17.03-3R.

6.3 CONSISTENCY WITH PLAN MELBOURNE AND THE MICLUP

As detailed in Section 5, the strategic location of the CBP, being adjacent to Westall Station and future connection with the SRL via Clayton Station to the west, make it an ideal precinct for future intensifying existing employment/industrial business park opportunities.

Plan Melbourne Policies 1.1.6 and 1.1.7 identify Melbourne's major industrial areas and key locations that are well serviced by existing infrastructure. Overall, considering the CBP site is within the Monash NEIC, the proposed redevelopment of the subject site is consistent with Policies 1.1.6 and 1.1.7.

The MICLUP has been created to build on the policies, strategies and actions of Plan Melbourne and seeks to facilitate job growth in specific areas to support projected population growth within Melbourne over the next 30 years.

The MICLUP identifies the subject site and wider Monash NEIC as being of 'Regional Significance' and from this perspective, the redevelopment of the CBP is consistent with the findings and the purpose of the MICLUP. Importantly, the proposed redevelopment of the site supports the improvement of economic performance and productivity, which will contribute to improved living standards for all Victorians.

6.4 CONSISTENCY WITH THE ZONING PROVISIONS

This planning submission has been carefully prepared to ensure that it meets key requirements of the IN1Z. Specifically, the application requirements for building and works under Clause 33.01-4, and general and building and works decision guidelines under Clause 33.01-4.

A 'Food and drink premise(café)' use is a Section 2 use under the IN1Z pursuant to Clause 33.03-1. The café use will create a social hub within the northern end of the proposed 'Green Spine'.

The proposed uses are not listed in the table to Clause 53.10; however, a small portion of the warehouses will be located 30 m from a residential zone (along the western boundary, adjacent to Kombi Road). As such, the use does not meet Section 1 conditions for a warehouse and requires a permit for Section 2 use.

The subject site has been used for industrial purposes for over 70 years and the proposed warehouse use is consistent with existing uses, which have occurred 30 m from residential activities along the western interface.

The proposed use is not listed in the table to Clause 53.10. However, if this changes in the future, a separate permit application will be made to Council/DTP.

It is noted that the office use is ancillary to the warehouses and are essential from an operational perspective and further, support the type of tenancies envisaged for the redeveloped CBP in terms of logistics and advanced manufacturing.

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6.5 MANAGEMENT OF DIFFERENT INTERFACES

6.5.1 Northern Interface

As established in Section 2, the subject site has two main direct interfaces with adjacent properties, along the western and northern boundaries. The potential impacts of the proposed development on these properties are assessed in the following subsections.

The Bosch Head Office (1555 Centre Road, Clayton) located on the opposite side of Centre Road fully interfaces with northern boundary of the subject site. Centre Road forms the municipal boundary separating the City of Kingston from the City of Monash to the south. As part of the proposal, it is proposed to rationalise the existing three separate vehicle crossovers into one singular, signalised intersection. This new intersection has been designed to integrate with the Bosch Head Office primary vehicle entrance.

The proposed building setbacks are no less than the existing minimum setbacks to Centre Road - but will be much higher quality buildings that will better 'frame' and define the southern edge to Centre Road in this commercial / industrial precinct

The proposal reduces existing parking/ hardstand areas adjacent to Centre Road, and is replace with landscaping, including the new green spine, as well as the singular vehicle entrance described above and a café.

Overall, it is considered that the proposed design response in relation to the northern interface responds well to existing development on the northern side of Centre Road, which has largely been established in accordance with the DDO1 under the Monash Planning Scheme.

6.5.2 Eastern interface

The eastern boundary interfaces with Westall Road, which is a Declared Arterial Road under the Principal Road Network. The existing buildings within Precinct 06 are proposed to be retained, while proposed buildings within Precinct 03 will be set back further than existing warehouses. Therefore, there will be no discernible changes to the built form presentation of the eastern boundary of the site as viewed from Westall Road.

Furthermore, all existing vegetation situated along the eastern boundary of the site is proposed to be retained or replaced, which will screen the development and retain visual amenity.

6.5.3 Southern Interface

The southern boundary interfaces with the Dandenong Railway line and Westall Train Station, which are located on the opposite side of Rayhur Street. It is noted that existing buildings within Precinct 05 and 06, existing vegetation adjacent to Nursery Avenue and existing crossovers to the site from Rayhur Street are proposed to be retained. Therefore, from this perspective, the proposed redevelopment of the site will result in minimal changes along the southern boundary and will not result in any impacts on the functionality of the Westall Station or Dandenong Railway line.

