

116, 118, 120-124, 126, 128 and  
130 South Road; 47-51 Villeroy  
Street, Brighton East and 1-5  
Imbros Street, Hampton

Planning Permit Application  
No. PA2201785



Officer Assessment Report  
Development Approvals & Design

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Department  
of Transport  
and Planning

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# Executive Summary

Key information	Details		
<b>Application No.:</b>	PA2201785		
<b>Received:</b>	12 August 2022		
<b>Statutory Days:</b>	Insert Statutory Days at time of determination		
<b>Applicant:</b>	Haileybury College c/- Urbis Pty Ltd		
<b>Planning Scheme:</b>	Bayside		
<b>Land Address:</b>	116, 118, 120-124, 126, 128 and 130 South Road; 47 – 51 Villeroy Street, Brighton East; and 1-5 Imbros Street, Hampton		
<b>Proposal:</b>	Use of the land for a school; demolition and part demolition of buildings and removal of trees in the Heritage Overlay; construct a building or carry out works for a section 2 use in the Neighbourhood Residential Zone, Heritage Overlay, Design and Development Overlay and Special Building Overlay; and alter access to a road in a Transport Zone, Category 2.		
<b>Development value:</b>	\$49,844,958		
<b>Why is the Minister responsible?</b>	In accordance with the schedule to Clause 72.01 of the Bayside Planning Scheme, the Minister for Planning is the responsible authority for this application because it is for works to a non-government primary / secondary school where the estimated cost of development is greater than \$3 million.		
<b>Why is a permit required?</b>	<b>Control</b>	<b>Clause</b>	<b>Trigger</b>
<b>Zone:</b>	Neighbourhood Residential Zone, Schedule 3 (NRZ3)	32.09-9	Use of land for a primary and secondary school. Buildings and works associated with a section 2 use.
<b>Overlays:</b>	Design and Development Overlay, Schedule 3 (DDO3)	Clause 43.02-3	Construct a non-residential building in excess of two storeys and more than 8 metres (9 metres where the slope of the ground wider than 8 metres is 2.5 degrees or more).
	Heritage Overlay, Schedule 346 and 652 (HO652) (HO346)	Clause 43.01-1	Demolition. Construct a building or carry out works. Remove destroy or lop a tree (HO346).
	Special Building Overlay (SBO)	Clause 44.05-2	Construct a building or construct or carry out works.
<b>Particular Provisions:</b>	Land Adjacent to a Principal Road Network	Clause 52.29-2	To alter access to a road in a Transport Zone 2.
	Signs	Claus 52.05	Display internally illuminated business identification signage.
<b>Cultural Heritage</b>	<p>The land on which works are proposed within an area of Aboriginal cultural heritage sensitivity is at 116 and 118 South Road and a copy of the approved (20 October 2021) cultural heritage management plan (CHMP) has been provided for this land.</p> <p>Other land within the site is either not a mapped area of cultural heritage sensitivity or has been lawfully used as an education centre immediately prior to 28 May 2007, and therefore does not trigger a CHMP.</p>		

Key information	Details		
<b>Total site area:</b>	6,450m <sup>2</sup>		
<b>Gross Floor Area:</b>	8,205m <sup>2</sup>		
	Creative Arts and Sports Centre (CASC)	17.6m maximum (excluding plant) 19.8m including plant 2 storeys plus mezzanine	
	Senior school canopy:	10.7m 2 storeys	
	Facilities compound	Shed: 3.4m, 1 storey Dwelling: 6.05m, 1 storey	
<b>Land Uses:</b>	Existing primary and secondary school		
<b>Parking:</b>	<b>Cars</b>	<b>Motorcycles</b>	<b>Bicycles</b>
	+57 (net) 66 new spaces	+6	30 new spaces
<b>Referral authorities</b>	Melbourne Water (section 55 – determining authority) Transport for Victoria (section 55 – determining authority)		
<b>Public Notification</b>	Notice was given to owners and occupiers of adjoining lots in accordance with the notice requirements of section 52(1)(a) of the <i>Planning and Environment Act 1987</i> (the Act). Notice was given to Bayside City Council in accordance with Section 52(1)(b) of the Act.		

# Background

## Key Milestones

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

Milestone	Date
Pre-application meeting (Department Environment, Land, Water and Planning (DELWP)) (now Department of Transport and Planning (DTP))	2 June 2021
Application lodgement	12 August 2022
Further information requested	2 September 2022
Further information received	2 December 2022
Further plans submitted (formally under section 50 of the Act)	The formally substituted plans were submitted in conjunction with the response to further information and illustrated (in summary): <ul style="list-style-type: none"><li>• Minor alterations to roofs</li><li>• Alteration to plant and equipment design</li><li>• Alteration to fence locations</li><li>• Internal reconfiguration</li></ul>
Advertising	19 December 2022 – 16 January 2023 (28 days)
Amended plans submitted post advertising (formally under section 57A of the Act)	23 April 2023 Plans were amended to show: <ul style="list-style-type: none"><li>• Height of CASC lowered by 800mm to 17.6m</li><li>• Imbros Street fence height lowered by 200mm to 1.4m</li><li>• Additional windows and timber battens to the CASC facing Imbros Street</li><li>• 10 car spaces within South Road circulation loop changed to 15-minute parking between 8am-9am and 3pm-4pm</li></ul>
Decision Plans	Plans prepared by Architectus, titled Haileybury Creative Arts & Sports Centre, dated: <ul style="list-style-type: none"><li>• 7 January 2022, 1 August 2022, 28 October 2022, 22 November 2022, 25 November 2022 and advertised in December 2022 through to January 2023; and</li><li>• Amended plans for the CASC dated 23 March 2023 (not advertised).</li></ul> Reports including: <ul style="list-style-type: none"><li>• Landscape plans prepared by tnla and associates, dated 23 November 2022</li><li>• Planning report prepared by Urbis, dated December 2022</li><li>• Sustainability Management Plan prepared by LCI Consultants, dated 18 November 2022.</li><li>• Traffic reports including:<ul style="list-style-type: none"><li>- Traffic &amp; Car Parking Management Plan (TCPMP) prepared by Wallbridge Gilbert Aztec, dated 18 May 2023</li><li>- Traffic Impact Assessment (TIA) prepared by Wallbridge Gilbert Aztec, dated 15 December 2022 (provided post-advertising in response to feedback).</li></ul></li></ul>

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- Updated TIA prepared by Wallbridge Gilbert Aztec, dated 6 April 2023
  - Proposed parking map
  - Arborist letter prepared by Galbraith & Associates, dated 9 June 2022
  - Heritage assessments including:
    - Heritage impact letter prepared by Bryce Raworth, dated 4 August 2022
    - Heritage impact letter prepared by Bryce Raworth, dated 13 April 2023 (provided post-advertising in response to feedback and based on amended plans).
  - Waste Management Plan (WMP) prepared by Wallbridge Gilbert Aztec, dated 3 August 2022.
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### Previous Planning Permits

2. The application seeks an omnibus permit to 'supersede' the following permits:
  - Planning Permit 2005/686/1 (relating to the use of land at 47-51 Villeroy Street and car parking);
  - Planning Permit 2006/998/2 (relating to the use and development of 1-5 Imbros Street, Hampton and 120-124 South Road, Brighton East); and
  - Planning Permit 2011/0105/2 (relating to the use and development of 19 Villeroy Street, Hampton, 120 South Road, Brighton East).
3. There are several other permits that are not proposed to be included in the omnibus permit including:
  - Planning Permit 04/0603 (use of existing dwellings as an education centre with associated works at 120 South Road);
  - Planning Permit 5.2005.407.1 (demolition of an existing building and associated works at 120 South Road);
  - Planning Permit PA2001050 (Part demolition and construction of a multi-storey building associated with the existing secondary school at 120-124 South Road).
4. The permits that are not proposed to be rolled into the omnibus permit will not be superseded by the proposed development.
5. The development permitted by permits 04/0603 and 5.2005.407.1 will be constructed over by the development proposed under the omnibus permit, and therefore will be overridden with no ongoing effect.
6. The development permitted under PA2001050 stands alone on the land with no overlap with the development proposed under the omnibus permit and has no ongoing use conditions that conflict with the conditions under the proposed omnibus permit.

# Proposal

7. The application proposes part use of land for a school, buildings and works, car parking and rationalisation of existing planning permits.
8. The buildings and works comprise three key components including a new creative arts and sports centre (CASC), a new senior school canopy and a facilities compound.

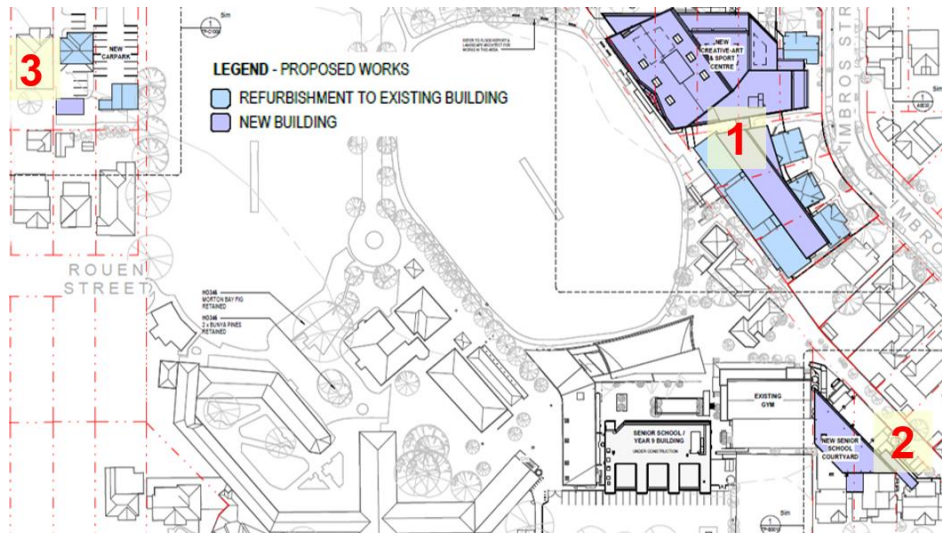


Figure 1 – Key locations of proposed works

9. The proposal includes:

## Land Use

- Use the land at 116, 118, 126, 128 and 130 South Road, Brighton East and the front portion of 1-5 Imbros Street, Hampton as a school. The rear portions of 1-5 Imbros Street, Hampton are already used as a school. The additional properties to be added to the school site and land use are shown in Figure 2.

