

# Assessment Officer Report

1508 Centre Road, Clayton South



Officer Assessment Report  
Development Approvals & Design

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Department  
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# Executive Summary



Key Information		Details	
<b>DFP Application No:</b>	DFP-288		
<b>Permit No.</b>	PA2302628		
<b>Received by DFP</b>	2 November 2023		
<b>Date lodged in POL</b>	30 November 2023		
<b>Statutory Days:</b>	172		
<b>Applicant:</b>	Goodman Property Services Pty Ltd c/o Urban Planning Collective		
<b>Planning Scheme:</b>	Kingston		
<b>Land Address:</b>	1508 Centre Road, Clayton South		
<b>Proposal:</b>	Redevelopment of the site for an industrial business park comprising warehouse, café (food and drink premises) and office uses		
<b>Development Value:</b>	\$ 210 million		
<b>Why is the Minister responsible?</b>	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible authority for this Clause 53.22 application.		
<b>DFP eligibility criteria in accordance with 53.22</b>	<b>Category</b>	1	
	<b>Sector</b>	Warehouse	
	<b>Land use</b>	Warehouse	
	<b>Location</b>	Metro	
	<b>Alignment with the DFP threshold/criteria</b>	Yes - \$210 million development cost (\$30 million threshold)	
	<b>OVGA</b>	No	
	<b>Invest Victoria</b>	Yes (provided 30 November 2023)	
<b>Quantity Surveyor Report</b>	Yes, masterplan cost plan provided		
<b>Why is a permit required?</b>	<b>Clause</b>	<b>Control</b>	<b>Trigger</b>
<b>Zone:</b>	Clause 33.01	Industrial Zone – Schedule 1 (IN1Z)	<ul style="list-style-type: none"> <li>Use the land for warehouse, office and food and drink premises.</li> <li>Construct a building or construct or carry out works</li> </ul>
<b>Particular Provisions:</b>	Clause 52.05	Signs	<ul style="list-style-type: none"> <li>To display business identification signs exceeding 8sqm (Clause 52.05-12)</li> <li>Display internally illuminated signs exceeding 1.5sqm (Clause 52.05-12)</li> </ul>
	Clause 52.29	Land Adjacent to the Principal Road Network	<ul style="list-style-type: none"> <li>Create or alter access to a road in a Transport 2 Zone</li> </ul>
<b>Cultural Heritage:</b>	Part of the site is located within an area of Cultural Heritage Sensitivity. The applicant has provided a certified Preliminary Aboriginal Heritage Test (PAHT) signed 2 May 2019 which concludes that the site has been subject to significant ground disturbance and therefore a cultural heritage management plan is not required by the Aboriginal Heritage Regulations 2018.		
<b>Total Site Area:</b>	309,632	m <sup>2</sup>	



<b>Land Uses:</b>	<b>Warehouse</b>	<b>Office</b>	<b>Food and Drink</b>
	83,746sqm	634sqm	408sqm
<b>Parking:</b>	<b>Cars</b>	<b>Motorcycles</b>	<b>Bicycles</b>
	1,021	0	54
<b>Referral Authorities:</b>	Head, Transport for Victoria		
<b>Public Notice:</b>	Notice of the application was undertaken by the applicant at the direction of the delegate for the Minister for Planning by sending letters to owners and occupiers adjoining the site and placing a sign on the site. <b>2 objections have been received as of 31 July 2024</b>		
<b>Delegates List:</b>	Approval to determine under delegation received on <b>5 August 2024</b>		



## Site History

1. The following table outlines the history of the site:

2016	<ul style="list-style-type: none"> <li>The Minister for Planning formally directed the Victorian Planning Authority (VPA) to prepare a strategic site assessment and future planning controls for the site. The VPA worked with Kingston City Council and the landowner to prepare technical studies and a suite of planning controls.</li> </ul>
2017	<ul style="list-style-type: none"> <li>Plan Melbourne 2017-2050 was released identifying the site as an industrial node within the Monash National Employment and Innovation Cluster (NEIC).</li> </ul>
2019	<ul style="list-style-type: none"> <li>A Comprehensive Development Plan for the site was released by the VPA for review.</li> <li>The then Department of Environment, Land, Water and Planning (DELWP) released the draft Melbourne Industrial and Commercial Land Use Plan (MICLUP).</li> </ul>
2020	<ul style="list-style-type: none"> <li>The final version of MICLUP released in April, nominating the Clayton Business Park within a Regionally Significant Industrial Precinct.</li> <li>The then Minister for Planning was briefed on the project and directed that no land should be designated for residential uses on the site given the inconsistency of this land use with state policy and MICLUP.</li> </ul>
2020	<ul style="list-style-type: none"> <li>Application was submitted to the Building Victoria Recovery Taskforce (BVRT) for redevelopment of the site for 5,800 dwellings. The application was not supported due to inconsistency with policy and lack of shovel readiness.</li> </ul>
2023	<ul style="list-style-type: none"> <li>Planning Permit KP-2023/499 was issued by Kingston City Council on 5 December 2023 for the removal of easements E-1, E-2, E-3, E-4, E-5, E-7 and E-8 on Lot 1 on PS4347714.</li> </ul>

## Application Process

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

Development Facilitation Program: Pre-application	
Milestone	Date
Pre-application meeting (DTP & applicant)	11 October 2023
Meeting (DTP and Council)	28 November 2023
Enquiry lodgement	2 November 2023
Further information requested	8 November 2023 23 November 2023
Further information received	21 November 2023 24 November 2023
Development Approvals: Application	
Application lodgement	30 November 2023
Further information requested	13 December 2023
Further information received	7 March 2024
Decision Plans	Amended architectural plans prepared by Group GSA
Other Assessment Documents	<ul style="list-style-type: none"> <li>Amended urban context report prepared by Group GSA</li> <li>Amended landscape plans prepared by Group GSA</li> <li>Amended signage package prepared by Group GSA</li> <li>Staging plans prepared by Group GSA</li> <li>Amended Arborist Report prepared by Sustainable Tree Management</li> </ul>

- 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.

## Proposal Summary

3. The proposal can be summarised as follows:

- **Demolition:** The proposal includes the partial demolition of existing warehouses with the exception of:
  - Six (6) existing warehouses within the south-eastern and south-western sections of the site
  - The smokestack and Building 28 to be repurposed as an End of Trip ('EoT') facility which will include showers, change facilities and bike spaces.
  - Building 9 to be repurposed as a 632m<sup>2</sup> office within the north-eastern portion of the site.
  - Building 15 to be relocated for the purposes of a 408sqm café within the north-eastern portion of the site.
- **Buildings and works:** The proposal includes the construction of eight (8) new warehouses (19 separate tenancies), comprising approximately 16,000 m<sup>2</sup> gross floor area with ancillary office spaces (refer to Figure 1). The proposed warehouses include the following specific details:

Proposed warehouse	Warehouse GFA (sqm)	Office GFA (sqm)	Roof Terrace GFA (sqm)	Total GFA (sqm)	Height (m)
5 McLaren Drive	12,853	958		13,811	14.1
1490 Centre Road	6513	982		7497	14.1
1500 Centre Road	7666	955	239	8859	14.1
1 Senator Drive	3541	554		4093	13
3 Senator Drive	4540	554		5092	13
10 McLaren Drive	5246	502	113	5859	13
12 McLaren Drive	5250	500	113	5863	13
16 McLaren Drive	9482	1,132		10614	13
8 Nursery Drive	6272	705		6977	15.3
10 Nursery Drive	5762	558		6210	15.3
1550 Centre Road	10435	1,063		11,498	15.3
1 Nursery Avenue	4199	488		4687	12.1
2 McLaren Drive	3242	494		3736	12.1
2 Senator Drive	4016	495		4512	12.1
3 Nursery Avenue	2954	492		3447	12.1
4 McLaren Drive	1786	491		2276	12.1
6 McLaren Drive	1786	501		2286	12.1
8 McLaren Drive	2689	485		3174	12.1
9 Nursery Drive	2954	503		3458	12.1