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6.5.4 Western Interface

Residential properties located on the opposite side of Kombi Road interface with the western boundary of the subject site. As such, careful consideration has been given to proposed development within the western section of the site and along the western boundary. The following is noted:

- Development within Precinct 05 consists of an extension to connect two existing warehouses. Therefore, the profile of the built form and building setback will remain unchanged. From this perspective, there will be no quantifiable impacts on the owners/occupiers of residential properties adjacent to Precinct 05.
- The proposal involves the construction only one new warehouse building along the western boundary (5 McLaren Drive – Precinct 01). It is noted that existing building setbacks have been maintained and existing vegetation has been retained to ensure visual impacts on neighbouring properties are minimised. Additionally, the additional warehouse structure will create a further acoustic barrier, consistent with the existing CBP south-western interface with Kombi Road.
- The remainder of the development along the western boundary consists of carparking and landscaping, with the exception of an office component associated with 1490 Centre Road which is partially screened by an existing high retention tree.
- As detailed on the Tree Removal Plan (drawing L0001 within the Landscape Plan), many of the existing trees and hedges along the western boundary are proposed to be retained or replaced (refer to Figures 9-11). Furthermore, existing fencing along the length of the western boundary is proposed to be retained. The vegetation and fencing will ensure that the proposed development within Precinct 01 is largely unchanged and that it will be adequately screened and continue to minimise potential impacts on neighbouring properties.

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6.6 LANDSCAPING

Existing established native vegetation within the subject site has been retained, where practical, to protect biodiversity values and maintain visual aesthetics throughout the site. In addition to the existing vegetation, approximately 797 new native canopy trees are proposed within the subject site, throughout parking areas, around buildings and within open spaces, which will also be complemented by an extensive variety of large and medium shrubs. This will result in total of 806 canopy trees across the entire subject site (existing and proposed), resulting in a tree canopy coverage of 11.2%.

The proposed removal of vegetation (only 27 trees require a local law permit to remove) from the subject site will be more than adequately offset by proposed

new plantings, including new canopy trees. A more appropriate and site-responsive landscape outcome is proposed as part of the subject site, consisting of mainly native species, with exotic plants interspersed throughout.

As detailed in the UCR prepared by Group GSA, the proposal includes an extensive network of new open spaces which create new opportunities for outdoor activities and social gathering. The proposed 'Green Spine' comprised of 16,000 m², will create a green connector to the train station, while adding to it a variety of accessible outdoor open spaces and public uses containing areas to sit, eat, dwell, play and socialise. The new landscaped areas have been designed to be functional and useable, as opposed to being large expanses of lawn area. This is a significant improvement on the existing landscaping and areas of open space.

Overall, the proposed landscaping will improve visual aesthetics, play a role in managing stormwater runoff, reduce warming associated with Urban Heat Island ('UHI') and ensure workplace wellbeing.

6.7 SUSTAINABLE DESIGN – ENERGY AND RESOURCE EFFICIENCY

Minimising adverse impacts on the environment through the careful administration of land use and development is one of the cornerstones of current State and local planning policy objectives. 'Sustainability' presents a range of challenges for the wider community, and implementation of ESD initiatives is a key tool by which these challenges are to be confronted and addressed.

Consideration of ESD has therefore played a key role in guiding and resolving the design of the proposed development, with an ESD consultant (SDC) providing input since design inception. As a result, it is submitted that the proposed development is a 'best practice' environmental performer.

Based on a first principles assessment, it is submitted that the development makes efficient use of an outdated industrial estate, on land identified as regionally significant industrial land, well-located proximate to existing facilities and alternative transport options of strategic significance.

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The SMP, prepared by LDC, sets out a range of sustainable design features, which are integrated into the design and specification of the proposed development, to minimise the environmental footprint of the development and improve environmental outcomes once the building is occupied.

These key initiatives will meet Clause 15.01-2L of the Scheme's performance measures and achieve the relevant objectives, including a certified 5-star Green Star standard, based on the Green Star Buildings rating tool (V1 Rev B), and Best Practice standard for urban stormwater quality.

A SMP has been prepared by SDC, outlining the key ESD initiatives of the development.

Therefore, it is submitted that the sustainable design outcomes from the proposed development are appropriate for a business park development of this scale and satisfy the objectives set out in the Scheme.

6.1 STORMWATER MANAGEMENT

Specific water efficiency and stormwater management measures outlined in the WSUD prepared by Spiire, confirm the proposal will achieve the objectives and standards pursuant to Clauses 53.18-5. This will be achieved through rainwater collection and reuse, water efficient fittings, and stormwater treatment of runoff from roof and car parking areas. In addition, the extensive network of open spaces will also contribute to a reduction of stormwater runoff.

6.2 WASTE MANAGEMENT

A Waste Management Plan has been prepared by Leigh Design for the proposed development. The report provides a detailed assessment and outlines appropriate 'Best Practice' Waste Management systems.

It is submitted that this is an acceptable approach to waste management for the proposal and aligns with the objectives of Council's waste policy.