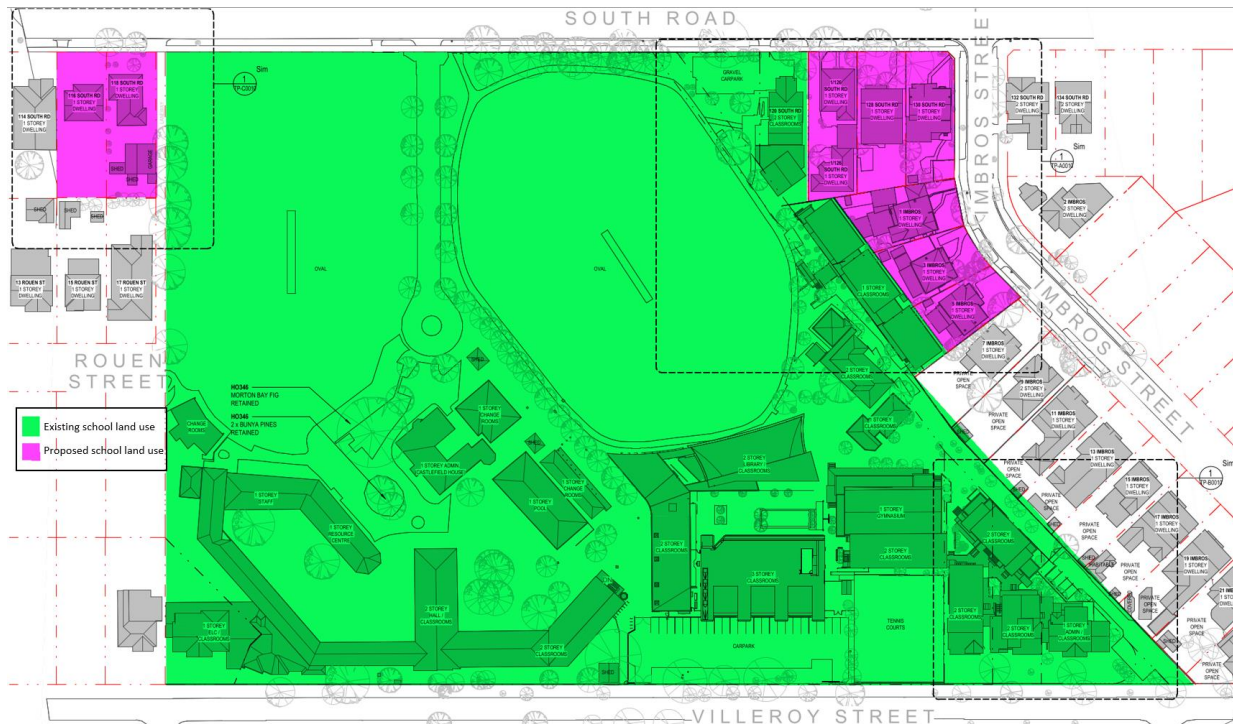


Figure 2 – Existing and proposed land use map (proposed school land use shown pink)

## Demolition

- Partially demolish the dwelling at 116 South Road and fully demolish the building at 118 South Road to facilitate the development of a new staff car park and store.
- Demolish existing buildings at 126, 128 and 130 South Road and partially demolish 1-5 Imbros Street to facilitate the development of a new creative art and sports centre.
- Partially demolish the senior school building to facilitate new canopy.

The demolition of buildings within the Heritage Overlay is outlined below.

Contributory		Non-contributory	
128 South Road	(full demolition)	126 South Road	(full demolition)
130 South Road	(partial demolition – rear)	118 South Road	(full demolition)
116 South Road	(partial demolition – rear)		
1 Imbros Street	(partial demolition – rear)		
3 Imbros Street	(partial demolition – rear)		
5 Imbros Street	(partial demolition – rear)		

## Buildings and Works

### CASC

- Comprising existing, modified buildings at 1-5 Imbros Street linked to a new 17.6m (excluding plant) building containing two storeys with mezzanine and one basement car parking level.
- CASC to contain classrooms, teaching spaces, music spaces, multi-purpose hall for indoor sports including basketball, netball and hockey, stage for assemblies and performances.
- Existing modified buildings at 1-5 Imbros Street to contain art studios, practice rooms, multipurpose rooms, storerooms and staff rooms.
- Basement car parking with 47 spaces, six motorcycle spaces, accessed via a new two-way crossover to South Road.
- New screen attached to the west elevation of the CASC.
- New 1.8m high timber batten fence to 130 South Road (along South Road and Imbros Street).
- New 1.4m high timber batten fence to Imbros Street.

### Senior School Canopy

- New 10.7m tall (maximum) senior school canopy with total area of 670m<sup>2</sup> to connect existing double storey senior school buildings via covered walkway, deck, and landscaping works.

### Facilities Compound (118 and 116 South Road)

- Redeveloped existing dwelling at 116 South Road and new buildings to contain office facilities, machinery, store/workshop, school storage/cleaners/changeroom and amenities.
- New car parking areas with a total of 19 car parking spaces for staff accessed via 2 separate vehicle crossovers to South Road
- Removal of street tree located within the nature strip fronting No. 118 South Road
- New 1.8m timber picket front fence.

- New buggy access point on the south-eastern corner of 118 South Road connecting to the adjacent laneway and school campus/oval further east.

### Signage

- Back-lit business identification sign at the ground floor entrance to the CASC building.
- The signage area is 2.93m x 2.3m.

### Parking

- The proposal includes a net increase of 57 car spaces above existing conditions:

Location	Existing Provision (no. car spaces)	Post-Development Provision (no. car spaces)	Change (no. car spaces)
Entry driveway	16	16	-
Main entrance staff car park	15	15	-
Villeroy Street staff car park	48	48	-
Villeroy Street/easement parking	16	16	-
South Road car park	9	-	-9
CASC	-	47	+47
116-118 South Road	-	19	+19
<b>Total</b>	<b>104</b>	<b>161</b>	<b>+57</b>

- A total of 30 new bicycle spaces:
  - 24 spaces in CASC (basement and along the northern frontage)
  - 6 spaces on the facilities compound site

### Tree Removal

Vegetation removal includes:

- A total of 47 trees proposed to be removed including 17 trees in the vicinity of the senior school buildings, 2 trees (including one street tree) in the vicinity of the facilities compound and 28 trees (including one street tree) in the vicinity of the CASC.
- 4 of these trees would require a local law permit.
- 2 trees are street trees.

It is noted that planning permission is only required to remove trees within HO346 where tree controls apply. Specifically, three trees near the senior school building and five trees near the CASC. None of these trees are the historically significant trees referred to in the Castlefield heritage citation.

### Omnibus Planning Permit

- Remove the student cap conditions as part of Planning Permit 2005/686/1, which currently limits the senior school students to 250, and create an omnibus permit.
- Cancel the following planning permits issued by the council and for which development is complete:



Permit	Land Affected	Permit Allows	Date issued
2005/686/1	120-124 South Road, Brighton East and 47-51 Villeroy Street, Hampton	Use of the land at 47-51 Villeroy Street as an education centre and integration with Haileybury College with associated demolition, buildings and works including alterations and additions and associated on-site car parking in a Heritage Overlay and Special Building Overlay.	16 November 2006
2006/998/2	1-5 Imbros Street, Hampton and 120-124 South Road, Brighton East	Use and development of the lad for a single storey education centre in a Special Building Overlay and the demolition of existing buildings in a Heritage Overlay.	4 July 2007
2011/0105/2	No. 120 South Road Brighton East, 122 South Road Brighton East, 19 Villeroy Street Hampton	Use of land for an education centre, demolition and buildings and works.	29 May 2012

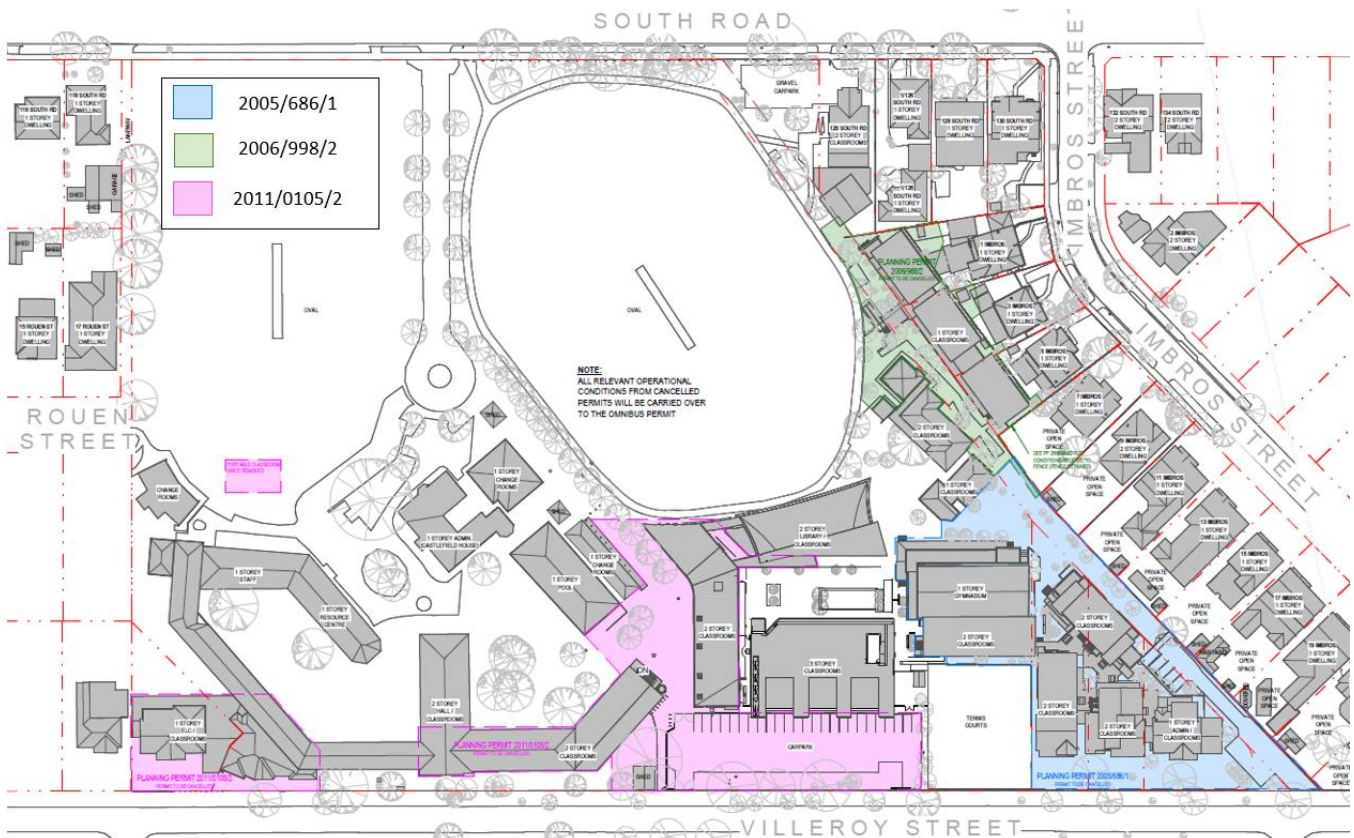


Figure 3 – Areas affected by permits to be superseded

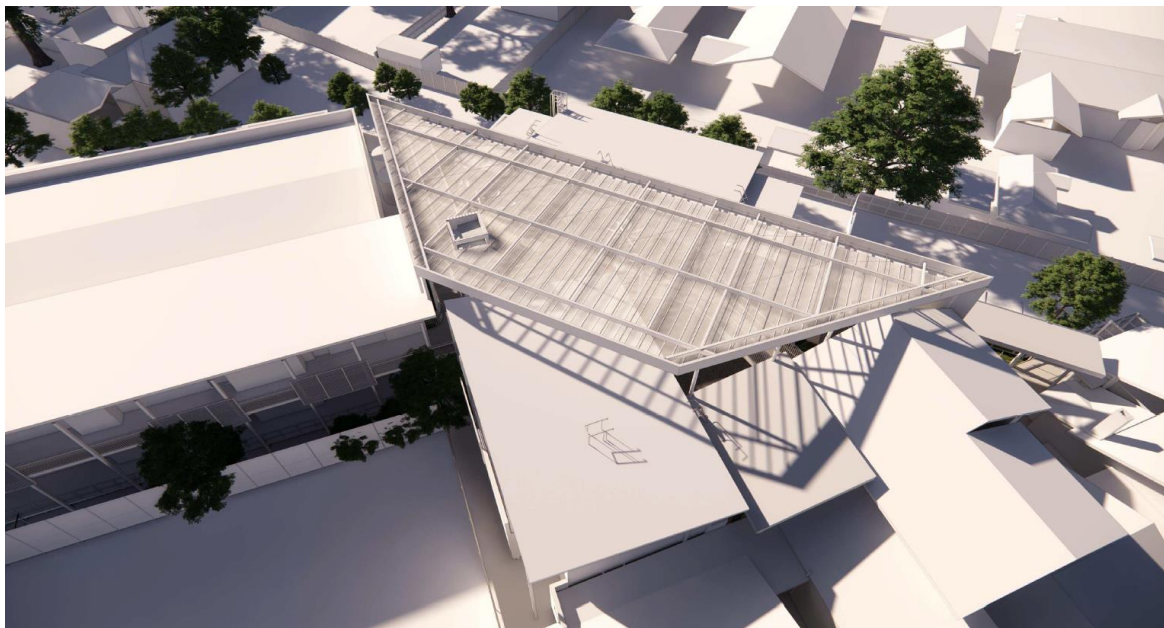
10. The applicant has provided concept images of the proposal as follows.