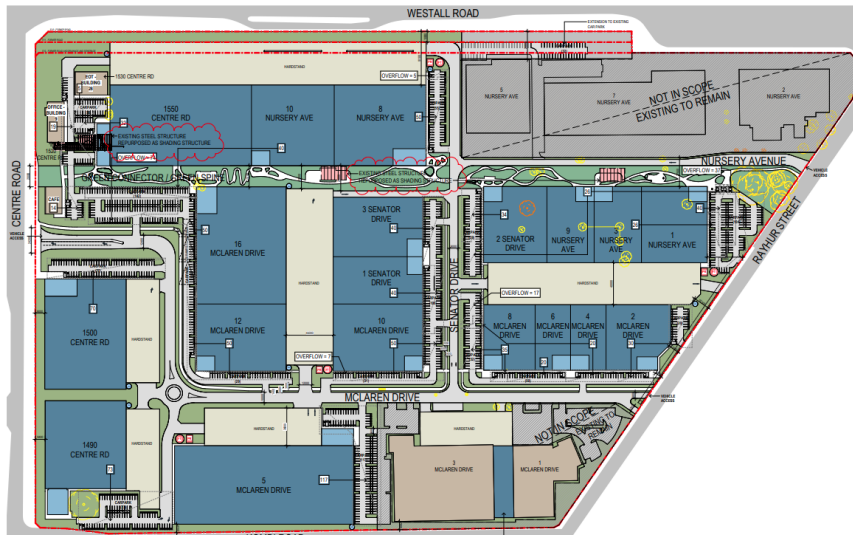


Figure 1: Site Plan

- **Access and car parking:** The proposal includes the construction of a consolidated new accessway on Centre Road, as well as 1,021 car parking spaces within hardstand car parking areas throughout the site.
- **Landscaping:** The proposal includes the removal of 1,042 planted, non-native and/or exotic trees. 797 new native canopy trees are proposed as part of the landscaping on the site, including a large new 'Green Spine' (approximately 16,000 m<sup>2</sup>) which provides a green north/south open space connection from Centre Road to Rayhur Street.
- **Environmentally Sustainable Design:** The proposal includes 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.
- **Staging:** The proposed demolition and redevelopment will be completed in six sub-stages (Refer to Figure 2).
- **Materials and finishes:** The proposal includes the use of metal, concrete, glazing and polycarbonate in various scales and compositions.



Figure 2: Staging Plan

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



Figure 3: Aerial render of the proposal



Figure 4: Green spine (north)





## Site Description

5. The site is located in Clayton South, approximately 20km south-east of Melbourne's central business district. The site is approximately 309,632 sqm and is bound by Centre Road to the north, Kombi Road to the west, Westall Road to the east and Rayhur Street to the south.
6. The site comprises several industrial, warehouse and commercial buildings and at grade car parking. The site has historically been used for industrial purposes, including the original tenancy of car manufacturing. The site also contains an internal privately owned road network that provides a thoroughfare from Centre Road to Rayhur Street.
7. The site is formally described as comprising the following land parcels:
  - Lot 1 on Plan of Subdivision 434771A
  - Lot 1 on Title Plan 000234
  - Lot 2 on Title Plan 000234M.
8. There are several easements, restrictions or reserves on the site. The proposal is not considered to impact on the easements as outlined below:
  - R1 in favour of lots in this plan: The proposal does not make any alteration to the built form in the south-eastern portion of the site, and therefore there is no impact on R1.
  - E9 (Drainage) in favour of the City of Kingston: The proposed works within E9 are confined to landscaping and hardstand car parking. The relevant building surveyor will have to provide the necessary consent to build over easements. Despite this, it is noted that Council's drainage and assets protection team did not object to the proposal.
  - E6 (Drainage) in favour of Melbourne Water: Works have been setback from the easements. In addition, conditions have been included within the recommendation (as per Melbourne Water's recommendation) requiring building structures to be located outside of easements or meet the minimum setback. In addition, consent is required from Melbourne Water for any structure within 5.0m of Melbourne Water assets (refer to Condition 22).

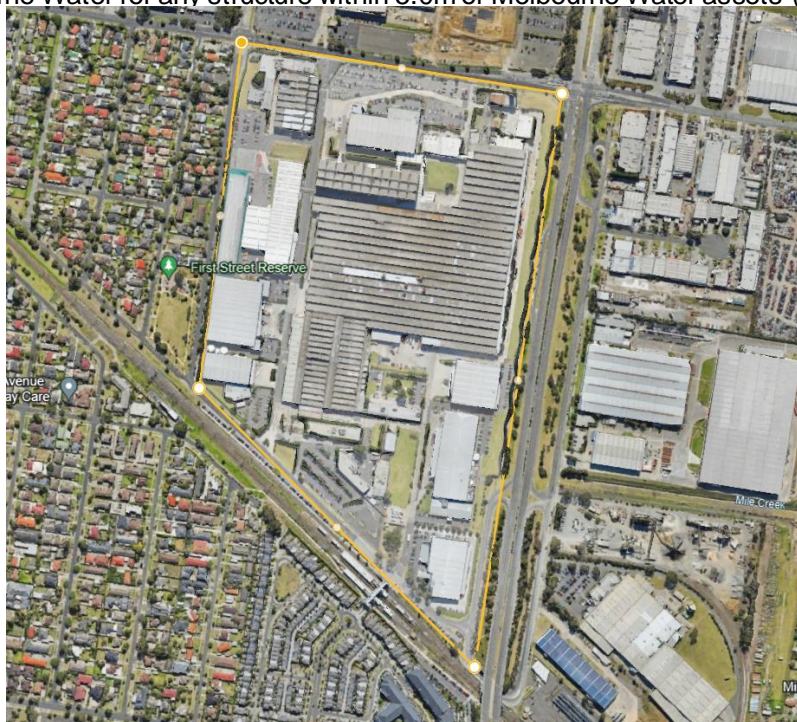


Figure 5: Subject site

## Site Surrounds

9. Strategically, the site is identified within Melbourne Commercial and Industrial Land Use Plan (MICALUP) as a regionally significant industrial precinct and a strategic site within the Monash National Employment and Innovation Cluster (NEIC) Framework Plan.
10. The site is serviced by the Westall train station, located directly to the site's south. The site is also located in proximity to the future Suburban Rail Loop (SRL) interchange at Clayton Station.
11. The site is at the edge of an industrial node and currently acts as a transitional area between industrially zoned land located to the north and east of the site and residentially zoned land (General Residential Zone) located to the south and west of the site.

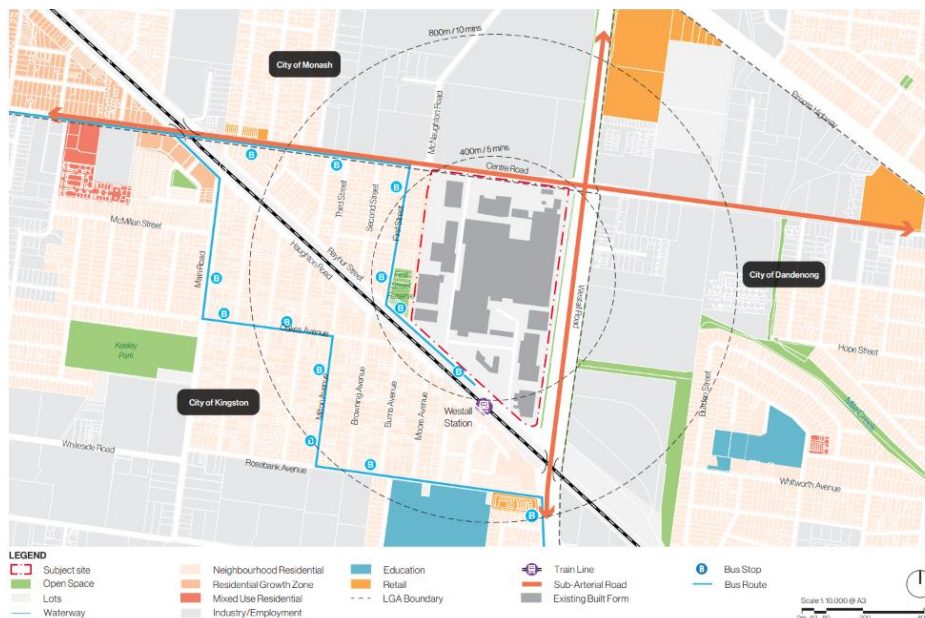


Figure 6: Site and surrounds

12. Development surrounding the site can be described as follows:

- To the **north**: the site is bound by Centre Road and on the opposite side of Centre Road is the Bosch Head Office (1555 Centre Road) which comprises a large integrated warehouse and office facility with associated parking, accessways and landscaping.
- To the **south**: the site has a direct interface with the Dandenong Railway Line, which is located on the opposite side of Rayhur Street. Westall Train Station is located adjacent to the southern boundary of the site. Further south, the land is zoned for residential purposes.
- To the **east**: the site is bound by Westall Road, which is a six-lane arterial road. Further east, development consists of 1-2 storey commercial and industrial development with associated parking, accessways and landscaping.
- To the **west** the site is bound by Kombi Road. The opposite side of Kombi Road is characterised by single storey detached dwellings traditional of the original subdivision, whilst new infill development exists in the form of detached or semi-detached double storey town houses.