6.3 TRAFFIC, CAR PARKING, BICYCLE FACILITIES, LOADING AND ACCESS

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

The report concludes that:

- *The proposed estate will deliver multiple tenancies with a combined building gross floor area of 116,437sqm. The estate is expected to be at full occupancy by year 2027.*
- *Vehicle access to the estate is planned via a new signalised intersection on Centre Road, with the Bosch central vehicle access forming the northern approach of the intersection. Pre-application discussions have been held with DTP regarding this intersection.*
- *The internal road network will be delivered with cross-sections satisfying typical industrial estate standards. The primary road link (McLaren Drive) will be provided with a minimum carriageway width of 10m within a road reserve width of 22.5m. The proposed east-west road (Senator Drive) connecting McLaren Drive and Nursery Avenue will be provided with a carriageway width of 8m within a road reserve width of 21m.*
- *The proposed internal road layout will be capable of accommodating vehicles of a size up to and including 26m long B-doubles.*
- *Footpaths will be provided on one side of the roads within the estate. A shared pedestrian and cyclist path will be provided on one side of McLaren Drive. A separate pedestrian path will be provided along the proposed green connector/green spine.*
- *The estate is estimated to generate 466 peak hour vehicle movements and 4,658 daily vehicle movements.*

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- *The proposed Centre Road/Development Site Access/Bosch Centre Site Access signalised intersection is assessed to perform satisfactorily under year 2027 and year 2037 post development conditions. The signalised intersection will also provide road safety benefits with the signal control of turning vehicle movements to/from Centre Road.*
- *The existing Centre Road/McNaughton Road/Kombi Road signalised intersection is assessed to operate satisfactorily under year 2027 post development conditions.*
- *There are existing capacity constraints at the Westall Road/Centre Road signalised intersection. This will be exacerbated by the proposed development traffic. An improvement that could be delivered at the signalised intersection that has a nexus to the proposed development is the provision of a second right turn lane (80m long) on the Westall Road north approach. The provision of this second right turn lane improves the intersection performance. Further improvement to the intersection performance is achieved with the provision of a second right turn lane (85m long) on the Westall Road south approach. This is assessed to deliver a post development intersection performance that is an improvement on the base case performance.*
- *The small office tenancy and the food & drink premises fronting Centre Road will be provided with car parking satisfying the statutory requirements. The warehouse tenancies will be provided with car parking satisfying the statutory requirement.*
- *The car parking areas for the proposed development will be provided with dimensions satisfying the relevant Australian Standard. This is considered a satisfactory design response.*
- *Whilst there is no statutory requirement to provide bicycle facilities for the proposed warehouse development, bicycle parking and shower/change rooms for staff use will be provided. Two bicycle parking spaces are recommended for the food & drink premises fronting Centre Road. This recommendation can be delivered by way of an appropriately worded permit condition. There is no statutory requirement to provide bicycle facilities for the small office tenancy.*
- *On-site loading areas will be capable of accommodating vehicles of a size up to and including 26m long B-doubles.*

The proposal meets the statutory requirements for car parking and, as such, the development proposition satisfies the purpose of Clause 52.06. In addition, the TIA prepared by Stantec concludes that the proposal provides adequate access, and vehicle loading and unloading facilities, which will not result in associated traffic flow and road safety impacts.

It is considered that the proposed development demonstrates a high degree of compliance with the State, regional and local planning policy and is the type of development specifically encouraged by the Planning Scheme. In addition, the proposal will generate significant economic investment for the municipality, as well as Victoria, consistent with the purposes of Clause 53.22

The subject site and wider Monash NEIC have been nominated as being of 'Regional Significance' under MICLUP and is consistent with the intention and purpose of both Plan Melbourne and the MICLUP. Notably, the proposed redevelopment of the CBP represents a significant investment within Clayton South and the wider Monash NEIC, which will revitalise the subject site in an appropriate manner.

The proposal has been designed in accordance with the preferred parameters outlined in the Scheme and will make a significant contribution to industry and employment opportunities, not just within the municipality but within wider metropolitan Melbourne. In addition, the redevelopment of the site in terms of its scale, form and design is consistent with Scheme's vision for new development within employment areas and also carefully considers sensitive interfaces along the northern and western boundaries to ensure impacts on owner/occupiers of adjacent properties are minimised.

The development meets the purpose and objectives of the IN1Z and the relevant planning policy framework by providing a development of a high-quality design, which will enhance the public realm with the provision of generous landscaping, open spaces, quality architectural design and other recreational facilities.

In addition, the application demonstrates that matters such as traffic and car parking, waste management, ESD, WSUD, and amenity impacts have been appropriately considered and addressed within the development proposal.

It is therefore submitted that this proposal is an acceptable development outcome and one that is worthy of the DTP's support.

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Danielle Foster
Senior Planner, Development Approvals and Design
Department of Transport and Planning
GPO Box 2392
Melbourne VIC 3001

Emailed to: danielle.foster@delwp.vic.gov.au

7 March 2024

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**Re: Response to Request to Further Information
Planning Permit Application No. PA2302628
1508 Centre Road, Clayton South**

Dear Ms Foster,

We act on behalf of Goodman Property Services Pty Ltd, the permit applicant in relation to Planning Permit Application No. PA2302628 for the land at 1508 Centre Road, Clayton South.

We refer to the Department of Transport and Planning's (**the Department**) correspondence dated 13 December 2023, requesting further information in respect to our client's planning application pursuant to Section 54 of the Planning and Environment Act 1987 (**the Act**).