**Figure 4 – Perspective CASC from corner South Road and Imbros Street**



**Figure 5 – Perspective CASC from Imbros Street looking north**



**Figure 6 – Perspective of Senior School**



**Figure 7 – Perspective of Senior School**



1. VIEW FROM SOUTH ROAD FOOTPATH



2. VIEW FROM COVERED ENTRY



3. NIGHT-TIME VIEW FROM COVERED ENTRY (BACK LIT SIGNAGE)

**Figure 8 – Proposed Signage**

# Subject Site and Surrounds

## Site Description

11. The site is located on the southern side of South Road and north of Villeroy Street within a broader residential area generally bounded by South Road, Hampton Street, Ludstone Street and Kingston Street. The school has a frontage to South Road of approximately 250m.
12. The subject site comprises the existing Haileybury College campus as well as a number of dwellings.
13. The site is described as follows:
  - 116 South Road:
    - Containing a contributory heritage building in the form an existing single storey brick dwelling with a pitched roof and a solid low front fence.
    - Lot 14 on Plan of Subdivision 010406 and is affected by sewerage easement (E-1) along the southern boundary.
  - 118 South Road:
    - Containing an existing single storey dwelling with pitched roof and vehicle crossing from South Road.
    - Lot 15 on Plan of Subdivision 010406 and is affected by sewerage easement (E-1) along the southern boundary and a road (E-2) runs along the eastern boundary of this lot.
  - 1, 3 and 5 Imbros Street:
    - Each containing a contributory heritage building in the form single storey weatherboard dwellings with pitched roofs. Low and visually permeable fences are present at 5 and 3 Imbros Street with high bluestone front fence at 1 Imbros Street.
    - Lots 200, 201 and 202 on Plan of Subdivision 010406.
  - 120-124 South Road:
    - Accommodates the majority of the existing Haileybury College and significant heritage features including the Castlefield dwelling, outbuildings, fountain, lamp, *Ficus macrophylla* (Moreton Bay Fig), and two *Auracuria* (Bunya Bunya pines).
    - Lot 1 on Title Plan 418542U
    - Lot 188 on Plan of Subdivision 010406
    - Lot 1 and Lot 2 on Plan of Subdivision 431352N
    - Lot 190 on Plan of Subdivision 010406
    - Lots 1, 2 and 3 on Title Plan 812870D
    - Lot 204 on Plan of Subdivision 010406
    - Lot 203 on Plan of Subdivision 010406
    - Lot 1 on Title Plan 015781W
    - Drainage and sewerage reserve known as Lot 1 on Title Plan 813657X affected by covenant B827897 which generally requires that no buildings be erected.
  - 126 South Road:
    - Contains two single storey, non-contributory dwellings with pitched roofs and high solid front fencing. A driveway along the western boundary provides access to car parking facilities for the existing dwellings.
    - Lot 1 on Plan of Subdivision 342176C
    - Lot 2 on Plan of Subdivision 342176C and is affected by a drainage and sewerage easement (E-1) along the southern boundary

- Common Property on Plan of Subdivision 342176C
- 128 South Road:
  - Containing a contributory heritage building in the form of a single storey weatherboard dwelling with pitched roof and no front fencing. A car space is located within the front setback of the dwelling. A street tree exists on this site.
  - Lot 206 on Plan of Subdivision 010406 and is affected by sewerage easement (E-1) along the southern boundary.
- 130 South Road:
  - A corner allotment containing a contributory heritage building in the form of a single storey weatherboard dwelling with pitched roof and high/visually permeable timber front fencing. A single crossing provides access to two double car spaces fronting onto Imbros Street.
  - Lot 207 on Plan of Subdivision 010406 and is affected by sewerage easement (E-1) along the southern boundary.



Figure 9 - Site Aerial

## Site Surrounds

14. The area directly surrounding the subject site is characterised by residential development including properties within the Castlefield Heritage Precinct generally consisting of interwar bungalows some of which have been altered and/or extended. Further west (approximately 180m) is the Hampton Street major activity centre.
15. Development surrounding the site can be described as follows:
  - To the **north** of the site is South Road, a multi-lane arterial road. Further north, on the opposite side of South Road, is St Leonards College.
  - To the **south** of the site is Villeroy Street with dwellings located opposite. Villeroy Street allows for two-way traffic and includes parking restrictions focussed around school days/times. Further south are residential properties.
  - To the **east and west** of the site are residential properties.

- Further, **west** at the Hampton Road and South Road intersection, is commercially zoned land which comprises part of the Hampton Street major activity centre.
16. Fencing in the precinct is generally low and visually permeable. South Road fences vary, with a tall timber picket to 124 South Road, a tall ripple iron and lattice fence to 126 South Road, no fence to 128 South Road, and a timber picket on brick plinth fence to 130 South Road.

# Planning Provisions

## Plan Melbourne

17. Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Department of Environment, Land, Water and Planning, 2017) outlines the long-term plan to manage growth in the city and suburbs to the year 2050. It seeks to integrate long-term land use, infrastructure and transport planning, and in doing so, meet the city's future environmental, population, housing and employment needs. The following are relevant:
- Direction 4.3: Achieve and promote design excellence.
    - Policy 4.3.1: Promote urban design excellence in every aspect of the built environment.
  - Direction 4.4: Respect Melbourne's heritage as we build for the future.
    - Policy 4.4.1: Recognise the value of heritage when managing growth and change.
    - Policy 4.4.4: Protect Melbourne's heritage through telling its stories.
  - Direction 5.1: Create a city of 20-minute neighbourhoods.
    - Policy 5.1.1: Create mixed-use neighbourhoods at varying densities.
  - Direction 5.2 Create neighbourhoods that support safe communities and healthy lifestyles.
    - Policy 5.2.1 Improve neighbourhoods to enable walking and cycling as a part of daily life.
  - Direction 5.3 Deliver social infrastructure to support strong communities.
    - Policy 5.3.2: Create health and education precincts to support neighbourhoods.
  - Direction 6.1: Transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050.
    - Policy 6.1.1: Improve energy, water and waste performance of buildings through environmentally sustainable development and energy efficiency upgrades.
  - Direction 6.3: Integrate urban development and water cycle management to support a resilient and liveable city.
    - Policy 6.3.1: Reduce pressure on water supplies by making the best use of all water sources.
  - Direction 6.4: Make Melbourne cooler and greener.
    - Policy 6.4.1: Support a cooler Melbourne by greening urban areas, buildings, transport corridors and open spaces to create an urban forest.

## Municipal Planning Strategy

18. The following objectives and strategies of the Municipal Planning Strategy of the scheme are relevant to the proposal:

Clause no.	Description
02.01	Context
02.02	Vision
02.03-2	Environmental and landscape values
02.03-3	Environmental risks and amenity
2.03-4	Built environment and heritage
2.03-6	Economic development

2.03-7	Transport
2.03-8	Infrastructure

## Planning Policy Framework

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

Clause no.	Description
<b>11</b>	<b>Settlement</b>
11.01-1S	Settlement
<b>13</b>	<b>Environmental Risks and Amenity</b>
Clause 13.05-1S	Noise Abatement
Clause 13.07-1S	Land Use Compatibility
<b>15</b>	<b>Built Environmental and Heritage</b>
Clause 15.01-1S	Urban Design
Clause 15.01-2S	Building Design
Clause 15.01-5S	Neighbourhood Character
Clause 15.02-1S	Energy and Resource Efficiency
Clause 15.03-2S	Aboriginal Cultural Heritage
<b>18</b>	<b>Transport</b>
Clause 18.02-1S	Walking
Clause 18.02-2S	Cycling
Clause 18.02-4L	Road System
Clause 18.02-4L	Car Parking
<b>19</b>	<b>Infrastructure</b>
Clause 19.02-2S	Education Facilities
Clause 19.03-3S	Integrated Water Management

20. The assessment section of this report provides a detailed assessment of the relevant planning policies (as relevant to the proposal and key considerations).

## Statutory Planning Controls

### Neighbourhood Residential Zone – Schedule 3 (NRZ3)

- Pursuant to Clause 32.08-2 a permit is required to use the land at 116-118, 126-130 South Road and 1-5 Imbros Street for an education centre (primary and secondary school).
- A permit is not required for land use in relation to the remaining portion of the school site as it is a school with existing use rights (discussed below).
- Pursuant to Clause 32.09-9, a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.09-2.

### Heritage Overlay – Schedules 346 (HO346) and 652 (HO652)

- Pursuant to Clause 43.01-1, a permit is required to demolish or remove a building and to construct a building or construct or carry out works.
- A permit is required to remove, destroy or lop a tree under HO346. A total of 8 trees associated with the CASC and senior school canopy which fall within HO346 require a planning permit for removal. However, these trees



are not identified as being of heritage significance under the Castlefield heritage citation. Specifically, the heritage *Ficus macrophylla* (Moreton Bay Fig), and two *Auracuria* (Bunya Bunya pines) are not proposed to be removed.

- 26. HO346 affects the centre of the school site while HO652 affects a number of the residential properties that form part of the site. The layout of HO346 and HO652 is shown below.

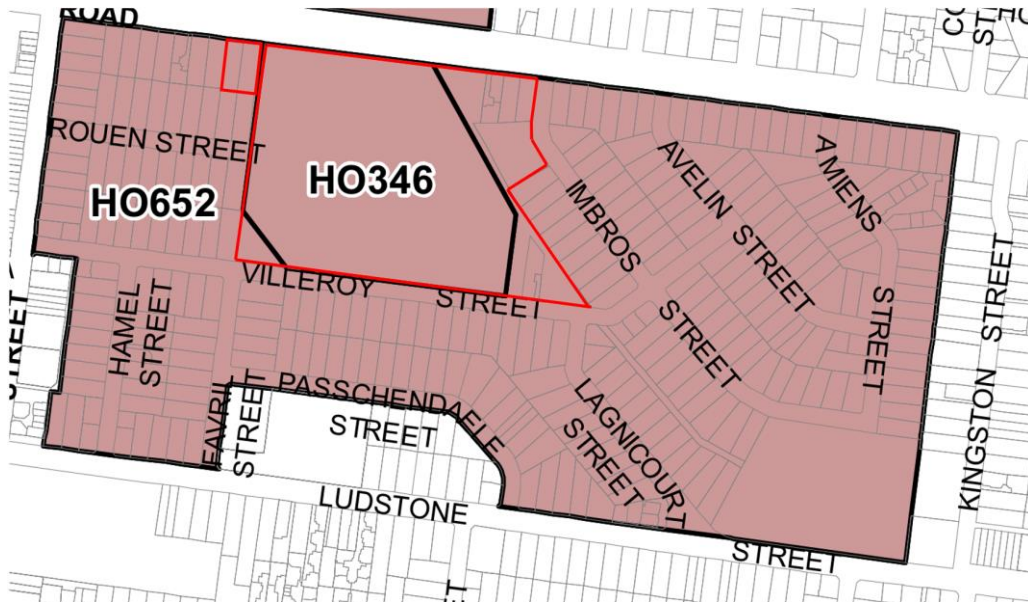


Figure 10 – Heritage Overlay Map

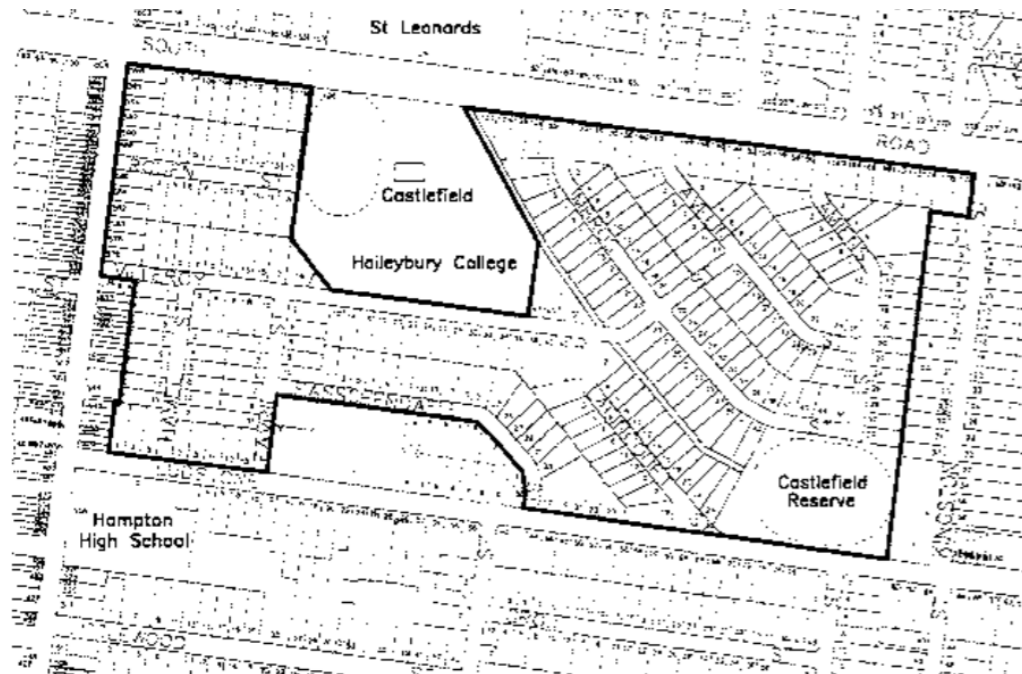


Figure 11 – Castlefield heritage precinct (City of Bayside Heritage Review Heritage Overlay Precincts, 1999)

**Design and Development Overlay – Schedule 3 (DDO3)**

- 27. Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works. Buildings and works must be constructed in accordance with any requirements in a schedule to this overlay.