# Referrals and Notice



## Referrals

13. The application was referred to the following groups:

Provision	Clause	Organisation	Response and date received
<b>Section 55 Referral – Determining</b>	Clause 52.29-4 – An application to create or alter access to, or to subdivide land adjacent to, a road declared as a freeway or an arterial road under the Road Management Act 2004.	Head, Transport for Victoria	On 14 July 2024, Head, TfV confirmed that they did not object to the grant of the permit, subject to conditions. The proposed conditions have been included in the recommendation.

## Notice

14. Notice of the application was given in accordance with Section 52(1) of the Act, pursuant to the following provisions:

Provision	Organisation	Response Received (date)
<b>Notice</b>		
Section 52(1)(a)	Owners and occupiers of adjoining allotments	2 submissions (outlined below)
Section 52(1)(b)	Kingston City Council	20 May 2024 – No objection subject to conditions. relating to landscaping, tree protection, traffic and car parking, drainage and stormwater, signage, environmentally sustainable design including the provision of a green travel plan, construction management, waste management, contamination, and amenity. Most of Council's conditions have been included within the recommendation and some have been modified (eg landscaping), as discussed in detail within this report. Also several revisions have been made to ensure that conditions align with DTP's 'writing planning permits guide'.
Section 52(1)(c)	Nil	N/a
Section 51(1)(d)	Monash City Council	On 3 April 2024, Monash City Council advised no objection to the proposal and stated that they would not be making a submission on the application.
	Greater Dandenong City Council	On 5 April 2024, City of Greater Dandenong advised that they did not have any comments.
	Melbourne Water	On 26 August 2024, Melbourne Water (MW) concluded that they did not object to the proposal, subject to conditions. MW's conditions have been included within the recommendation relating to amended plans which demonstrate the proposal achieves the required finished floor levels, setbacks from boundaries not altered, permeability of fencing, setbacks from easements, connection to MW drains or watercourse, protection of MW assets and cut and fill.
	Environmental Protection Authority	On 27 March 2024, the EPA concluded that they had not undertaken a technical review of the Detailed Site Investigation (DSI) carried out by Golder dated 2022. However, the EPA noted that the DSI stated that an Environmental Audit is not warranted subject to additional actions recommended in the DSI. As the DSI builds on an understanding of the site following the recommendations of the 2005 Audit, EPA are of the view that the findings of the DSI seem reasonable.
	Suburban Rail Loop Authority	On 15 March 2024, the SRLA confirmed that the site did not fall within the Specific Controls Overlay – Schedule 15 which applies the Suburban Rail Loop East Infrastructure Protection Incorporated Document, August 2022. The SRLA did not seek to make any further comments.



Provision	Organisation	Response Received (date)
Informal	OVGA	OVGA provided written advice on 9 January 2024. Overall, the OVGA concluded that the proposed use and density is supported but there are opportunities to provide a more rational internal road layout, building lots and green spaces to allow for improved amenity, wayfinding and long-term evolution of the site. In response to the OVGA, the applicant noted that the road layout and building lots were largely defined by existing site constraints and business operations. DTP acknowledged the response by the permit applicant and did not require any further modifications.

## Objections

15. At the time of writing this report, 2 objections have been received from owners and occupiers adjoining the site. The following key issues were raised by objectors:

Objector Concern	Response
Amenity impacts as a result of construction including additional noise and lights during demolition	The EEPA sets out the requirements pertaining to site construction hours and permissible noise levels. In accordance with Kingston City Council's Construction Management Policy Guidelines, Council recommended a construction management plan be approved, which has been included within the recommendation (refer to Condition 15).
Traffic	The application was referred to both Head, Transport for Victoria and the Council as the relevant road managers, no objection was received. Conditions have been included within the recommendation which seek to appropriately manage traffic including via the requirement for a functional layout plan to be approved.
Vehicle access from Centre Road	Transport for Victoria, the relevant road management authority, has reviewed the application, including the proposed access arrangements from Centre Road, and are supportive of the proposal, subject to conditions.
Car parking concerns in surrounding streets.	The proposed development exceeds the statutory car parking requirements of Clause 52.06. Any on-street car parking issues in the surrounding streets can be managed by Council as the relevant local road management authority.
Impact on 1555 Centre Road (Bosch's land)	The proposed development is not considered to adversely impact on the land at 1555 Centre Road as a result of the proposed signalised intersection on Centre Road. A full assessment is provided below with respect to the access arrangements.



## Statutory Controls – Kingston Planning Scheme

Provision		Permit Trigger																								
<b>Zone</b>	Industrial 1 Zone	<p><b>Permit required.</b></p> <p>In accordance with the Industrial 1 Zone (IN1Z), a 'food and drink' premises is a Section 2 use and therefore a permit is required.</p> <p>The proposed uses are not listed in the table to Clause 53.10; however, a small portion of the warehouses will be located within 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 as a Section 2 use).</p> <p>Pursuant to Clause 33.01-4, a planning permit is required to construct a building or construct or carry out works.</p> <p>Pursuant to Clause 33.01-5, signs are at Clause 52.05. This zone is in Category 2.</p>																								
<b>Overlay</b>	N/a	N/a																								
<b>Particular and General Provisions</b>	Clause 52.05 – Signs	<p><b>Permit required.</b></p> <p>Pursuant to Clause 52.05-12 (Category 2 – Office and Industrial):</p> <p>A 'business identification sign' is a Section 1 use, provided the total display area of all signs to each premises does not exceed 8sqm.</p> <p>The application seeks approval for 36 business identification signs, each of which exceed 8sqm, therefore a permit is required.</p> <p>An internally illuminated sign is a Section 1 use provided the total display area to each premises does not exceed 1.5sqm and no part of the sign is above 3.7m. The sign must be more than 30m from a residential zone or pedestrian traffic lights.</p> <p>The application seeks approval for 10 internally illuminated signs that exceed 1.5sqm (noting the signs exceed 30m from a residential zone and are not higher than 3.7m)</p> <p>A full assessment in accordance with Clause 52.05 is provided below.</p>																								
	Clause 52.06 (Car Parking)	<p><b>No permit required.</b></p> <p>Pursuant to Clause 52.06-5, 908 spaces area 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.</p> <table border="1"> <thead> <tr> <th colspan="4">Car parking assessment in accordance with Clause 52.06-5</th> </tr> <tr> <th>Use</th> <th>Size</th> <th>Statutory Rate</th> <th>Statutory Requirement</th> </tr> </thead> <tbody> <tr> <td>Warehouse</td> <td>19 warehouse (with ancillary office) tenancies with a gross floor area of 116,437sqm and a net floor area of 83,746sqm</td> <td>2 spaces per premises plus 1.0 spaces per 100 sqm of net floor area</td> <td>875 car spaces</td> </tr> <tr> <td>Office</td> <td>634 sqm net floor area</td> <td>3.0 spaces per 100 sqm of net floor area</td> <td>19 spaces</td> </tr> <tr> <td>Food and Drink premises</td> <td>408 sqm leasable floor area</td> <td>3.5 spaces per 100 sqm of leasable floor area</td> <td>14 car spaces</td> </tr> <tr> <td colspan="3"><b>Total</b></td> <td>908 spaces</td> </tr> </tbody> </table>	Car parking assessment in accordance with Clause 52.06-5				Use	Size	Statutory Rate	Statutory Requirement	Warehouse	19 warehouse (with ancillary office) tenancies with a gross floor area of 116,437sqm and a net floor area of 83,746sqm	2 spaces per premises plus 1.0 spaces per 100 sqm of net floor area	875 car spaces	Office	634 sqm net floor area	3.0 spaces per 100 sqm of net floor area	19 spaces	Food and Drink premises	408 sqm leasable floor area	3.5 spaces per 100 sqm of leasable floor area	14 car spaces	<b>Total</b>			908 spaces
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<b>Total</b>			908 spaces																							
	Clause 52.17 (Native Vegetation)	<p><b>No permit required.</b></p> <p>Pursuant to Clause 52.17-1, a permit is required to remove, destroy, or lop native vegetation, including native vegetation. This does not apply if the table to Clause 52.17-7 specifically states that a permit is not required.</p>																								