We now seek to satisfy this request by enclosing the following material for the Department's consideration:

- A recently searched copy of a Certificate of Title
- Amended architectural plans prepared by Group GSA
- Amended urban context report prepared by Group GSA
- Amended landscape plans prepared by Group GSA
- Amended signage package prepared by Group GSA
- Staging plans prepared by Group GSA
- Amended Arborist Report prepared by Sustainable Tree Management
- Acoustic Report prepared by Enfield Acoustics
- Indicative lighting strategy prepared by Key Consult
- Advice addressing stormwater matters and Melbourne Water pre-application comments prepared by Incitus
- Advice addressing environment matters prepared by WSP Golder.

In addition to the enclosed material, we provide the below commentary to explain responses to the information requested and preliminary assessment comments.

1.0 REQUEST FOR FURTHER INFORMATION

Request	Response
1. <i>A recent copy of title demonstrating that the easements have been removed in accordance with Planning Permit KP-2023/499.</i>	Please refer to the recently searched Certificate Title, confirming the easements have now been removed in accordance with Planning Permit KP-2023/499.
2. <i>Architectural plans revised to include the following:</i> <ol style="list-style-type: none"> <i>Area schedule revised to indicate existing site area.</i> <i>Removal of superseded drawings from the architectural package.</i> <i>Removal of reference to retention of existing warehouse structure in green spine from site plan.</i> <i>Shadow diagrams revised to indicate north at the top of the page and to identify surrounding context.</i> <i>Materials and colour schedule.</i> <i>Street elevations that show the proposed buildings in context.</i> 	<p>Please refer to the amended architectural plans prepared by group GSA, which include:</p> <ol style="list-style-type: none"> a revised area schedule confirming the existing site area is 309,632 sqm. no superseded drawings. clarification regarding existing warehouse structures and how they are proposed to be re-purposed and integrated into the green spine (drawing no. A1001). shadow diagrams re-oriented and to show north at the top of page, as well as show the surrounding context (drawing no. A1060). a materials and colour schedule (drawing no. A1075). street elevations that show the proposed buildings in context (drawing no. A1050).
3. <i>An amended signage package to appropriately define the proposed signage and application requirements in accordance with the definitions provided at Clause 73.02 of the Kingston Planning Scheme.</i>	Please refer to amended signage plans prepared by group GSA confirming the extent and type of signage proposed, in accordance with the definitions provided at Clause 73.02 of the Kingston Planning Scheme (the Scheme).
4. <i>An indicative lighting strategy which demonstrates how lighting will be provided particularly to enhance safety along the green spine.</i>	<p>Please refer to an indicative lighting strategy prepared by Key Consult. This provides a high-level overview in regard to the type of lighting that will be considered for the publicly accessible spaces.</p> <p>It is proposed a full and more detailed lighting strategy could form a condition of any permit issued, if required.</p>
5. <i>An amended staging plan which clearly outlines the timeframes for each stage to be delivered.</i>	Please refer to amended staging prepared by Group GSA, outlining indicative timeframes for commencement and completion of each stage.
6. <i>A construction environment management plan.</i>	As agreed with the Department, it is proposed that this is most appropriately dealt with via a condition of any permit issued given it cannot be completed until a permit is issued and builder is engaged.

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7. Information on how the publicly accessible open spaces, including the green spine, will be managed and maintained.

Similar to Goodman's numerous other integrated business parks across Victoria and Australia (such as Chifley Business Park at Moorabbin Airport as but one example in Melbourne), Goodman will hold the entire property and therefore maintain and manage all of it, including areas of landscaping and publicly accessible open spaces.

If required, a permit condition could appropriately address any further information around maintenance and management.

8. An acoustic report prepared by a suitably qualified acoustic engineer to address potential noise attenuation issues, noting that a noise attenuation wall is proposed on the western side of the green spine.

Please refer to Acoustic report prepared by Enfield Consultants.

The 'noise attenuation wall' shown on the lodged town planning drawings was incorrectly annotated and has been revised as part of the amended and enclosed town planning drawings by group GSA. This wall is more a physical 'screen' that has been integrated into the space for aesthetic (rather than acoustic) purposes.

2.0 PRELIMINARY ASSESSMENT COMMENTS

A preliminary assessment of the proposal was provided by the Department in the Request for Further Information. We are pleased to provide the below response to the matters raised for the Department's consideration.

Preliminary Comment

Response

a. The proposed pole signs and direction signs are not considered to meet the definition provided at Clause 73.02 of the Kingston Planning Scheme. DTP recommends that the signs either be amended or redefined.

The signage plans prepared by Group GSA and other relevant reports have been updated to reflect the following sign definition pursuant to the Scheme:

Sign	Type	Illumination	Number	Permit Trigger
1	Business Identification Signage	No	2	Yes – exceeds 8 m ²
2	Business Identification Signage	No	2	Yes – exceeds 8 m ²
3	Business Identification Signage	No	12	Yes – exceeds 8 m ²
4/5/6	Business Identification Signage	yes	10	Yes – exceeds 8 m ² and illumination exceeds 1.5 m2

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7	Business Identification Signage	No	10	Yes – exceeds 8 m ²
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- b. *DTP would encourage additional landscaping and more native species to be considered for the site, given the substantial net loss that is currently being proposed.*

The extent of existing trees and proposed landscaping has been reviewed in detail as part of the amended material enclosed. Existing areas of landscape / vegetation have been retained and additional areas proposed where physically possible, acknowledging the existing and continued use of the site, with all new planting now comprising 100% native species.