28. Schedule 3 to the DDO specifies that a permit is required for a non-residential building of more than 2 storeys and 8m.
29. The proposed CASC has a height of 17.6m / 2 storeys and the senior school canopy has a height of 10.7m / 2 storeys and therefore require a permit under the DDO3.
30. The facilities compound has a height of 6.05m (maximum) / 1 storey and, therefore, does not require a permit under the DDO3.

**Development Contributions Plan Overlay – Schedule 1 (DCPO1)**

31. The DCPO1 relates to Bayside drainage development contributions. The DCPO1 is not applicable to the application as per the second Minister’s Direction dated 11 October 2016 that ‘a development contributions plan must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for a nongovernment school’.

**Special Building Overlay (SBO)**

32. The Haileybury school site is affected by a SBO to the east. As such, a permit is required under this overlay for the CASC and the senior school canopy.



Figure 12 – Special Building Overlay Map

**Clause 52.06 – Car Parking**

33. Pursuant to Clause 52.06 a permit is required to reduce the number of car parking spaces required under Clause 52.06-5. Given that the proposal does not seek to reduce the car parking provision, a permit is not required in relation to car parking.
34. The proposal seeks to provide 66 spaces on site resulting in a net increase of 57 spaces. The design standards of Clause 52.06-9 apply.

**Clause 52.34 – Bicycle Facilities**

35. Pursuant to Clause 52.34-1 the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.
36. The bicycle facilities rate for schools is based on the number of employees and students which is not proposed to increase as a direct result of the current application.
37. However, the applicant has advised that it is proposed to gradually increase senior school staff numbers by 15 over a 5-10 year period and this would require one new staff bicycle space. The proposed includes 30 new bicycle spaces, as such, a permit is not required in relation to bicycle facilities.

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

38. 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 (Stormwater management objectives for buildings and works) and 53.18-6 (Site management objectives) and 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.

### **Other Strategic considerations**

#### **Clause 63.05 – Section 2 and 3 Uses**

39. Pursuant to Clause 63.05 a use in section 2 or 3 of a zone for which an existing use right is established may continue provided:
  - No building or works are constructed or carried out without a permit. A permit must not be granted unless the building or works complies with any other building or works requirement.
  - Any condition or restriction to which the use was subject continues to be met. This includes any implied restriction on the extent of the land subject to the existing use right or the extent of activities within the use.
  - The amenity of the area is not damaged or further damaged by a change in the activities beyond the limited purpose of the use preserved by the existing use right.
40. Haileybury has been in operation since 1932 and Permits 5.2005.407.1 issued 31 October 2005 and 04/0603 issued 2004 demonstrate that the majority of the subject site (excluding 116, 118, 126, 128 and 130 South Road, Brighton East and the front portion of 1-5 Imbros Street, Hampton) has been used as part of the wider school for longer than 15 years.
41. The portion of the subject site not currently used as a school is addressed under the current planning application.
42. The proposal is consistent with the existing use of the land and, as discussed below, is considered to provide an acceptable response to the amenity of the area.

# Referrals and Notice

## Referrals

43. The application was referred to the following groups:

Referral/ Notice	Clause	Organisation	Response Received
<i>Section 55 Referral- Determining</i>	66.03	Head, Transport for Victoria	19 October 2022
<i>Section 55 Referral- Determining</i>	44.05-6, 66.03	Melbourne Water	24 October 2022
<i>Section 52 Notice</i>	-	Bayside City Council	16 January 2023

## Municipal Council comments

44. Bayside City Council considered the application at a council meeting on 22 November 2022.

45. The council determined to object to the proposal on the following grounds:

### Removal of student cap

- Removing the senior school student cap has the potential to intensify the education use and adversely affect the amenity of the surrounding residential area principally in relation to car parking and traffic impacts.
- With an unknown growth trajectory of student and staff numbers, the proposed parking provisions may not be able to accommodate staff parking demands in the long term.
- Proposed permit conditions consider staff parking only and do not consider broader traffic and parent car parking impacts.
- Increase in students will result in increased car parking demands and traffic associated with drop-offs and pick-ups not considered by the statutory parking rate under Clause 52.06 of the planning scheme.
- There is insufficient information and analysis to be satisfied that removing the senior student cap is acceptable.

### Heritage

- The proposal will unacceptably affect the heritage significance of neighbouring dwellings in the Castlefield Heritage Precinct (HO652).
- The CASC will visually dominate the Imbros Street streetscape and requires further consideration of form, mass, scale, materiality, and composition.
- The setbacks of the CASC do not provide an appropriate transition to adjoining dwellings in Imbros Street.
- The proposed 1.6-metre-high front fences to 1-5 Imbros Street are too high and should be reduced to a maximum height of 1.4 metres so as not to detract from the setting of the dwellings and the streetscape.

### Traffic Impacts

- The proposal fails to demonstrate it will respond acceptably in terms of traffic flows, the amenity and orderly planning of the area.
- There is inadequate information and analysis for the Minister for Planning to be able to determine whether the proposal responds acceptably in terms of traffic impacts.
- The council has requested clarity about the timing of special events, including school rehearsals, to enable proper assessment of traffic generation.
- A more robust, detailed and accurate traffic analysis should be undertaken that considers:

- U-turn opportunities on South Road (east and west). The U-turn slot west of the school may result in 'rear end' crash risks given the short deceleration length before the median break.
- All relevant time periods including special events and school rehearsals, to enable proper assessment of traffic generation.
- The 15 minute peak when parents are dropping off / picking up students rather than only the full peak hours of 8am to 9am and 2:30pm to 3:30pm.
- Model calibration against existing observed queueing/delay.
- Correct layout of South Road / Imbros Street intersection and the adjacent U-turn lanes. This should be modelled as a network rather than a single intersection.
- Impact of removing the senior school student cap.
- Further justification for the proposed parking rate of 0.20 – 0.25 spaces per patron for afterhours activities at the CASC. The council considers there is no justification in the TIA for the proposed parking rate.

### DTP Response

In response to objections including the comments from the council, the applicant has amended the proposal as follows:

#### *Removal of student cap*

Additional information provided to show a snapshot of Haileybury senior school enrolments based on enrolment information as well as a modes of transport survey (79% of students). This snapshot outlines that:

- 80% of senior school students are residents of the Bayside municipality.
- 40% of students have a sibling at the school, therefore an increase in senior school students does not necessarily mean more trips will occur.
- 58% of students commute by private car.
- 42% of students commute by public transport, walking and cycling.

The applicant suggests that this snapshot shows removal of the student cap will not cause an influx in students from outside of the Bayside municipality to the school.

#### *Heritage*

Plans have been amended to respond to the council's heritage concerns generally as follows:

- The proposed CASC has been reduced in height by 800mm to 17.6m.
- The proposed Imbros Street fence height has been lowered by 200mm to 1.4m – as suggested by the council's heritage consultant.
- Façade updates in the form of additional windows and timber battens to Imbros Street to provide further articulation and reduce the visual impact from Imbros Street.

#### *Traffic Impacts*

The proposal has been amended to respond to the council's traffic comments generally as follows:

- 10 car spaces within South Road circulation loop changed to 15-minute parking between 8am-9am and 3pm-4pm.
- An updated TIA has also been submitted which responds to the concerns raised by the council.
  - U-turn shown on South Road (east and west).

- Schedule of school events is provided.
- The 15 minute peak periods included.
- The TIA states that peak traffic volumes were utilised across a 60-minute volume unit time in tandem with a 15-minute peak flow factor in line with the surveyed interval.
- Discussion of model calibration and validation provided which have been confirmed with SIDRA Solutions (owner of the modelling software).
- The updated TIA states that each intersection has been calibrated appropriately and as far as practicable according to on-site observations of queueing extents.
- Inclusion of SIDRA network modelling for the South Road U-turn lanes at Imbros Street.
- The updated TIA addresses a potential future increase of 15 staff and possible increases to student population that may occur due to the removal of the student cap including a hypothetical scenario where an additional 217 Year 10-12 students would be expected over the next 5 – 10 years.
- The updated TIA includes the survey data for the patron carparking rate and has determined that 0.2-0.25 spaces per patron is an appropriate rate based on the survey undertaken.

## Transport for Victoria

46. The Head, Transport for Victoria does not object subject to conditions which generally include the following:
- All vehicles must enter and exit the site in a forward direction.
  - Any security boom, barrier, gate or similar device controlling vehicular access to the premises must be setback inside the property boundary to allow vehicles to store clear of the South Road pavement and footpath.
  - Prior to the occupation all redundant vehicle crossings must be removed, proposed crossovers and driveways are to be constructed and levelled, drained and sealed so that they can be used in accordance with the endorsed plans.
  - No changes to the level of the footpath to facilitate access to the site.