The requirement to obtain a permit does not apply to native vegetation that is to be removed, destroyed, or lopped that was either planted or grown as a result of a direct seedling.

The application was supported by an Arboricultural Report prepared by Sustainable Tree Management dated August 2023 which concluded all 1,042 trees proposed to be removed as part of the application are planted, non-native and exotic and therefore do not require a permit.

Clause 52.29 (Land Adjacent to the Principal Road Network)

**Permit required.**

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2. A full assessment is provided below.

Clause 52.34 (Bicycle Facilities).

**No permit required.**

The development generates a statutory bicycle parking requirement of 1 space (see assessment below). The development proposal includes a total of 44 bicycle spaces, exceeding the provision requirements of Clause 52.34, therefore no permit is required.

Bicycle parking assessment in accordance with Clause 52.06-5				
Use	Size	Statutory Rate		Statutory Requirement
Warehouse	19 warehouse (with ancillary office) tenancies with a gross floor area of 116,437sqm and a net floor area of 83,746sqm	N/a		0
Office	634 sqm	1 to each 300 sq m of net floor area if the net floor area exceeds 1000 sq m	1 to each 1000 sq m of net floor area if the net floor area exceeds 1000 sq m	0
Food and Drink premises	408 sqm	1 to each 300 sq m of leasable floor area	1 to each 500 sq m of leasable floor area	1
<b>Total</b>				<b>1</b>

Clause 53.18 (Stormwater Management in Urban Development)

**No permit required** - this clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:

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

Clause 53.22 (Significant Economic Development)

**No permit required** – this clause applies to an application under any provision of this planning scheme if the condition corresponding to a category in Table 1 to Clause 53.22 is met. The proposal meets Category 1 requirements and is therefore eligible to apply for a planning permit to the Minister for Planning, who is the responsible authority pursuant to Clause 72.01-1.

Clause 62.02-2 (Buildings and works not requiring a permit unless specifically required by the planning scheme)

**No permit required** – Clause 62.02-2 states that any requirement in this scheme relating to the construction of a building or the construction or carrying out of works does not apply to:

- a fence.

The existing chain wire fencing at the site along the western boundary and south-east corner is proposed to be retained. The proposal includes two new sections of 1.8m high black palisade fencing located along the western (adjacent to 1490 Centre Road) and eastern boundaries (adjacent to Precinct 03).



Clause 62.05 (Demolition)	<b>No permit required</b> - for the demolition or removal of a building or works unless a permit is specifically required for demolition or removal.
Clause 64.01 (Land used for more than one use)	<b>No permit required.</b> Pursuant to Clause 64.01, if land is used for more than one use and one is not ancillary to the other, each use must comply with this scheme. The proposed offices and food and drink premises are ancillary to the primary use of the land for warehouses and therefore no permit is required.

## Strategic Planning Context

Policy alignment:	
State policy	
<i>Melbourne Commercial and Industrial Land Use Plan (MICLUP)</i>	<ul style="list-style-type: none"> <li>The site is identified within a regionally significant industrial precinct. The purpose of these precincts includes providing opportunities for industry and business to grow and innovate for a range of industrial uses.</li> <li>A key policy of MICLUP includes ensuring long term supply of industrial and commercial land.</li> </ul>
<i>Monash National Employment and Innovation Cluster Framework Plan (NEIC)</i>	<ul style="list-style-type: none"> <li>The site is located within the Monash NEIC which is the second largest concentration of suburban employment in Melbourne. The Monash Technology Precinct within the Monash NEIC houses specialist research and development organisations. State policy seeks to support growth and development of industry which leverages key organisations such as CSIRO located within this precinct.</li> <li>The site is an identified 'strategic site' within the Monash NEIC draft framework plan. Amongst other things, there is a strategic focus for these sites to support employment.</li> <li>There is an importance to ensure integrated and high-level strategic planning of strategic sites.</li> </ul>
<i>Plan Melbourne 2017-2050</i>	<ul style="list-style-type: none"> <li><i>Plan Melbourne 2017-2050</i> is Melbourne's integrated land use and transport policy.</li> <li>Action 8 and Action 12 in <i>Plan Melbourne 2017-2050</i> seek to ensure the ongoing supply of industrial and commercial land across the city and gives rise to MICLUP. These two actions harness the need to drive employment alongside the need to maintain land use accessible to industry.</li> <li>The plan recognises the site as being within an existing industrial node wherein future warehouse and industrial uses are supported.</li> </ul>
Suburban Rail Loop	<ul style="list-style-type: none"> <li>The Suburban Rail Loop proposes to introduce two new train stations in the Monash NEIC in proximity to the site, at Clayton and Monash. The application was referred to the Suburban Rail Loop Authority, who advised they had no objection to the proposal.</li> </ul>

## Kingston Planning Policy Framework

16. The *Planning Policy Framework* encourages appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.
17. The relevant MPS and PPF policies have been considered in assessing the application and the following are considered relevant:

02.01	Context
02.02	Vision
02.03-5	Built environment and heritage
02.03-7	Economic development
02.03-9	Infrastructure
02.04	Strategic framework plans
Clause 11	Settlement



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

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

- The *Planning Policy Framework* encourages appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.
- Policy generally encourages the intensification of industrial development within Clayton South (**Clause 17.03-3R – Regionally Significant Industrial Land – Metropolitan Melbourne – Southern Metro Region**)
- The design of the proposal responds to the existing built form context and sits comfortably among other residential and commercial/industrial development in the area (**Clause 15.01-1S – Urban Design and 15.01-01 -Urban Design -Kingston**). In addition, the proposed signage provides a coordinated approach to advertising within a large industrial site in accordance with **Clause 15.01-1L-02 (Signs)**.
- The proposed native vegetation removal is mostly offset by replacement landscaping including indigenous planting in accordance with **Clause 12.01-1L (Protection of Biodiversity – Kingston)**, **Clause 12.01-2L (Native Vegetation Management – Kingston)** and **15.01-1L-01 (Urban Design Kingston)**.
- The proposed use and development is compatible with surrounding development and has been appropriately designed (including layout) to appropriately manage environmental risks and off-site amenity impacts in accordance with **Clause 13.05-1S – Noise management** and **Clauses 13.07-1S – Land use compatibility**. Conditions will be included on any permit issued to ensure that potentially contaminated land is appropriately remediated in accordance with **Clause 13.04-1S (Contaminated and Potentially Contaminated Land)**.