Pursuant to Clause 71.02-3, given the current land use and industrial zoning of the subject site (as well as planning policy around protecting existing industrial land (Clause 17.03-3R)), there needs to be an acceptable balance between what is required for the existing / as of right uses to continue to function and operate, as well as providing an appropriate landscaping outcome relative to the use / development proposed, in order to determine an acceptable planning outcome for the overall site.

It is submitted that the revised proposal achieves this, providing a superior landscaping outcome than the current site conditions, with the inclusion of the dedicated green spine (a publicly accessible and dedicated communal landscaped area / open space) delivering over 1.6 ha of landscape / communal area across the site, the retention of 16 River Red Gums, as well as all new complementary landscaping and tree planting which will comprise 100% native species.

We note that there is no planning permit 'triggers' associated with the removal of vegetation from the subject site. The majority of existing vegetation on site is planted specimens of either exotic or native (but not indigenous to Victoria) propagation, with no permits triggered under overlays or Clause 52.17 for the vegetation proposed to be removed.

In terms of existing and proposed trees, it is confirmed the following:

Trees	Number	Native
Existing trees (on-site)	1,421	Includes 16 river red gums
Trees being retained	379	Includes 16 river red gums
Trees being removed (requiring a Local Law permit to remove)	27	None
New trees	797	100% native species
Total trees (retained and new):	1176	

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Based on the above, it is confirmed that there will be a net loss of only 245 trees, noting only 27 of these require a Local Law permit to remove. Of these 27 trees, only 5 are considered to have a 'high' arboriculture value.

The proposed replacement canopy trees comprise 100% of native species, which is considered more appropriate than the existing exotic planting (excluding the retained 16 River Red Gums).

Based on the above, the proposal will provide a total canopy coverage of 11.2% and achieve a permeable area of 15.5% of the site. This is considered an improvement on the current conditions and acceptable outcome for a large, contemporary business park (integrating some existing elements of the former operation) located on industrial zoned land.

- c. *Consideration should be given to the location of end of trip facilities, which should be located centrally within the site, or provided in more than one location, if intended to be used by all premises.*

Pursuant to the Scheme, 'office' and 'warehouse' uses do not generate a statutory bicycle parking, shower or locker requirement under Clause 52.34.

The food and drink premises, being a 'retail premises' (408 sqm) generates a statutory bicycle parking requirement for one staff and one customer bicycle space.

Therefore, whilst the proposal in total generates a very small bicycle parking requirement of only 2 bicycle spaces, the proposal seeks to exceed this requirement, providing a total of 54 bicycle spaces and 16 showers. These are provided in a centralised, state of the art 'end of trip' facility, in-line with contemporary offices and business parks delivered by Goodman – please refer Figures 1 to 5 below.

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Figure 1: Proposed 'end of trip' facility– indicative only (Source: Group GSA)

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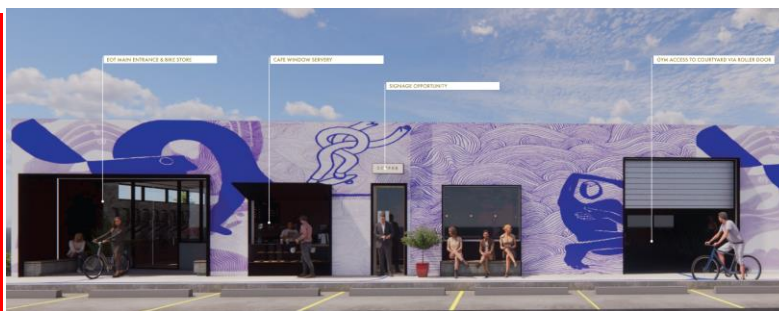
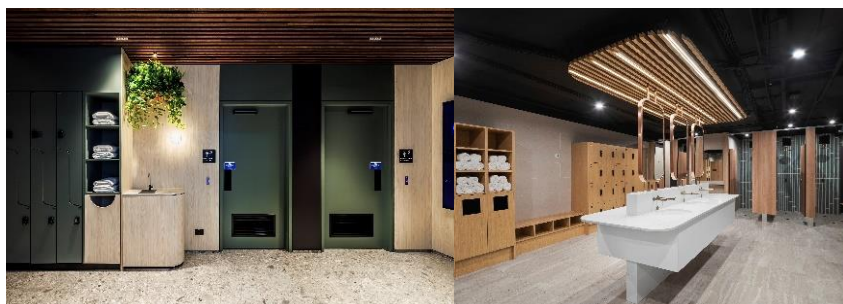


Figure 2: Proposed 'end of trip' facility – indicative only (Source: Group GSA)

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Figure 3: Proposed 'end of trip' facility – indicative only (Source: Group GSA)



Figures 4 and 5: Existing end of trip' facility in another Goodman managed business park (Source: Goodman)

- d. The proposed staging plan appears to show truncated vehicle access to some stages. More information is needed to demonstrate that safe and direct vehicle/ pedestrian/ bicycle access will be able to be provided sequentially, to each stage.