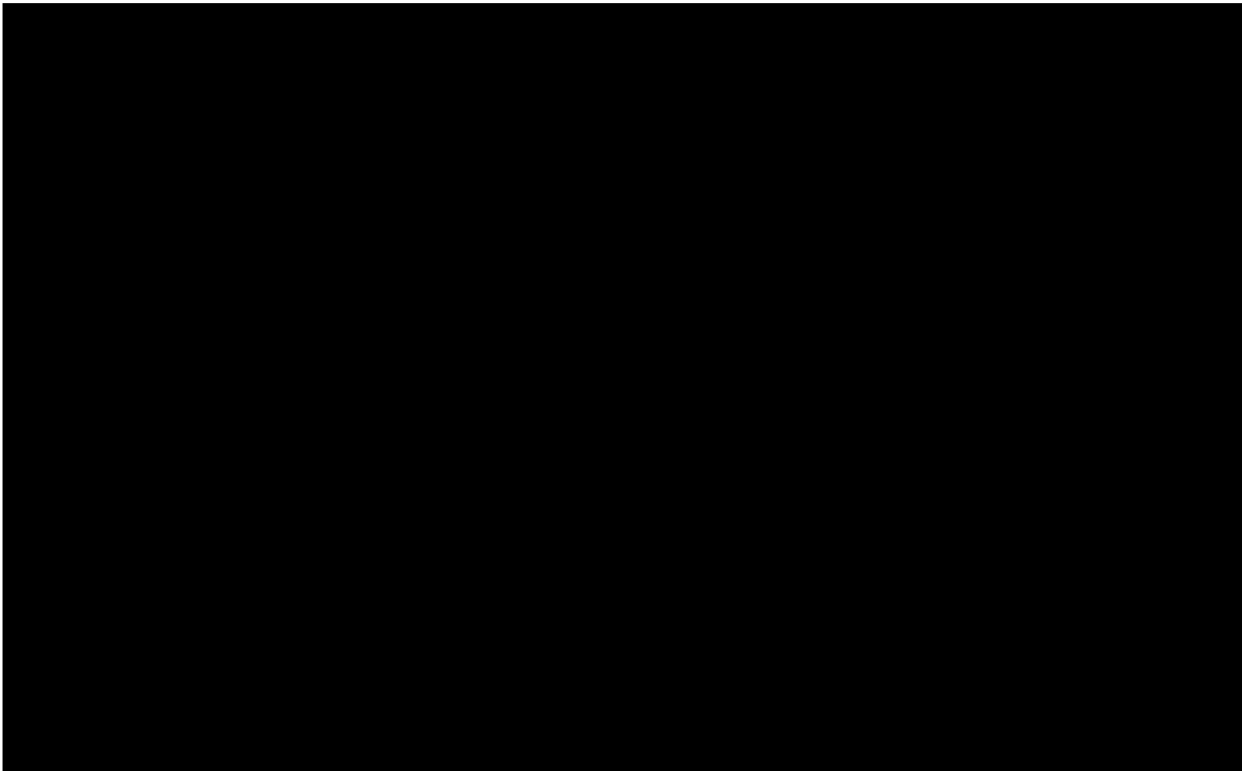
## Melbourne Water

47. Melbourne Water does not object subject to conditions which generally include the following:
- Specified finished floor levels (300 millimetres above the applicable flood level). This has been shown on the plans.
  - Basement ramp with a flood proof apex, all electrical installations (e.g. electrical substations, switch rooms etc.) and entry and exit points to the basement including openings and vents, that could allow entry of floodwaters to the basement, must be set no lower than 19.41 metres to the Australian Height Datum (AHD) (300 millimetres above the applicable flood level).
  - Demonstration that the new Senior School Courtyard, New Canopy Area, and New Creative Arts and Sports Centre, does not increase flood levels on neighbouring properties. If the proposed works lead to increases in flooding on neighbouring properties, then redesign will be required.
  - Imported fill must be kept to a minimum with no fill beyond the building envelope.
48. Melbourne Water has advised that flood impacts may be managed by redirecting floodwaters to the eastern sports oval. This can be further explored with Melbourne Water if of interest to the applicant.

## Notice

49. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d), of the Act.

50. Pursuant to Clause 53.19-2 an application to which Clause 53.19 applies is exempt from the decision requirements of section 64(1), (2), and (3), and the review rights of section 82(1) of the Act.
51. Notice of the application was given by way of erecting signs on the site from 19 December 2022 to 16 January 2023 and sending notices to surrounding owners and occupiers.
52. A total of 128 objections were received from 104 different properties (noting that eight objectors did not include their address) which raised concerns regarding:
- The use of residential properties for a school.
  - Use of the CASC for school and external activities/hire outside of normal school hours.
  - Removal of senior school student cap.
  - Compatibility with neighbourhood character and impact on heritage values.
  - Traffic, parking, and pedestrian safety.
  - Amenity impacts including bulk, noise, overlooking, overshadowing.
  - Vegetation removal.
  - Property values and construction impacts.
  - Potential flood impacts.
  - Building over an easement.



## Strategic Direction and Land Use

53. The Municipal Planning Strategy and the Planning Policy Framework encourage appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.
54. The application seeks to deliver up-to-date and purpose-built spaces and removal the senior school student cap in response to evolving educational needs of the school and local community. This will improve the capacity of the school to cater to the existing and future education needs of the community (Clauses 15.01-1S, 15.01-4S, 19.02-2S).
55. The proposal partially redevelops the existing school which has existing use rights and seeks to change the use of eight existing residential properties for school use. The repurposed land does not introduce a new land use to the area and would continue the existing school and general land use compatibility. Off-site impacts associated with the change of use for these properties, as well as removal of the student cap for the existing school, would be mitigated through physical separation, siting and building design, operational measures and permit conditions (Clause 13.07-1S).
56. The CASC involves a new, taller built form which responds to the character of the school and the signifies the purpose of the buildings. The design of the new school buildings aligns with the policy to *recognise that primary and secondary education facilities are different to dwellings in their purpose and function and can have different built form (including height, scale and mass)* (Clause 19.02-2S).
57. The modular stepped design, brick, terracotta and metal materials, with glazing and screen detailing provide a simple, contemporary response to the school setting and the wider area with a high standard of contemporary urban design (Clauses 15, 15.01-2S, 15.03-1S, 15.01-5L).
58. The school is located on the principal Public Transport Network with direct bus access to the 811 and 812 bus routes running east-west along South Road. The school is also proximate to Hampton and Sandringham Railway Stations. This responds to policy to locate secondary school facilities in areas that are highly accessible to public transport (Clause 19.02).
59. The proposal increases the number of off-street car parking and drop off/pick-up spaces compared with existing conditions. This responds to Clause 18.02-4L which seeks to provide sufficient off-street car parking and drop-off areas that are adequate to meet the needs of institutional uses.
60. The proposed tree removal will be offset with the majority of trees across the site retained and new landscaping installed. This will respond to existing character including the vegetated streetscape in line with objectives at Clause 15.01-2S.
61. The proposed built form is considered to have been appropriately designed to respond to the existing and preferred neighbourhood character guidelines and to sit comfortably within the streetscape (Clause 15.01-5L). The new building is set back from the street to ensure the height and massing is not unreasonably dominant. New landscaping and fencing along Villeroy Street will provide a visual buffer to integrate the development with and positively contribute to the streetscape. New landscaping to the facilities compound will also soften the appearance of the car parking as viewed from the public realm.
62. Part of the subject site is an area of proposed Aboriginal cultural heritage sensitivity. The sensitive portion of the site where works are also proposed includes 116 and 118 South Road. A copy of the approved (20 October 2021) CHMP has been provided for this land.
63. Overall, it is considered that the proposed development is consistent with the relevant policy of the Bayside Planning Scheme.



## Land Use

64. The proposed change of residential properties to school use at 116, 118, 126, 128 and 130 South Road, Brighton East and the front portion of 1-5 Imbros Street, Hampton is consistent with the purpose of the NRZ to allow educational uses (among other things) to serve local community needs in appropriate locations.
65. The proposal involves new school buildings which sit among existing school buildings on the site. Whilst some properties that form part of the subject site are not currently used as a school, their use will form part of the broader school site which is long standing in this location.
66. The proposal does not introduce a brand new school land use to the area. The proposal is not expected to result in a transformation of the existing school use and, subject to appropriate conditions, the compatibility of the school with the surrounding area can be maintained.
67. Planning policy encourages the provision of a range of accessible community resources such as educational facilities and the proposed facilities on this campus would be of benefit to the local, wider and school communities.
68. The school part of broader area that containing a number of schools including St Leonards directly opposite on the north side of South Road and Xavier College Middle School further west of the site on South Road.
69. The extension of the school land use over additional adjoining properties does not directly result in intensification of existing student or staff numbers. As advised by the applicant, there will be no immediate changes to students or staff, although a slow increase of up to 15 staff members is anticipated over time.
70. The majority of properties to be repurposed front South Road which is a main road and considered a preferred location for non-residential uses. The rear portions of 1-5 Imbros Street are already used for the school and the proposal would see an extension of this existing circumstance to include the entirety of each property.
71. New vehicle access is proposed via South Road and there is no new vehicle access proposed for Imbros Street properties. Limited school buggy access to and from the existing school oval is proposed by crossing the laneway east of 118 South Road. Increasing parking available via South Road and the new underground car park will encourage access via the arterial road rather than local streets to the side and rear of the site.
72. The proposed layout of properties locates lower impact uses closest to residential interfaces including maintenance, storage (at 116 and 118 South Road) and (at 5 Imbros Street) staff areas.
73. A proposed canopy will connect the rear of the Imbros Street properties to the existing heritage buildings now proposed to be used for the school. The existing buildings will be used for education purposes with store rooms and staff rooms and be accessed from within the main school campus. The nature of the use and access will minimise amenity impacts to the adjoining residential property at 7 Imbros Street.
74. No new loading areas are proposed, and the applicant has advised that all loading and waste collection activities are expected to remain as per the existing arrangements of the school.
75. Car parking and traffic will be appropriately managed via the TCPMP and permit conditions as discussed further below.
76. The proposed new land use at 116, 118, 126, 128 and 130 South Road, Brighton East and the front portion of 1-5 Imbros Street, Hampton responds to Clause 13.07-1L-02 (Discretionary uses in residential areas) as outlined below:

### Location, siting, built form and design

- The broader school site of which repurposed properties will form part abuts a TRZ2 and is on a corner.
- The site is located adjacent to the existing discretionary school land-use.
- The site is located within walking distance of public transport and promotes safe and convenient pedestrian access.

- Balances the existing school character and retains existing residential character through retention of existing buildings.
- Will conceal most new car parking in the basement of the CASC with car parking at 116 and 118 South Road to be visually screened via new landscaping and fencing.
- Retains existing trees where practicable.
- Front setbacks remain as per existing conditions for retained residential buildings.
- Meets the setbacks from side and rear boundaries in accordance with the setback provisions contained in Clause 54.04, Standard A10.
- The CASC provides a transitional building height and locates the tallest form away from sensitive interfaces. The CASC provides a distinct school character as accepted under Clause 19.02-2S.
- Front fencing responds to local character.
- Landscape buffers are provided including:
  - A minimum landscape buffer of 2-3m between the rear property adjoining and the buggy access area. A 1m setback is provided to the west property which is considered acceptable given the limited length of the interface and screen planting proposed.
  - A minimum landscape buffer of 3.8-7.6m between the front boundary and the car parking area.

#### **Traffic and carparking**

- Provides additional on-site parking that improves response to the needs of the school.
- Allows for entry and exit to the site in a forward direction with rationalised access points.
- Ensures access points are to the TRZ2, appropriate to the street and the locality.
- Includes two new disabled car spaces.

#### **Signage**

- Limits signage to the CASC to provide appropriate identification and with minimal lighting.

#### **General amenity**

- Designed the development to orient more active elements of the use away from residential properties which will mitigate unreasonable levels of noise.
- Does not change existing site waste strategies.
- Hours of operation are inherently limited in line with typical school operation which will mitigate impacts on the amenity of the existing residential property particularly noting that the broader school use is existing.

77. Subject to conditions, the proposed change of use is considered acceptable.

#### **Omnibus Permit**

78. It is proposed to create an omnibus permit which consolidates the three historical permits and contains all relevant planning permissions. The completed buildings under historical permits are operating as part of Haileybury in line with the relevant permit conditions.
79. The uses and ongoing operational requirements included in historical permits would be transferred into a new omnibus permit which retains the operational and car parking requirements of these past permits (with the exception of the student cap at the senior school, discussed further below).

80. There is no specific provision in the Act relating to omnibus permits, however, the Victorian Civil and Administrative Tribunal (the Tribunal) has held that such permits are legally available. An omnibus permit is considered to provide more convenient and better administration, limiting potential contradictions between permits and providing clarity.
81. The proposed architectural plans conflict with the endorsed plans of superseded permits, as the CASC and senior school canopy overlap with developments shown on permits that would be superseded under the proposed omnibus permit. Figure 14 shows areas of the school site included in currently endorsed plans.