- A portion of the site is located within an area of cultural heritage sensitivity. In addition, the proposal is classified as a high impact activity under regulation 46 of the Aboriginal Heritage Regulations 2018. The applicant has provided a certified Preliminary Aboriginal Heritage Test (PAHT) signed 2 May 2019 which concludes that the site has been subject to significant ground disturbance and therefore a cultural heritage management plan is not required by the Aboriginal Heritage Regulations 2018.. Accordingly, the proposal responds to **Clause 15.03-2S (Aboriginal Cultural Heritage)** which seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- The site has access to public transport and includes car and bicycle parking (including end of trip facilities) in excess of the statutory requirements (**Clause 18.01-1S – Land use and transport integration, Clause 18.02-2S – Cycling, Clause 18.02-2R -Cycling – Metropolitan Melbourne**). The proposal will contribute to a 20-minute neighbourhood (**Clause 15.01-4R – Healthy Neighbourhoods – Metropolitan Melbourne**).
- The proposal responds to environmentally sustainable design (ESD) initiatives with the provision of high-performance materials, energy efficient building services, bicycle facilities, sustainable waste management, and stormwater reuse and treatment measures (**Clause 15.01-2L (Environmentally Sustainable Design), 15.01-1L-01 (Urban Design Kingston), Clause 19.03-3L-01 – Integrated Water Management, 19.03-3L-02 (Stormwater management) and Clause 53.18 (Stormwater Management in Urban Development)**). Assessment of the ESD response is detailed below.

## Use

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

## Buildings and Works

22. As described in the proposal section of this report, the built form generally comprises of the construction of eight (8) new warehouses (19 separate tenancies).
23. Planning policy at Clause 15.01-1L (Urban Design – Kingston), 15.01-2S (Building Design) and the decision guidelines of the IN1Z provide guidance on built form. The following assessment is provided:



- The application was supported by an Urban Context Report prepared by Group GSA dated 5 March 2024. The proposal will deliver a form, scale and design of buildings and landscape that responds to the surrounding interfaces. Specifically:
  - The interfaces along the southern and western boundaries comprise of single storey detached dwellings and, detached or semi-attached two storey infill town house developments in a GR5 zone. The proposed maximum building heights (generally between 12-14m) would be generally consistent with the mandatory maximum building height within the GRZ5 (11m and 3 storeys). Similarly, the built form responds appropriately to the interfaces to the north and east of the site which consist of 1-2 storey commercial and industrial buildings. The OVGA concluded that the building type and retention of the selected industrial fabric (including the smokestack) for the EoT facility was supported.
  - The proposal includes the use of metal cladding, concrete, glazing in various scales and compositions. The proposed materials were supported by both the OVGA and Council who noted that 'the various materials, colours and façade treatments proposed create a visually interesting building that will enhance the appearance of this industrial precinct'. Further, the proposed materials are generally consistent with the surrounding commercial/industrial built form which comprises brick, concrete, corrugated iron and cladding with hard stand car parking areas. A standard condition has been included within the recommendation to ensure that all external materials are maintained over time (refer to Condition 53).
  - The proposal includes 3 rooftop terraces associated with the proposed buildings at 1500 Centre Road, 10 McLaren Drive and 12 McLaren Drive (Refer to figure 7). The roof top terraces are appropriately located to ensure that there are no offsite amenity impacts associated with overlooking, whilst providing additional amenity to the warehouses. In addition, the roof tops terraces have been integrated into the design of the overall built form and therefore do not contribute to the overall bulk/height of the proposal.



Figure 7: Office typology diagram

- The proposed setbacks are generally consistent with the existing conditions which respond to the adjoining interface conditions, reduce visual bulk impacts and ensure sufficient landscaping can be accommodated. Specifically, the setbacks are considered acceptable as follows:
  - The proposal has been setback 9m from the northern boundary (Centre Road), 51.1m from the eastern boundary (Westall Road) and 6.2-33.9m from the southern boundary (Rayhur Street). The proposed setbacks are considered sufficient given they are associated with non-sensitive interfaces including arterial roads (Centre and Westall Road) and Westall Train Station.
  - The proposal has been setback 8.2m from the western boundary (Kombi Road) which is considered to be the only sensitive interface given its direct interface with residential properties. The setback along the western boundary is generally consistent with the existing conditions noting that 1 and 3

McLaren Drive are setback 7.8m from the western boundary. In addition, the proposed landscaping along the boundary will minimise visual bulk impacts of the proposed buildings when viewed from the residential properties along Kombi Road are reduced.

- The application was supported by a Lighting Strategy prepared by Key Consult dated 27 November 2023 which concludes that lighting will be provided in accordance with AS1158.3.1 (2020). A condition has been included within the recommendation to ensure that a comprehensive lighting plan is provided and implemented, prior to the occupation of the development (refer to Condition 51).
- Landscaping, parking and site access, loading and services areas, stormwater discharge are discussed in detail below.

### Amenity Impacts (internal and offsite)

24. Clause 13.07-1L-1S and the IN1Z seek to ensure that the proposal does not result in unreasonable amenity impacts to adjoining properties through design. A standard condition has been included within the recommendation to ensure that the amenity of the area is not detrimentally affected by the use and development by a number of factors (refer to condition 52). In addition, a detailed assessment of the relevant amenity impacts is provided below.

### Noise

25. The application was supported by an Acoustic Report prepared by Enfield Acoustics dated 7 March 2024. The report concludes that the siting of the industrial business park on the subject land is considered appropriate with respect to noise, given that:

- Sensitive use interfaces are reasonably setback from the development.
- The zoning levels (and resulting limits) are considered high given the land use zoning being industrial.
- The subject land is already an existing industrial use.

26. Consequently, the report states that a condition should be included requiring compliance with the EPA Publication 1826 – Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues at all times. This will ensure that future tenants of the proposed buildings have to comply with this requirement. A condition has been included within the recommendation (Refer to Condition 54).

### Overshadowing

27. Overshadowing diagrams were submitted as part of the application package. The proposal does not result in any overshadowing impacts to surrounding residential properties. The proposed buildings will overshadow the green spine at 9am (along the eastern portion) and 3pm (along the western portion). The extent of overshadowing of the green spine is considered acceptable given for the majority of the day, the green spine will receive sufficient sunlight noting that the shadow moves across the space, and it is never in full shade.

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

#### Car Parking

28. As outlined previously, the proposal provides car parking that exceeds the statutory requirements. A total of 1,021 car parking spaces are provided with car parking appropriately distributed as follows

Precinct	Car parking spaces
Precinct 1	260
Precinct 2	237
Precinct 3	239
Precinct 4	285



29. Council's traffic engineers raised no concerns with the car parking layout and confirmed that it met the requirements of Clause 52.06 and the relevant Australian Standards. Consequently, the car parking on site is appropriate subject to the conditions recommended by Council which require a car parking management plan and the construction/ongoing maintenance of areas set aside for car parking (Condition 44-48)

### Access, Traffic Movement and Circulation

30. The application was supported by a Traffic Impact Assessment Report (TIAR) prepared by Stantec dated 21 June 2024 which concludes that the traffic generated by the proposed development can be comfortably managed. The proposal includes the following vehicle access strategies:

- Creating a new primary vehicle access on Centre Road through a signalised X-intersection with the Bosch site on the north side of the road.
- Diversion of the McLaren Drive access onto Centre Road (to align with the Bosch central site access) and the removal of two other (inactive) crossovers from the Centre Road site frontage.
- The proposed internal road layout for the industrial estate has been planned to accommodate vehicles of a size up to and including 26m long B-doubles.
- Footpaths will be provided on one side of the roads within the site. 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.