Please refer to staging plans prepared by Group GSA, which clearly outlines how each stage will be demolished and redeveloped, to ensure safe pedestrian, bicycle and vehicle access to the subject site.

Goodman has ensured that the staging plan has allowed for appropriate access, as each tenancy is completed and interim arrangements are put in place, where necessary, to enable access to subsequent stages (during construction).

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In addition to the Departments preliminary comments, referral comments from Council, EPA and OVGA have also been addressed below.

3.0 PRELIMINARY ASSESSMENT COMMENTS

3.1 COUNCIL – CITY OF KINGSTON

In reference to correspondence dated 8 December 2023.

Department	Response
Planning	<p>The entire land and development will remain in Goodman ownership, including the roads/accessways and communal open spaces, and therefore will be managed and maintained by Goodman. All the roads/accessways and communal open spaces will be publicly accessible, in line with other Goodman owned/managed business parks (including those located within the City of Kingston).</p> <p>There is no proposal nor application seeking to subdivide the land.</p>
Strategic Planning – Threshold Considerations	<p>The proposal for an upgraded business park on industrial zoned land is consistent with the planning controls and policy that relate to the subject site.</p> <p>Any previous proposal for a mixed-use proposal is not relevant to this application, with no sensitive uses proposed as part of the development.</p>
Urban Design	<p>In regard to the specific queries raised by the Council's urban design department, we provide the following responses:</p> <ul style="list-style-type: none"> Consider providing further articulation to the built edge alignment to provide more variation in the width of this link, such as a potential plaza or square as a central node. <p>The proposal relates to upgrades of an existing private business park, on industrial zoned land, for predominately warehouses (with ancillary offices). The built form proposed is contemporary, ensuring that it meets the functional and operation requirements for contemporary warehouse operators, whilst including a variety of materials, articulated facades and integrated landscaping, where possible. A 1.6 ha publicly accessible green spine/communal open space area is proposed, providing a publicly accessible north-south link through the site.</p> <ul style="list-style-type: none"> Consider creating an east-west link connecting to this north south green spine, to encourage access from the residential catchment west of Combi Road. This could be in the form of a shared user path (SUP) or a generous footpath along the proposed internal road network. <p>As noted above, the upgrades to the existing business park introduce a 1.6 ha publicly accessible green spine/communal open space area, which is to be managed and maintained by Goodman. There are no Council assets proposed and therefore no requirements for any additional footpaths or shared user path (SUP). Given the sensitive interface to Kombi Road, it is proposed to keep this interface generally in line with the existing arrangement, with only 2 new warehouses proposed in the north-west corner. These seek to replace an existing at-grade, open air car park to</p>



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this interface and will deliver a better physical buffer / barrier between the industrial/warehouse activity (facing east) and the residential area to the west.

- *Consider providing community uses such as childcare centre, gym, etc. along the north-south green spine to encourage movement and passive surveillance and hence create a safe environment for the community.*

As the subject site is industrially zoned - and is proposed for warehousing - there are certain buffer distances that would need to be met for sensitive uses (such as childcare) being integrated centrally within the development. In addition to this, the subject site is located in an established industrial precinct, with an established chemical / paint manufacturer to the north (PPG Industries Pty Ltd located approximately 286 metres away) and a mix of industrial uses to the east – with the location of PPG Industries being a significant risk factor from an environmental health and safety perspective in terms of the establishment of sensitive uses on the land. As a result, it would be difficult to locate these types of uses to be established on the subject site and Goodman does not want to create a circumstance of risk to human health or safety in this regard. This is consistent with Clause 17.03-3R of the Scheme, which states ‘Limiting encroachment by incompatible and non-industrial uses that would fragment this land and compromise business growth and operation’.

Fortunately, these service/amenity-type uses are conveniently located in close proximity to the site (such as Clayton Road / Clayton Activity Centre) to ensure that these complementary services are accessible for future occupiers on the land – whilst being sufficient distance away from PPG Industries and other heavy industrial uses.

The proposed green spine / communal open space is located on private land but will be publicly accessible for occupants of the business park and the broader community to use and access. To ensure that the green spine is appropriately activated with passive surveillance, the design and layout has incorporated offices which are orientated towards this area (where possible), with food and drink / function spaces for people to along its length.



Figures 6 and 7: Artistic impression of warehouse / offices interfacing with the new green spine (Source: Group GSA).

- *Further detail may be required to address safety, maintenance, ownership of this link to create a long-term management plan.*

As noted above, there is no subdivision proposed and the business park will be managed and maintained by Goodman – whilst being fully accessible to the public.

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This is consistent with other business parks that Goodman manage, such as Chifley Business Park (which is also located in the City of Kingston).

- *Consider providing some localised mixed use retail, commercial and food and drink (subject to zone requirements) closer to Westall train station to take advantage of the potential activation offered by public transport commuters. This would require some detailed testing against the established retail hierarchy and scale but may contribute to the role of the business park.*

The proposal seeks to deliver upgrades to an existing business park / industrial / warehouse development. As noted above, there are opportunities / provision for food and drink premises to be located along the green spine and within the north-east sub-precinct of the site. It is submitted that this represents an acceptable and sufficient service amenity for the business park needs.