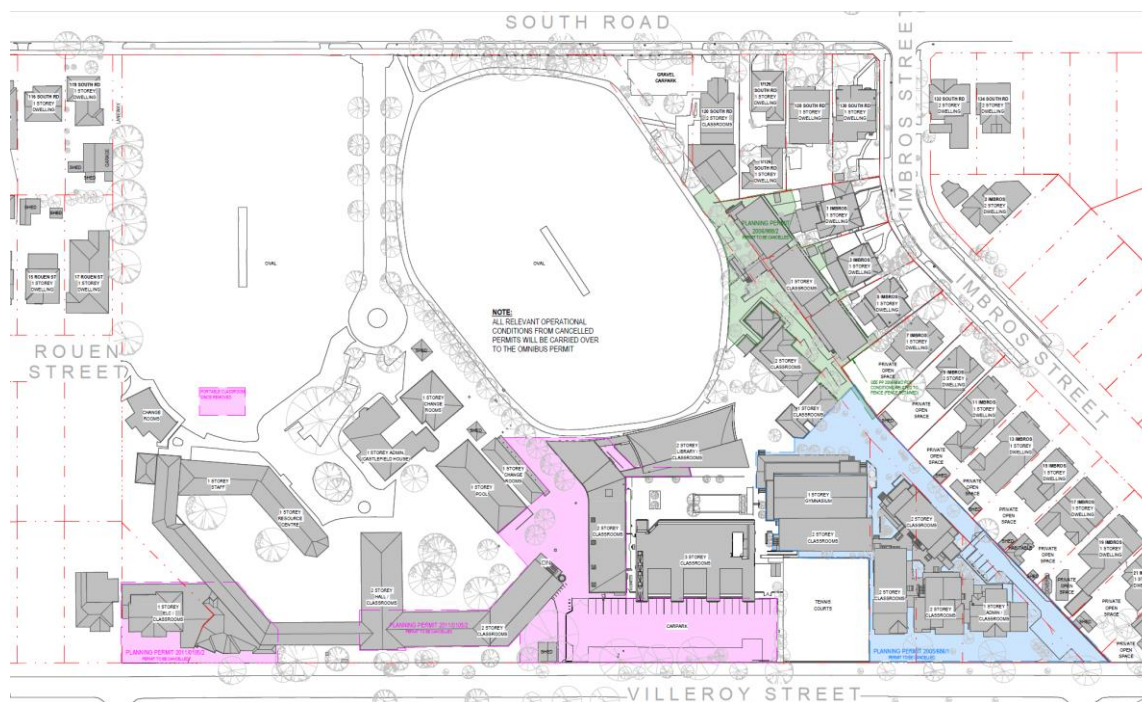


Figure 14 – Omnibus plan

82. Relevant proposed plans (such as traffic and car parking) have been updated to respond to the equivalent plans made under the permits to be superseded.
83. In order to ensure that conditions of the proposed omnibus permit do not result in contradictions, the historical permits are to be cancelled before any omnibus permit can come into effect. This will be required as a condition of the omnibus permit and is permissible under section 62(2)(b) of the Act which specifies that the responsible authority may include a condition that the permit is not to come into effect unless a specified permit is cancelled or amended. A detailed assessment of the current proposal in relation to previous permit conditions is provided at Appendices 1 and 2.
84. Subject to conditions, the proposed omnibus permit is considered acceptable as it would simplify the operational conditions for the school by including them all on one permit rather having them across multiple permits for multiple parts of the school campus.

## Student Cap

85. Condition 2 of Planning Permit 2005/686/1 limits senior school students (Years 10-12) to 250. The cap was originally included on this permit in 2006 under the Tribunal's decision on *Haileybury College v Bayside CC* [2006] VCAT 2325, however, the decision does not include specific reasons as to why the student cap was implemented.
86. The applicant has advised that the student cap does not allow the school adequate flexibility to grow over time and meet enrolment number requirements. It is important to note that no other school year levels are restricted. The senior school cap results in students transitioning to a separate (Keysborough) campus for senior education.
87. There is no specific clause requiring a cap of student numbers in the planning scheme and removal of the condition would not be in direct contradiction to the scheme. As discussed throughout this report, the proposal, including

removal of the student cap, is considered generally in accordance with relevant planning policies, the purposes of the applicable zone and overlays, amenity considerations, and transport considerations.

88. The removal of the student cap would respond to the strategy under Clause 19.02-2S to facilitate the establishment and expansion of primary and secondary education facilities to meet the existing and future education needs of communities.
89. The applicant has advised that data taken from senior school students indicates that 80% of students reside within the Bayside municipality. As such, it is considered that the proposal caters to both the local and broader community.
90. Whilst the Tribunal's decision on *Haileybury College v Bayside CC* [2006] VCAT 2325 did not specifically outline the reason for the student cap, the decision did note that:

*Planning policy encourages the provision of a range of accessible community resources such as educational facilities. We find it difficult to accept that the provision of facilities for senior students on this campus would somehow not be of benefit to the local community. We accept that senior school facilities are available elsewhere, but at a location that is a significant distance from this site. Enhanced accessibility to senior school facilities is something that many people would find attractive; a factor that may influence where they choose to live. We do not accept that the provision of senior school facilities at this campus would not be beneficial to the wider community.*

91. Mitigation measures can be implemented to manage impacts of uncapped senior school student numbers. These impacts predominantly relate to car parking and traffic.
92. Car parking requirements in the scheme are related to staff rather than students. However, it is acknowledged that an increase in student numbers would likely require an increase in the number of staff on campus, which in turn would increase car parking requirements for the school. The school is not proposing to immediately increase the student/staff numbers. However, for the purpose of calculating possible future car parking demands the school anticipates that over the next 5-10 years an additional 15 senior school staff may be required.
93. The proposed car parking in the CASC exceeds the car parking requirement including for 15 additional staff and will accommodate this long-term growth. Further, the applicant has proposed a permit condition that car parking should respond to Clause 52.06 of the planning scheme with sufficient car parking generated by any extra staff to be provided. In practice, this means that the growth capacity of the school will remain constrained by the statutory requirements at Clause 52.06 and at no time will there be a shortfall of car parking spaces.
94. Traffic impacts associated with additional staff are expected to be acceptable with South Road providing primary vehicle access.
95. Existing on-street car parking along with reallocation of on-site car spaces to provide additional drop-off / pick-up facilities will respond to traffic associated with potential increase in senior students.
96. The TCPMP will include measures to mitigate impacts associated with the school including the proposed development and removal of the student cap.
97. Traffic and car parking is discussed in further detail below.
98. Subject to conditions, the removal of the student cap is considered acceptable.

## Demolition

### Demolition – CASC

99. The CASC is located within the Castlefield Precinct (HO652) which is of aesthetic and historical significance. The heritage citation (City of Bayside Heritage Review (1999)) describes the precinct as:

*...one of the War Service Homes Commission's largest estates. Constructed to house war veterans, the estate's association with the First World War is reflected in the name of the streets.*

*All streets display a high level of integrity and cohesion of scale and materials, comprising almost entirely single-storey weatherboard bungalows.*

100. The citation also notes that *the generally homogenous character of the estate is relieved by Haileybury College and the Castlefield Reserve. A narrow unmade right-of-way connects the reserve with the college.*
101. The CASC involves demolition and partial demolition of residential buildings in the northeast corner of the site including residential buildings at 124, 126, 128 & 130 South Road, as well as 1, 3 & 5 Imbros Street. The 4 buildings along South Road adjoin Haileybury's sporting grounds to the west, and form a relatively isolated residential streetscape, with Imbros Street separating these buildings from those to the east.
102. The buildings at 124 and 126 South Road are non-contributory and, in accordance with strategies at Clause 15.03-1L (Heritage Conservation) to allow the demolition of non-contributory buildings in heritage precincts, their demolition is acceptable.
103. It is proposed to demolish the contributory building at 128 South Road. Demolition of contributory buildings is discouraged by heritage policy. However, the building at 128 South Road is relatively isolated in the heritage context, being a contributory building located on the outer edge of the precinct and in a lower integrity heritage streetscape interrupted by Haileybury sport fields.
104. With the demolition of the non-contributory 124 and 126 South Road, the dwelling at 128 South Road would be further isolated from the Castlefield heritage precinct. As such, its demolition will have limited impact on the heritage context and demolition is considered satisfactory subject to a suitable replacement building.
105. The partial demolition of the building at 130 South Road is generally acceptable given the original front portion of the building is to be retained with the rear, less visible extension to be demolished. The suitability of partial demolition is subject to the new buildings being appropriate.
106. The new CASC upper levels will be setback from the building at 130 South Road and will be articulated into two offset volumes with the taller western volume substantially setback. The CASC also has a transitional setback along Imbros Street which allows a visual appreciation of the three-dimensional form of 130 South Road.
107. The recessed and offset built form sitting beside and behind 130 South Road is consistent with strategies at Clause 15.03-1L (Heritage Conservation) to allow the partial demolition of contributory heritage buildings for the purpose of additions, only if the additions are sympathetic in scale and form and will not affect the heritage significance.

#### **Demolition – 1, 3 and 5 Imbros Street**

108. The partial demolition of the buildings at 1, 3 and 5 Imbros Street is generally acceptable given the original front portions of each building are to be retained with the rear portions, predominantly later extensions, of each dwelling to be demolished. The suitability of partial demolition is subject to the new built form being appropriate.
109. Works to the rear of 1, 3 and 5 Imbros Street involve decked open space with an open sided canopy which will minimise visual bulk as seen from the street. The canopy will be of limited visibility from the public realm and streetscape.
110. The recessed built form and visually lightweight design of works behind 1, 3 and 5 Imbros Street is consistent with strategies at Clause 15.03-1L (Heritage Conservation) to allow the partial demolition of contributory heritage buildings for the purpose of additions, only if the additions will not affect the heritage significance of the building and the proposed addition is sympathetic to its scale and form.
111. It is proposed to demolish the fences, sheds, shade sails and other landscaping features at 124, 126, 128 and 130 South and 1, 3 and 5 Imbros Street. The works will include removal of the open car park on the south side of 130 South Road, the demolition of a garage addition to 1 Imbros Street and the introduction of timber picket fencing to the Imbros Street frontage and 130 South Road which will result in an improvement to streetscape presentation.

112. The proposed demolition is generally considered acceptable as replacement fencing is 1.4m high which will enable views to be maintained to heritage buildings. This also responds to the council's comments seeking a reduction in Imbros Street front fence height.

### **Demolition – Facilities Compound**

113. The building at 118 South Road is non-contributory and, in accordance with strategies at Clause 15.03-1L (Heritage Conservation) to allow the demolition of non-contributory buildings in heritage precincts, its demolition is acceptable.

114. The demolition of the rear of 116 South Road Street is generally acceptable given the original front portion of the building is to be retained and the presentation of the building to the street will remain largely intact. The suitability of partial demolition is subject to the new additions being appropriate.

115. The new works to 118 South Road involve a minor extension to the rear with a separate machinery store/workshop to the rear of the property.

116. The proposed fencing and buffer of landscaping along the street frontage will provide an appropriate public interface to South Road that will not negatively impact the heritage context.

### **Built Form and Scale**

117. The proposal generally responds to the objectives of Clause 15.01-5L (Bayside preferred neighbourhood character) as follows:

- Responds to the local character and scale which is defined by dwellings and the school, striking a balance between the dominant scale of the area while delivering a built form that reflects the purpose and function of the school.
- Where practicable, retains dwellings that contribute to the character of the area while rationalising car parking facilities, driveways and crossovers.
- Enhances the garden setting with space for and views of front gardens which will be enhanced by new landscaping.
- Provides articulated form that incorporates building materials and finishes that complement and provide visual interest in the streetscape.

118. The proposal generally responds to the strategies for Precinct E3 of Clause 15.01-5L (Bayside preferred neighbourhood character) as follows:

- Retains the front of valued existing dwellings with sympathetic new built form.
- Where practicable, retains large trees and front garden space with street setbacks to incorporate new planting.
- Maintains the spacing of buildings, notably the retained buildings along Imbros Street.
- Rationalises and conceals car parking with the majority of new spaces in a basement.
- Includes upper levels recessed from the front façade.
- Includes baguettes and ship-lapped cladding which reference the traditional roof tile and weatherboard materials of the heritage precinct.
- Uses lighter looking building materials and finishes that complement weatherboard in the streetscape by incorporating timber or other non-masonry wall materials.
- Includes timber picket fences of medium height consistent with the heritage character of the area, most notably to Imbros Street.