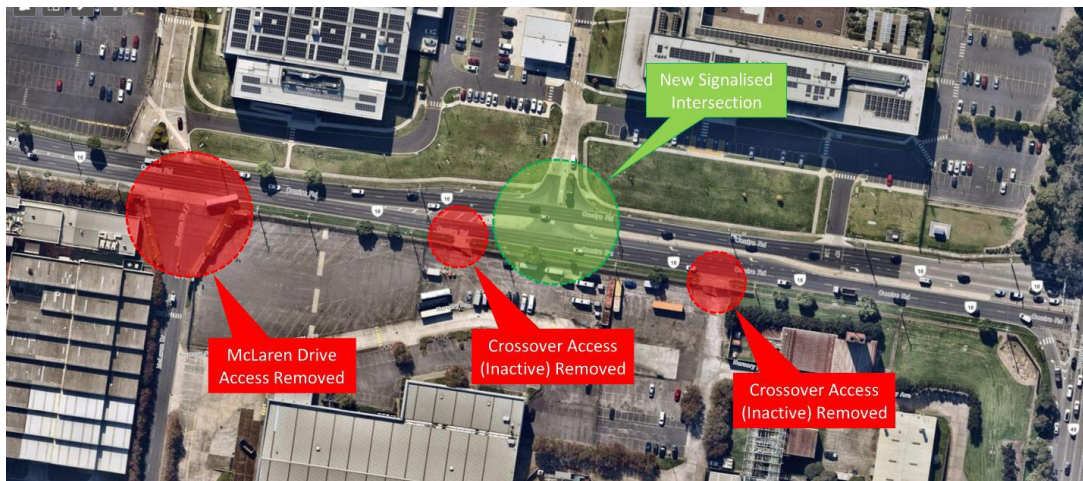


Figure 8: Proposed Access

31. Council and Head, Transport for Victoria (as the relevant road management authorities) offered no objection to the proposed access arrangements, as follows:

- Council raised no concerns with the proposed vehicle access and, confirmed that the proposed internal road layout and internal crossovers were acceptable. Conditions have been included within the recommendation to address Council's concerns including ensuring that the site is restricted to a 26 metre long B-double and, standard conditions relating to infrastructure and road works (refer to condition 43-50).
- Head, Transport for Victoria offered no objection to the application subject to a number of conditions relating to footpath levels, a functional layout plan, completion of the works, cost of works to be borne by the permit applicant and impacts on bus operations. All conditions have been included within the recommendation (refer to Condition 33-42).



- An objection was received from Bosch which raised concerns with the proposed signalised intersection on Centre Road. Broadly, Bosch's key concerns are: The future development potential on Bosch's land hasn't been factored in.
- Material reduction in capacity of movements to/from the Bosch land.
- Impact on Bosch's land.

32. There were several meetings between the Department's Development Approvals and Design Team and Transport Team and the permit applicant, Bosch and their respective traffic engineers. DTP consider the proposed intersection to be acceptable with respect to the impact on Bosch's land noting that:

- a) Bosch raised concerns with the split phasing which is required to be adopted due to the differing lane configuration on the north and south approaches (i.e. two lanes on the south and, a single lane on the north). Despite this, the proposed signalised intersection is considered acceptable as it will not impact the existing or future capacity of access to Bosch's land. Specifically, the TIAR prepared by Stantec dated 21 June 2024 included an intersection capacity assessment which concluded that:
- Under year 2027 post development (i.e. with additional Clayton Business Park development) conditions, the proposed signalised intersection has residual capacity to accommodate traffic from an additional 50,000sqm of industrial warehouse development on the Bosch land. This reduces to 20,000sqm under year 2037 conditions as a result of the adopted traffic growth values for the Centre Road eastbound and westbound movements.
  - The proposed signalised intersection adopts split phasing due to the differing lane configuration on the north and south approaches (i.e. two lanes on the south and, a single lane on the north). Despite this, the intersection does not prejudice Bosch making further improvements including the delivering of a second short lane on the northern side which will further increase the residual capacity on the Bosch land. This could accommodate traffic from an additional 60,000sqm of industrial warehouse use on the Bosch land with the delivery of an additional short right turn lane on the Bosch Centre Site Access approach.
- b) Bosch raised concerns with the works required within Bosch's land. The proposal does not require Bosch's land for intersection upgrades. Specifically:
- Planning Permit TP41976 was issued on 18 December 2013 and allowed for the use of the land for a three-storey office building with associated landscaping and car parking works, alteration of access to a road zone and the display of two illuminated business identification signs at 1555-1615 Centre Road, Clayton (being the land owned by Bosch).
  - Condition 34 required that 'where the roadworks, including footpath and nature strip, lie within private property, a widening of the road reserve will be required, and the 'road' must be vested in the Roads Corporation'. It was determined that this condition had not yet been complied with.
  - On 10 July 2024, Bosch provided a draft Plan of Subdivision 923535M in accordance with Condition 34.
  - Head, Transport for Victoria subsequently confirmed that the draft Plan of Subdivision 923535M generally appears to address the requirements of condition 34 of TPA 41976. Despite this, formal title information has yet to be provided to the Department.
  - The permit applicant confirmed that based on the proposed boundary on draft Plan of Subdivision PS9235M Rev B, the proposed intersection design will not require any works within Bosch's land if DTP are satisfied with the use of 'radar detection device' in lieu of 'detector loops' to detect traffic leaving Bosch's property.
  - Head, Transport for Victoria confirmed that the final detailed design approval under the Road Management Act will determine if 'radar detection device' or 'detector loops' will be provided and, the



appropriate lane widths. Conditions have been included within the recommendation to require a functional layout plan where such details will need to be provided (refer to Condition 34).

- Bosch sought to include a condition within the recommendation that ‘*all works approved by this permit must not be located on land at 155-1615 Centre Road, Clayton*’. The Department has not sought to include this condition given the permit application relates only to land at 1508 Centre Road, Clayton South. If works were proposed or required on another land parcel (not a road), this would require an amendment to the application / permit to address this.
- Bosch also sought to include a traffic management plan to ensure that the delivery of the intersection did not disrupt access to the Bosch’s land during construction. Head, TTV did not require the implementation for a traffic management plan as the relevant road authority.

**Bicycle Facilities**

33. As outlined previously, the proposal provides bicycle parking that exceeds the statutory requirements. The development plans submitted as part of this application indicate that bicycle parking will be distributed as follows :

<b>Precinct 1</b>	<b>Precinct 2</b>	<b>Precinct 3</b>	<b>Precinct 4</b>
12 bicycle spaces	10 bicycle spaces	6 bicycle spaces	16 bicycle spaces

34. Generally, bicycle parking has been provided for the warehouse tenancies close to the entrances to the ancillary offices. Showers and change room facilities will be provided for employee use within the ancillary office uses and within Building 28 which provides dedicated end of trip facilities.
35. Council recommended that the food and drink premises should be provided with two bicycle parking spaces, one for staff use and the other for customers. Given the food and drink premises is likely to service the industrial business park catchment it is not considered necessary to provide customer bicycle parking with sufficient bicycle parking allocated within this precinct to accommodate bicycle parking associated with the warehouse tenancies.

**Loading / Unloading**

36. Each warehouse tenancy will be provided with access to an on-site loading area. The loading areas presented on the site plan have been designed to accommodate vehicles of a size up to and including 26 metre long B-double vehicles. Structures above the loading areas will have a height clearance of 7 metres and will not present an obstruction to waste collection arrangements. Council raised no concerns with the proposed loading arrangements. Therefore, the proposed loading arrangements are considered to be appropriate and consistent with an industrial business park of this nature. A standard condition has been included within the recommendation to ensure that loading and unloading is carried out on site and the size of truck is limited to 26 metre long B-double vehicles (refer to Condition 43 and 50).

**Waste**

37. A waste management plan has been provided by Leigh Design dated 25 August 2023 for the proposed development. The report summarises that:
- The Tenant shall be responsible for managing the waste system and for developing and implementing safe operating procedures.
  - Waste shall be stored within the development (hidden from external view).
  - Users shall place sorted waste into designated collection bins.
  - Waste shall be collected within the subject land. The collection contractor shall transfer bins between the waste areas and the truck.
  - A private contractor shall provide waste collection services.



38. Council confirmed that the proposed waste management plan is acceptable, and that waste collection be conducted by a private contractor. As such, Council recommended that should a permit issue, conditions be included to ensure that the requirements of the waste management plan be implemented and complied with. DTP agree with Council's recommendation and have included standard conditions for waste (refer to Condition 14).

## Environmental Impacts

### Landscaping

39. The application was supported by a Landscape Plan prepared by Group GSA dated 13 February 2024. The following details are provided:

- Removal of 1,042 planted, non-native and/or exotic trees.
- Replanting of approximately 797 new native canopy trees along site boundaries, throughout parking areas, around buildings and within open spaces, including throughout the 'Green Spine'.
- A proposed new north to south connection via a 'Green Spine' comprising approximately 16,000 m<sup>2</sup>, which will provide new functional open green space to the site.
- 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 site.