- *This may be achieved by activating the proposed park at Rayhur Street and Nursery Avenue. The parking adjacent to this park and fronting Rayhur Street should be relocated and replaced with mixed use to present active frontage to Rayhur Street, Westall train station, and the park.*

The proposal is consistent with the existing interface to Westall Station, which is currently occupied by at-grade car parking areas with landscaping around it. Car parking has been provided in accordance with the warehouses and ancillary office areas proposed. Given the layout of the development, which has largely been dictated by managing changes in site levels, tree retention and stormwater management (in addition to having to retain existing buildings in the south-east and south-west sub-precincts of the subject site), this car parking cannot be relocated.

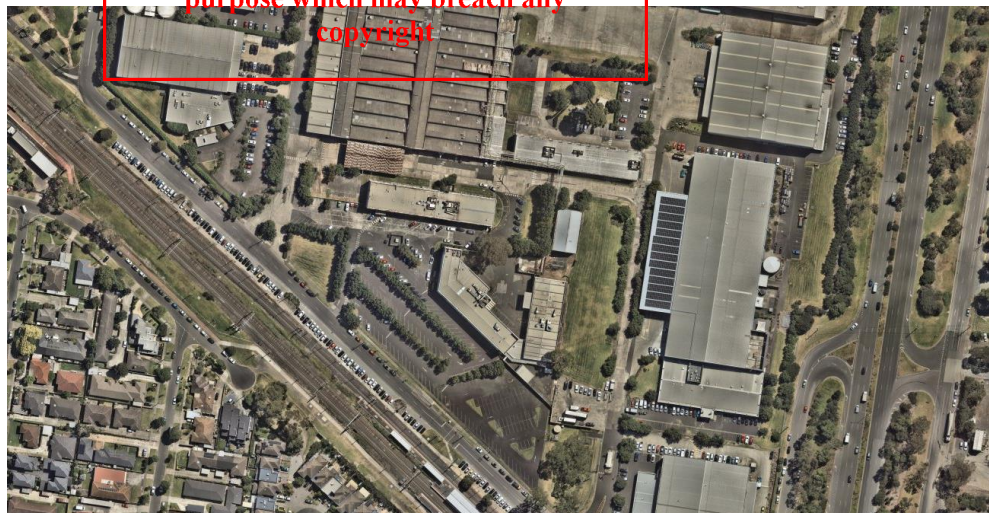


Figure 8: Aerial of existing southern portion of the subject site, with the warehouses in the south-east and south-west areas to be retained (Source: Nearmap)

- *Ensure that the materiality and finishes of buildings fronting roads, public realm, green spine, etc. are of high quality and offer visual interest, and avoid large expanses of blank surfaces*

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As noted above, large expanses of blank surfaces / facades have been avoided, with a variety of material and integration with landscaping, where possible, which represent a significant improvement upon existing conditions, existing architectural quality and how the site presents to the surrounding public realm. Given the warehouse uses and the logical / practical function of them within an existing business park, this represents a more than acceptable built form outcome.



Figures 9 and 10: Artistic impression of proposed new warehouses (Source: Group GSA)

Sustainable Design

The proposal will be registered to achieve a Green Star Buildings v1 rating, with a 5 Star rating being targeted, which requires a minimum of 35 points in addition to the 15 minimum expectations which are applicable at all levels of certification.

This will be verified through the attainment of a certified Green Star Buildings 5 Star rating for each stage of the development.

Any further items in terms of ESD can form conditions on any planning permit issued.

Vegetation

In regard to the specific queries raised by the Council's vegetation management officer, we provide the following responses:

- As stated in Section 1 of this submission, 1,042 trees are proposed to be removed (net loss of 245), with only 27 of these trees requiring a Local Law permit for removal – with all of these trees either being exotic or 'planted'. There are no planning permits required for the removal of any of the trees proposed for removal.
- 379 trees are being retained as part of the redevelopment (including the 16 native river red gums), with an additional 797 trees proposed to be planted, all (100%) of which are native species. This results in 11.2% canopy coverage and 15.5% permeable areas, which for a large industrial zoned business park is a more than acceptable outcome.
- The proposal includes a 1.6 ha new green spine, which provides a functional and high-amenity landscaped communal open space area for occupants and the community to enjoy. The current site provides limited useable communal open space and those areas that do exist have relatively poor amenity.

Environmental

All material associated with past audits, past notices and responses can be provided to Council (and has previously).