### DDO3

119. The proposed CASC has a height of 17.6m / 2 storeys and the senior school canopy has a height of 10.7m / 2 storeys and therefore require a permit under the DDO3.
120. The proposal responds to the objectives of the DDO3 as follows:
- Provides a contemporary built form which responds to the local character and enhances the public realm.
  - The CASC has been designed to present a two-storey form to South Road and Imbros Street. The generous, angled setback to the taller portions of the CASC, the siting of the lower scale volume to the main street interface and the articulated presentation to the street frontage provide an appropriate response to context.
  - The majority of the senior school canopy is generously setback and encased by the existing 1 and 2 storey built form located closer to the street which will aid in preserving low rise character.
  - Provides adequate landscaping to adapt to the landscape character with buildings set within vegetated surrounds.

### Built Form – CASC

121. The proposed built form is generally considered to have been appropriately designed to respond to neighbourhood character objectives.
122. The CASC building envelope is located behind the retained heritage dwelling at 130 South Road which be the primary built form anchoring the corner of the site. The first floor of the CASC is separated with a visual break of approximately 2-3.8m around the rear of 130 South Road. This provides space around the heritage dwelling to allow visual appreciation of the original form and architectural character of 130 South Road.
123. The Imbros Street setback of the CASC ground level is 4.9m providing a transition between the 1.7m setback of 130 Imbros Street and the approximately 8.5m setback of 1 Imbros Street, also reflecting the curve in the street alignment. The proposed first floor sits an angle with a greater Imbros Street setback of 10.4m to mitigate bulk. This stepping-down of the CASC built form as it approaches Imbros Street frontage providing a recessive appearance recognizing the lower scale, residential character of this interface.
124. It is noted that the proposed 4.9m ground floor street setback of the CASC is greater than the existing 1.8m setback of the extension to the rear of 130 South Road. As such, the proposed setback will provide greater visual distinction of the original heritage dwelling.
125. The proposed CASC is acceptable to the South Road frontage given its location on a main road, to the edge of the heritage precinct and adjacent to the school sports fields which already result in a significant visual break in the continuity of the heritage precinct in this location. South Road is a dominant presence with regard to the character of the area and it is considered appropriate to locate the more robust built form of the CASC to this interface.
126. The minimum street setback of the CASC to South Road is approximately 1m. This is at a corner of the first floor which then angles away from the street so that the full breadth of the upper volume does not dominate the street. The ground floor is setback 3m from South Road which will allow landscaping and provide for the key entryway to the building with bicycle parking and stairs up to the entry lock. The South Road setbacks transition from that of 130 South Road and are commensurate to the institutional use and character of the CASC.
127. Retention of the existing heritage dwellings on the site along Imbros Street will filter views to the proposed CASC canopy behind. Given the generous setbacks proposed, the works to the rear of 1-5 Imbros Street are considered acceptable.
128. The existing presentation of 130 South Road to Imbros Street primarily involves 1.8m high paling fencing and a car space. The proposed development will include 1.4m-1.8m high fencing to Imbros Street and the South Road frontage of the retained heritage building at 130 South Road. The proposed fence heights respond to comments from the council.

129. The fence plan at Figure 15 (marked up by DTP) shows the layout of proposed fencing to the CASC. However, elevation details should be clarified, and a permit condition should require detailed fence plans to clearly show each new fence proposed.

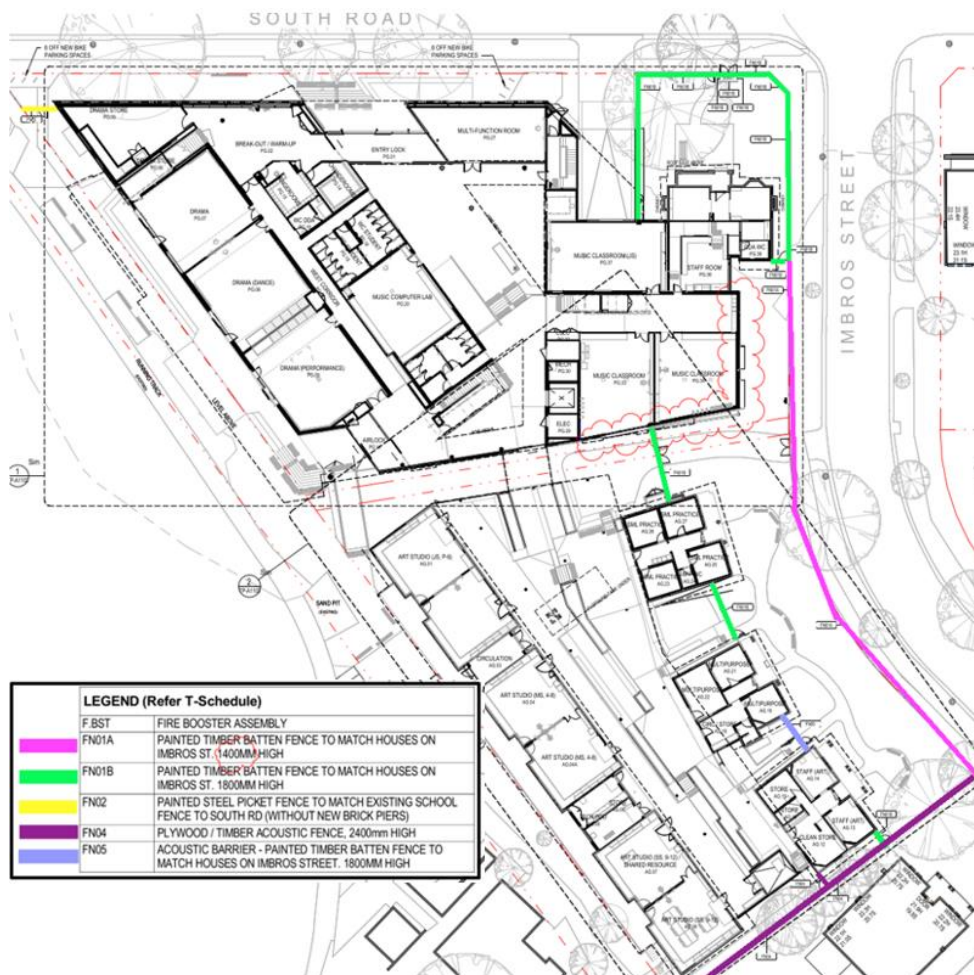


Figure 15 – CASC fencing

130. An audio/video screen is shown to the southern elevation of the CASC which faces internally into the school site, toward the central sports field. This will not be easily visible from the public realm. The screen may be visible in long range views from Rouen Street. The screen would be a minimum of 180m from Rouen Street properties and with views filtered through trees within the site.

131. The applicant has advised the following in relation to the screen:

- The screen would be used as a scoreboard for interschool sports
- The screen will be in used between 8am-9pm.
- No noise/ speakers are proposed.
- The screen would operate at low lux levels and generally not during the night.
- It is also oriented towards the middle of the school as to not impact south road or adjacent dwellings.

132. Given the plans refer to a 'future AV screen', i.e. an audio/video screen, a permit condition will require all relevant documents refer to a score board only with no audio or speakers as the applicant has advised will be the case. Permit conditions will be included to address light and operation.



133. The proposed materials including terracotta baguettes and ship-lapped cladding reference traditional roof tile and weatherboard materials of the heritage precinct and provide a tactile, quality finish. The contemporary style and materials of the CASC are considered appropriate as this clearly differentiates from and references heritage fabric and is fitting for the institutional use of the building.
134. Overall, the built form of the CASC is considered acceptable.

#### **Built Form – Senior School Canopy**

135. The proposed canopy to the senior school is considered relatively minor and satisfactory given the works are surrounded by existing buildings and well setback from the street. As such, the canopy will have a limited impact on adjoining residential dwellings and streetscape views.
136. The proposal is an addition to non-contributory buildings and will be of limited visibility from Villeroy Street.

#### **Built Form – Facilities Compound**

137. The proposed buildings and works associated with the facilities compound comply with relevant heritage policy and will not result in adverse heritage impacts.
138. The contributory building at 116 South Road is retained with alterations and additions to the rear of the building. This will ensure that the presentation of the building to the street will remain largely intact.
139. The new store building is set well back from South Road and a landscaped area at the front of the site along with new front fencing will buffer views from the street.
140. The proposed 1.8m high timber pocket front fence is consistent with adjoining houses and the materiality and detailing are sympathetic to the retained dwelling.

#### **Signage**

141. The proposed back-lit business identification sign is considered acceptable as it is located to South Road away from local roads and residential properties. The sign is attached to an inner wall of the CASC entry at ground level, will be visually recessive and will not dominate the streetscape.
142. The proposed sign is located at ground level and is proportionate to the proposed CASC building. Illumination is minimal and is not expected to result in unreasonable glare or light impacts.
143. The proposed signage fits with neighbourhood character which is partially defined by the existing school.

#### **Amenity Impacts**

##### **Amenity Impacts CASC**

144. The primary building volume of the CASC is oriented toward South Road which will minimise amenity impacts to surrounding residential properties.
145. The CASC has a lower scale presence to Imbros Street and the road itself provides a buffer distance to the dwellings on the eastern side of the street. The dwellings on the eastern side of Imbros Street are not expected to be significantly impacted in terms of visual bulk, daylight, overshadowing and overlooking.
146. Shadow diagrams for September show no impact to the east side of Imbros Street. The proposed new built form of the CASC is setback a minimum of 22m from the boundary of the nearest dwelling on the east side of Imbros Street. As such, it is considered that there will be no unreasonable overlooking impacts noting that a typical residential development does not require overlooking screening beyond 9m from neighbouring windows and open space.
147. To the south of the CASC is 7 Imbros Street which is setback 3-3.5m from the common boundary and with two north-facing windows facing the subject site. The easternmost north-facing window is located opposite the existing building at 5 Imbros Street and the westernmost window is setback approximately 3.5m from the common

boundary. Accordingly, the north-facing windows requirements of Clause 55 would not apply even if the proposal were for a residential development.

148. It is noted that an objection from 7 Imbros Street, south of the CASC, has raised concerns with the proposed canopy and its visibility from the neighbouring private open space. An assessment of this structure against specific Clause 55 standards is outlined below.

Proposed Height	Standard B17 (Side and Rear Setbacks) Setback	Proposed Setback	Complies?
6.582m	1.9m from south boundary	3m from south boundary	Yes Exceeded by 1.1m
Proposed Height	Standard B19 (Daylight to Existing Windows) Setback	Proposed Setback	Complies?
6.582m	3.29m from 7 Imbros Street windows	6.5m from 7 Imbros Street windows	Yes Exceeded by 3.2m

149. The setback of the proposed canopy exceeds the setbacks that would be required for a wall of a residential development. Accordingly, this is considered an indicator that the visual bulk of the canopy would be suitably mitigated. It is noted that mere visibility does not make new built form unsuitable.
150. The common boundary is landscaped and screened from the school grounds and therefore views are somewhat screened from 7 Imbros Street. The existing school building already interfaces with the rear private open space interface of the residential property.

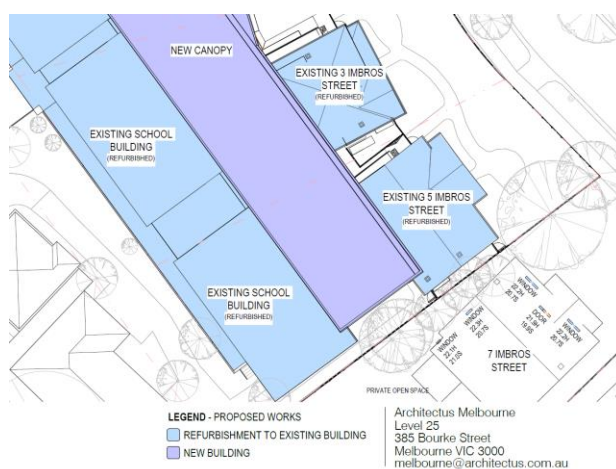


Figure 16 – 7 Imbros Street interface

151. Overlooking will be restricted given the location of the wall to the kiln and a screen extending along most of the southern interface of the deck located beneath the new canopy.
152. The canopy is visually lightweight, and views will be permitted through the built form. Additionally, the canopy construction will cast little additional shadow to the secluded private open space (SPOS) of the adjoining residential dwelling. The total extent of additional shadow is 12.7m<sup>2</sup> and much of this affects the roof and side setback of adjoining property which would not be classified SPOS.
153. The applicant’s assessment indicates that the proposed additional shadow represents approximately 1.2% of the SPOS and, when combined with the existing shadow, approximately 15%. This is within the parameters of the Clause 55 overshadowing standard and therefore considered acceptable.
154. Given the setbacks of the canopy and its location behind the existing heritage dwellings fronting Imbros Street, the impact to the residential streetscape is minimised. Given the orientation and setbacks of nearby residential

dwelling the proposal will not result in any unreasonable amenity with respect to overshadowing, overlooking and daylight.