40. The proposed landscaping is considered acceptable subject to conditions outlined below:

Council recommendation	DTP recommendation												
<p>Council raised concerns with the removal of the three mature gum trees in the south-east portion of the site (Trees 122, 220 and 267) which are considered to contribute to the amenity, environmental and ecological value at the site, and to the surrounding area. To offset the impact, Council have recommended 15 River Red Gums (<i>Eucalyptus camaldulensis</i>) should be planted.</p>	<p>Clause 12.01-1L and 12.01-2L both include strategies to retain and replant native trees and vegetation cover where possible. Therefore, a condition has been included within the recommendation requiring an amended landscape plan to include 15 River Red Gums (refer to Condition 6f).</p>												
<p>Council raised concerns that the site will not provide a 1:1 replacement of the existing vegetation that is to be removed to allow for the proposed redevelopment (refer to table below).</p>	<p>The proposal includes the following removal/replacement trees:</p> <table border="1" data-bbox="818 1288 1500 1467"> <thead> <tr> <th>Existing Trees</th> <th>1,422</th> </tr> </thead> <tbody> <tr> <td>Removal</td> <td>1,042</td> </tr> <tr> <td>Retained Trees</td> <td>379</td> </tr> <tr> <td>Replanting</td> <td>797</td> </tr> <tr> <td><b>Total</b></td> <td><b>1,176</b></td> </tr> <tr> <td><b>Net loss</b></td> <td><b>246</b></td> </tr> </tbody> </table> <p>Planning policy generally seeks to ensure that there is no net loss in biodiversity, however the site is located within a strategic site which seeks to ensure sufficient availability for major industrial development. On balance, the proposed replacement landscaping is considered sufficient for a strategic industrial site. (refer to Condition 6g). In addition, standard conditions relating to tree management and tree protection have been included within the recommendation refer to Condition 8 and 9).</p>	Existing Trees	1,422	Removal	1,042	Retained Trees	379	Replanting	797	<b>Total</b>	<b>1,176</b>	<b>Net loss</b>	<b>246</b>
Existing Trees	1,422												
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Retained Trees	379												
Replanting	797												
<b>Total</b>	<b>1,176</b>												
<b>Net loss</b>	<b>246</b>												
<p>Council also recommended a number of detail design changes with respect to the landscape plan specifically relating to:</p> <ul style="list-style-type: none"> <li>• Details of the climbing structures to be installed between the supports for the cover over the hardstand for 1490, 1500 and 1550 Centre Road, 1, 3 and 5 McClaren Drive, and 8 and 10 Nursery Avenue to allow climbers to grow vertically in this position and eventually shade and limit the heat gain of these hardstand areas</li> <li>• Removal of Cherry Ballart (<i>Exocarpos cupressiformis</i>) as a canopy tree given this species is difficult to propagate and cannot be purchased in the pot size</li> </ul>	<p>The recommendations provided by Council are appropriate to address detailed design matters and ensure that the landscaping will be able to be delivered effectively. Conditions have therefore been included within the recommendation requiring an amended landscape plan (refer to Condition 6h-j).</p>												



<p>nominated in the concept landscape plan.</p> <ul style="list-style-type: none"> <li>The vegetated bioswale included in the integrated stormwater management plan prepared by Spiire and dated 7 September 2023 to be predominantly landscaped with species from Gippsland Plains EVC No. 937 Swampy Woodland</li> </ul>	
<p>Council recommended that all trees provided at a minimum of 2 metres in height at time of planting, medium to large shrubs to be provided at a minimum pot size of 200mm</p>	<p>It is not considered necessary to plant semi mature/mature trees given:</p> <ul style="list-style-type: none"> <li>379 trees are being retained on the site, with the western interface not altered to protect the amenity of the residential dwellings during the construction.</li> <li>Standard conditions have been included within the recommendation to ensure that the landscape plan is maintained including the replacement of dead, diseased or damaged trees (refer to Condition 7)</li> </ul>
<p>Council recommended that additional consideration should be given to green infrastructure for all warehouses complimented by additional water sensitive urban design measures to achieve a better landscaping outcome including:</p> <ul style="list-style-type: none"> <li>The provision of canopy trees along all rows of car parking spaces included within the proposed development, especially where there are two rows of car parking spaces backing onto each other.</li> <li>Additional rooftops or green wall landscaping incorporated into each of the proposed warehouse to minimise the heat gain in this area</li> </ul>	<p>Whilst a complete assessment of the proposal's environmentally sustainable design outcome is provided below, it's considered that the proposal provides an acceptable landscaping outcome (subject to the conditions outlined above). Council's proposed conditions to require green roofs and landscaping within the car parking are not included however, the Green Spine will provide a significant contribution towards the greening of the site.</p>
<p>N/a</p>	<p>The proposal includes a screen wall between the hardstand of Precinct 2 and the 'Green Spine' which aims to improve the user experience through the green spine given its location adjacent to the proposed play area, BBQ and table settings. The UCR states that the wall height and extent is to be coordinated with an engineer. A condition has been included within the recommendation requiring details of the proposed design and height of the wall (Refer to Condition 6d).</p>

## Flood Mitigation

41. The application was supported by flood modelling prepared by Incitus dated 9 July 2024. The property is subject to flooding from the Westall Drain when the capacity of the drainage system is exceeded. The report prepared by Incitus concludes that:

*As the redevelopment is proposing an increase in building footprints through the existing flood plain, the development will need to capture and convey some additional gap flows in a subsurface system through the site. Flood modelling has indicated that the capture and subsurface conveyance of additional gap flow in a 1350 mm pipe culvert will not impact the surrounding land. This flow will need to be captured in 4.5 m x 3 m grated pit, proposed to be located at the entrance to the Business Park at McLaren Drive and Rayhur Street. A proposed pipe culvert is required to connect the capture pit to the large existing pit in Westall Road. The preferred alignment for this pipe is parallel to the existing Westall Main Drain.*

42. There were several meetings between the Department, the permit applicant and MW to discuss flood modelling and other matters. Subject to the final conditions provided by Melbourne Water and also Council's drainage engineers (which have been included in the recommendation – refer to Condition 16-24), the proposed buildings and works are considered to appropriately manage flooding and stormwater.

## Environmental Audit

43. The site has a history of automotive engine works, underground storage tanks and a number of other manufacturing processes, and as such there is a high potential for contamination in accordance with Table 3 of Planning Practice Note 30 (PPN30, July 2021). Based on Table 3, the proposed industrial/commercial use as well as open space triggers a preliminary site investigation to inform the need for an audit.





44. WSP Golder was engaged to advise on the environmental status of the subject site (dated 24 April 2023 and 19 January 2024). In 2022, WSP Golder undertook a Detailed Site Investigation (DSI) assessment for the site. The DSI included a site history summary, summary of all previous known investigations, additional soil, groundwater and vapour investigation to address previous data gaps and assessment of the site contamination status for the proposed development which concluded that:
- i. All soil samples analysed reported concentrations below the applicable Health Investigation Levels (HILs) and Health Screening Levels (HSLs) for a commercial / industrial land use indicating a low and acceptable risk to human health.
  - ii. The key potential risk to human health is likely to be localised soil associated with past infrastructure on site. Where tanks, pits and other buried infrastructure are identified during demolition and redevelopment, it is recommended that validation of the soils around the infrastructure be undertaken with remediation of impacted soils should they be identified.
  - iii. This detailed site investigations undertaken on the site to date provides a more detailed scope than a PSI and indicates that subject to the additional actions recommended in this report, an Environmental Audit is unlikely to be warranted.
45. In addition, the DSI provided a number of recommendations relating to groundwater and vapour sampling, ground water monitoring and an environmental management plan.
46. The EPA concluded that they had not undertaken a technical review of the DSI however noted that the DSI builds on an understanding of the site following the recommendations of the 2005 Audit which seems reasonable. Despite this, the EPA advised that the responsible authority must ensure that the land is suitable for the intended future use. As such, Council recommended that given the scale and significance of the proposed redevelopment and, the nature and extent of the contamination detected at the site, it is considered that an Environmental Audit would be warranted.
47. The permit applicant provided additional advice from Presna dated 1 August 2024 with respect to draft conditions. DTP acknowledge that the applicant has a duty to manage identified contamination under the Environment Protection Act 2017. Conditions have therefore been included within the recommendation requiring the recommendations of the DSI to be implemented (refer to Condition 5).