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WSP Golder has prepared a letter of advice, which focuses on the current environmental matters associated with the subject site and any future monitoring and strategies. In summary:

- Goodman has proposed a redevelopment of Clayton Business Park at 1508 Centre Road that is industrial/commercial use only and no other sensitive uses permitted under the planning Scheme (such as childcare);
- WSP Golder has been engaged by Goodman undertaking environmental services on Clayton Business Park for 13 years since 2011.
- The WSP Golder scope has included working with the EPA and Environmental Auditors in response to Notices issued by the EPA. There are **no current EPA regulatory Notices in force on the site.**
- Goodman is currently awaiting completion of the Environmental Auditor review of recent groundwater and vapour monitoring which will close out the groundwater monitoring regulatory process confirming the identified risks associated with groundwater are acceptable for the ongoing commercial/industrial use of the site.
- WSP Golder investigations of the broader site (most recently a Detailed Site Investigation completed in November 2022) has not identified specific areas of soil, groundwater or vapour contamination requiring remediation for the proposed use.
- As is typical for the redevelopment of former industrial sites such as a car assembly plant, there are several likely underground pits and tanks identified and other underground utilities that have to be removed **as part of the demolition and redevelopment process with phases revalidated at the time of the time of removal.** A plan for the removal and close out of historic infrastructure has been outlined.
- Under Planning Practice Note PPN30 (DELWP 2021), WSP Golder do not consider that an Environmental Audit is required as part of the assessment process to support redevelopment because **no sensitive uses are proposed and due to the low contamination risk identified and the long history of assessment and close out of site regulation by the EPA to confirm the low risk.** Instead, a **staged documentation and close out of historic infrastructure removal and validation is proposed to manage remaining risks should they be identified during development.**

Please refer to the advice prepared by WSP Golder for further details.

Traffic

In regard to the specific queries raised by the Council's traffic department, we provide the following response:

- The intent of the green spine is to provide 1.6 ha of publicly accessible, landscaped communal open space to be managed and maintained by Goodman.
- All roads/accessways will remain in private ownership and will be managed and maintained by Goodman.
- No roads or open spaces areas are to be vested in Council.



Waste Noted, no comments.

Drainage Please refer to the advice prepared by Incitus, which directly responds to queries raised by Council in regard to stormwater and drainage.

3.2 ENVIRONMENT PROTECTION AUTHORITY (EPA)

Please refer to above response in Section 3.1, relating to current environmental matters associated with the subject site and the advice prepared by WSP Golder, in response to EPA correspondence dated 12 December 2023.

3.3 OFFICE OF THE VICTORIAN GOVERNMENT ARCHITECT (OVGA)

In reference to correspondence dated 21 December 2023.

**Preliminary
Comment**

Response

**Context and Urban
Design**

As acknowledged by the OVGA, carparking and truck access is fundamental to the project's viability and essential for the operation and functionality of the upgrades to an existing business park, allowing for the continued use of the land.

Existing industrial zoned land in this location is to be protected pursuant to Clause 17.03-3R of the Scheme, as underplayed by the State 'Melbourne Industrial and Commercial Land Use Plan' (MICLUP). The areas of hardstand, roads and parking is essential to the delivery the function of a contemporary business park with associated warehouse logistics.

The layout and siting of the new warehouses and internal road/accessway network has been carefully planned to accommodate changes in levels across this significant site, the retention of trees, the provision of a 1.6 ha green spine/communal open space area, the provision of new servicing infrastructure, the retention of existing warehouses / offices, accommodating staging of the demolition and construction of the new warehouses / offices and provision of a new centralised intersection from Centre Road.

Multi-level car parks are both inappropriate and unviable for a business park of the nature proposed, with its associated functional need to accommodate large vehicles from both a movement and parking perspective. Such an outcome would also be inconsistent with the scale of the rest of the project and inappropriate given the residential interface to the west.

It is submitted that on balance, the proposal has appropriately addressed a range of competing policies to achieve an acceptable planning outcome on the subject site.

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Architectural Design

Offices and food and drink facilities (with associated windows and doorways) have been orientated towards the green spine and integrated with landscaping opportunities, where possible, as discussed in more detail in Sections 2 and 3.1 above.

An indicative lighting strategy has been provided as part of this submission, with a full and more detailed lighting plan to form a condition of the planning permit (if required). The lighting strategy will be designed in accordance with relevant CPTED (safety) requirements.

Amenity

As acknowledged, the 1.6 ha new communal green spine bring opportunities for connection, publicly accessible areas of open space, opportunities for activation and landscaping, which will benefit both the future occupants and surrounding community.

3.4 MELBOURNE WATER

In reference to correspondence dated 25 January 2024, Incitus have prepared a response which directly responds to queries raised by Melbourne Water's pre-application advice.

In addition, we note the following more generally:

- The proposal relates to upgrades associated with an existing industrial business park. Any previous proposals associated with a rezoning by the VPA is not relevant.
- The proposal does not seek to change the use or subdivide the subject site.
- The applicant submitted a request for connection to the Melbourne Water assets in September 2023. It has been following up Melbourne Water and only received a response on 6 March 2024. The applicant is now working through providing a response to the correspondence received.

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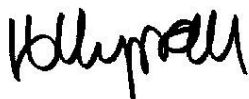
CONCLUSION

We trust that the enclosed information and material satisfy the Department's request for further information.

Should the Department deem the enclosed information unsatisfactory, we request a 1-month extension to the request for further information's lapse date to 8 April 2024.

Should you have any queries or require clarification on the above, please do not hesitate to contact the undersigned via email or on 8648 3500.

Yours sincerely



Holly McFall
Senior Associate
hmcfall@upco.com.au
encl.

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