## Sustainability

### Environmentally Sustainable Design (ESD)

48. Planning policy at Clause 15.01-1L-01, 15.01-2L, 19.03-3L-1, 19.03-3L-02, 53.18 and Clause 65.01 include relevant policies to achieve best practice environmentally sustainable development.
49. The application was supported by a sustainable management plan (SMP) prepared by Sustainable Development Consultants dated 18 August 2023, Version 1. The application did not include a green travel plan as required by Clause 15.01-2L for non-residential developments with a gross floor area exceeding 2,499sqm. A condition has therefore been included within the recommendation requiring a green travel plan (refer to Condition 13).
50. The SMP concludes that the proposal will achieve best practice requirements through initiatives outlined in the SMP 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.
  - 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.



- Green Star Buildings 5 Star rating for each stage of the development

51. Council undertook a review of the submitted SMP and concluded that the SMP does not sufficiently reflect the design and specification commitments required of the relevant green star credits. Council's recommendation has been adopted and conditions are included within the recommendation requiring evidence of the commitments in the SMP (refer to Condition 11).
52. Further, Council's also recommended the inclusion of additional water sensitive urban design and stormwater management structures including raingardens or vegetated infiltration trenches incorporated into the areas between the rows of car parking, green roofs, grasscrete within the hardstand area and dry riverbed or similar within the green spine to provide a passive water feature. As outlined above, the submitted SMP is considered to achieve best practice in accordance with the relevant planning policy requirements. The additional requirements water sensitive urban design and stormwater management outlined by Council are not included in planning policy for an industrial development of this scale. As a result, DTP have not sought to include Council's conditions requiring additional ESD initiatives.

## Other Matters

### Signage

53. The UCR prepared by Group GSA provides comprehensive information on signage (refer to Figure 9 and 10). Overall, the proposal includes various business identification, pedestrian wayfinding and vehicle wayfinding signage.



Figure 9: Proposed Signage (Source: GSA, 2024)

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

Figure 10: Proposed Signage (Source: GSA, 2024)

54. Clause 15.01-1L-02 and Clause 52.05 aim inter alia to discourage visual clutter, encourage signs to be sited within the overall building façade, rather than siting above the building line, protruding from the building into the skyline or extending beyond the edge of its host building. The proposed signage is considered to respond appropriately to the relevant planning policy for the reasons outlined below:

- The proposed signage is not considered to impact on the amenity of the area given the surrounding interfaces are mostly commercial and industrial development, and the proposed signage is not located in proximity of the adjoining residential area to the west of Kombi Road.
- The size of the proposed signs are considered to be appropriate having regard to the other signs in the area, the size of the site and the existing and proposed built form.
- The proposed signs are of a high quality, clearly identify the business and provide necessary wayfinding details consistent with an industrial business park. The design, colours and materials are considered to be acceptable.
- All internally illuminated signs are located internal to the site and therefore will not impact on the safety of pedestrians or vehicles or, the amenity of nearby residents.

55. For similar reasons to those outlined above, Council considered the proposed signage to be appropriate for the site and surrounding area. Consequently, Council recommended a number of conditions relating to signage to protect the amenity. Standard signage conditions have been included within the recommendation, which generally achieve the intent of Council’s recommended conditions (refer to Condition 56-60).

## Staging

56. 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 11 below.

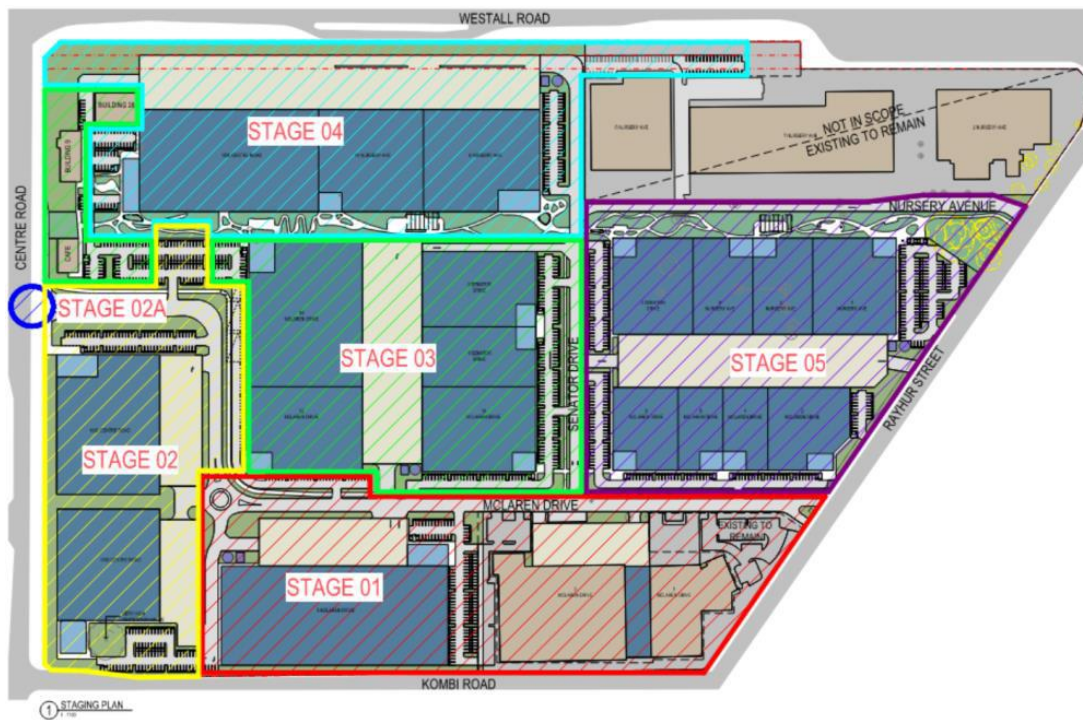


Figure 11: Staging Plan

57. The stages will comprise of the following works:

- 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 warehouse 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 warehouse buildings, each with an office component within Precincts 04, the southern portion of the ‘Green Spine’, hardstand areas, carparking, internal roads, and landscaping.

58. Given the site already operates as an industrial business park and the scale of the proposed development, the proposed staging is considered appropriate to ensure that the delivery of the proposal is possible whilst ensuring that the industrial business park can continue to operate during development. Conditions have been included to reflect the proposed staging of the development (refer to Condition 4).

### Flight Paths

59. Council recommended a note be included within the permit requiring that the proposal must meet the requirements of the Airports (Protection of Airspace) Regulations 1996 and be below the relevant Obstacle Limitation Surface (OLS), unless with the written consent of the relevant authority. Whilst the application is not located within the Airport



Environs Overlay, this is Federal legislation that relates to developments within 15km of airports and, usually applies to developments that are over 12 metres in height. As the site and proposal meet these criteria, the condition will be included in the recommendation.



60. The proposal is generally consistent with the relevant planning policies of the Kingston Planning Scheme and will contribute to the provision of large warehouses which will contribute to the provision of jobs within a regionally significant industrial precinct area within Clayton.
61. No referral agency objections were received. Relevant agency conditions are mostly accepted and can be included on the planning permit. The assessment identifies where some Council recommended conditions have not been included or have been modified and the reasons for this.
62. It is **recommended** that Planning Permit No. PA2302628 at **1508 Centre Road, Clayton South** be issued subject to conditions.
63. It is **recommended** that the applicant, relevant referral agencies and the council be notified of the above in writing.



**Prepared by:**

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

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

Name: [Redacted]

Title: Senior Planner, Development Approvals and Design

Signed: [Redacted]

Phone: [Redacted]

Dated: 2/08/2024

**Reviewed / Approved by:**

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

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

Name: [Redacted]

Title: Manager, Development Approvals and Design

Signed: [Redacted]

Phone: [Redacted]

Dated: 29/08/2024