155. Noise conditions from previous permits will be carried across to the omnibus permit and a new condition will require an acoustic report be submitted. Key requirements will ensure the following matters are addressed:

- Noise attenuation measures for the CASC.
- The acoustic fence along the eastern boundary of 47-51 Villeroy Street adjacent to the Imbros Street.
- Any mechanical equipment associated with development at 47-51 Villeroy Street.
- New air conditioning and refrigeration plant associated with the CASC, the senior school canopy and the facilities compound to be screened and baffled to minimise noise and vibration.
- No audio or speakers associated with the score board proposed for the CASC.

156. As noted above, the score board to the CASC is located on the west elevation (shown in Figure 17), facing inward to the subject site. This positioning, along with limiting to video only, will minimise impacts to the public realm and surrounding residential properties. Permit conditions will ensure appropriate mitigation.

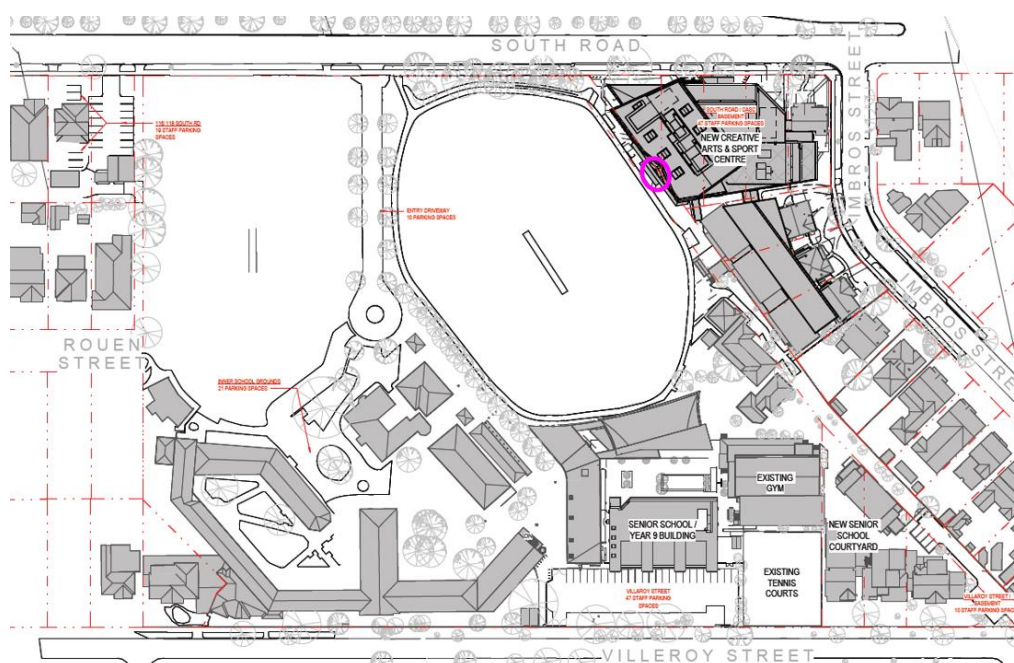


Figure 17 – Approximate location video screen (circled)

#### Amenity Impacts – Senior School Canopy

157. As noted above the proposed canopy to the senior school is considered relatively minor and is surrounded by existing buildings with a generous setback from the street.

158. Shadow will fall within that of existing buildings and not increase the extent of impact.

159. The canopy does not introduce a new use and covers an existing school area, as such any noise impacts would not be noticeably increased.

160. Overall, the canopy will have a limited impact on adjoining residential dwellings and streetscape views.

#### Amenity Impacts – Facilities Compound

161. The facilities compound will be of generally low intensity being for staff and maintenance purposes, rather than classroom or other school activities.

162. The redeveloped site will include landscaping to buffer and screen to adjoining properties.
163. New buildings are single storey and will generally introduce new sheds, a feature no uncommon to residential properties. Accordingly, the facilities compound is not considered to result in unreasonable impacts to adjoining properties.

## Landscape

164. The majority of proposed tree removal does not require a planning permit. Removal of eight trees within HO346 does require a planning permit, however, no heritage trees (i.e. the *Ficus macrophylla* (Moreton Bay Fig) and two *Auracuria* (Bunya Bunya pines)) are proposed to be impacted.
165. Within the school site, removal of four trees (Trees numbered 69, 90, 91 and 97) – and outside of the site removal of two street trees (Trees numbered 62 and 119) – will require approval from the council, a process separate to this planning permit application.
166. The arborist report identifies that most other trees to be removed are relatively young and small consisting of commonly occurring species.
167. The CASC will encroach into the tree protection zone (TPZ) of one street tree and three on-site trees proposed to be retained including:
- Tree 60 – *Corymbia ficifolia* (Red-flowering Gum) street tree with a height and canopy spread of 7m x 8m.
  - Tree 61 – *Eucalyptus nicholii* (Willow Peppermint) street tree with a height and canopy spread of 10m x 11m.
  - Tree 86 – *Quercus robur* (English Oak) with a height and canopy spread of 10m x 14m.
  - Tree 120 – *Eucalyptus nicholii* (Willow Peppermint) with a height and canopy spread of 9m x 14m.
168. A number of polices in the planning scheme encourage retention of existing trees and garden areas on the site to provide good quality urban design and response to local character (including Clauses 13.07-1L-02 and 15.01-1L). Accordingly, an impact assessment report and a tree protection management plan will be required as a permit condition to ensure retained trees will be suitably protected.
169. A total of 63 new canopy trees are proposed throughout the areas of works which will somewhat offset the trees proposed to be removed and which will provide a verdant landscape setting for the proposed works.
170. The arborist report confirms that the only examples of 'native' trees are numbers 111 and 112, each planted Coast Banksias approximately 12 years of age. Accordingly, a permit is not required under Clause 52.17 (Native Vegetation).

## Landscape – CASC

171. A total of 20 trees and seven shrubs are proposed to be removed associated with the CASC.
172. The large English Oak tree within the front setback of 130 South Road will be retained. This will help to maintain the character of the heritage place and established garden setting of the site.
173. A total of 52 new canopy trees including 42 evergreen and 10 deciduous trees ranging in height of 4-20m with canopies of 3-15 metres are proposed.
174. A range of small to large shrubs, clumpers and groundcovers are also proposed through the street setbacks which will provide for a garden setting and respond to preferred neighbourhood character of spaces with new and substantial vegetation.

## Landscape – Facilities Compound

175. It is proposed to remove two trees including one street tree for the new facilities compound.

176. New planting is designed to buffer views of car parking from South Road and to provide screening along the south boundary with the adjoining residential property.
177. The landscape concept response prepared by tlna and Associates dated 23 November 2022 shows:
- New aggregate and concrete surfacing for the car spaces/pedestrian access and compacted crushed rock to maintenance machinery access area. Additionally, the adjacent area of laneway is proposed to be concrete to the school boundary.
  - 2 x medium sized evergreen trees to be planted with the front setback.
  - 12 x evergreen screen planting of large native shrubs to be planted along the southern and part of the western boundaries of the site.
  - 2 x medium sized evergreen trees to be planted centrally on the facilities compound site.
  - Shrubs of up to 2m in height throughout the facilities compound site.
178. A total of 5 evergreen canopy trees ranging in height of 8-12m with canopies of 4-6m are proposed.

### **Landscape – Senior School Canopy**

179. It is proposed to remove 17 trees for the new senior school canopy.
180. A total of six new canopy trees including five evergreen and one deciduous trees ranging in height of 8-12m with canopies of 4-8m are proposed. This will provide a landscaped setting for the proposed works and softening of the limited extent of built form visible from neighbouring properties.

### **Flooding Measures**

181. The eastern portion of the site (broadly where the CASC development is proposed) is affected by the SBO.
182. The applicant has advised that the proposal has been designed to address flooding including impacts to South Road and St Leonard College, located at downstream of the subject site. The adopted mitigation measure includes a bund north of the oval and a CASC footprint to accommodate this.
183. Melbourne Water has not objected to the proposal subject to conditions which will ensure an appropriate response to the SBO. The applicant will be required to demonstrate that the proposed Senior School Courtyard, canopy area, and CASC will not increase flood levels on neighbouring properties. If the proposed works are found to lead to increases in flooding on neighbouring properties, then redesign will be required.

### **Traffic, Car Parking and Bicycle Facilities**

#### **Traffic**

184. The proposal focusses new access points and bicycle parking to South Road and it is reasonable to anticipate this will be the primary route to access and egress the new car parking. This will minimise traffic to smaller, local streets surrounding the school and responds to Clause 19.02-2 which seeks to ensure streets and accessways adjoining education facilities are designed to encourage safe access.
185. Whilst there is no proposed immediate increase to student or staff numbers, the traffic report considers the expected level of traffic generation from possible additional staff and potential increased student numbers associated with removal of the student cap. The TIA includes modelling of the surrounding road network and submits that this shows there would be acceptable levels of traffic impact generated by the school.
186. The updated TIA notes travel mode data collected by the school shows that 30% of senior school students are picked up and dropped off singularly (without siblings at the school) by a private vehicle. Of the possible increase of 217 senior students over 5 – 10 years this would result in demand for 66 additional drop-off / pick-up car spaces (i.e. 33% of 217).

187. The updated TIA suggests that the existing 10 parallel on-site driveway spaces within the school site are not fully utilised during pick-up and drop-off times, rather these are currently utilised by staff for all-day parking. If all 10 spaces were dedicated to pick-up and drop-off, extra vehicles could be accommodated within the driveway. The TIA indicates that the additional pick-up and drop-off spaces combined with the short-term parking along site frontages means that there is potential to accommodate additional car parking demand.
188. The updated TIA also recommends an option to further improve morning and afternoon peak traffic and parking conditions is, once the effects of redistributed on-street staff parking can be quantified, the school approach the council to extend the short-term parking restrictions on South Road and Villeroy Street.
189. The council's traffic advice similarly suggests that pre- and post-development car parking data be collected for on-site and all streets within a reasonable walking distance (250m) of the site with any mitigating treatments then recommended.
190. The TCPMP includes restriction of parallel car parking on the school entry driveway. A permit condition will also require post-development car parking data and any recommended mitigating treatments.
191. The TCPMP includes measures to manage impacts and address measures included in previous management plans required under Planning Permit 2011/0105/1 and Planning Permit 2011/0105/1. Permit conditions are recommending requiring further detail such as in relation to parking allocation and management. An assessment of the TCPMP against relevant conditions of existing permit conditions is detailed at Appendix 2.
192. Subject to permit conditions and adoption of the above recommendations in the TIA including the updated TIA, traffic conditions are expected to be appropriately addressed.

### Car Parking

193. The proposal does not include an increase to the number of students or staff but notes that staff numbers are expected to gradually increase by 15 over a 5–10-year period. Accordingly, an assessment of car parking provision under Clause 52.06 has been undertaken as per the table below.

Use	Rate	Amount required	Amount provided:
Secondary school	1.2 spaces to each employee that is part of the maximum number of employees on the site at any time.	18 spaces	57 spaces  Surplus of 39 car parking spaces

194. The car parking provision exceeds the requirements of the planning scheme. The applicant has suggested a permit condition that prior to any further increase in Year 10-12 staff on site, it must be demonstrated that the required number of car spaces in accordance with the statutory requirements of Clause 52.06-5 for the additional staff numbers, can be met.
195. The proposal increases the number of car parking spaces on site which is likely to reduce the use of on-street spaces by staff improving parking capacity along school frontages.
196. The applicant has also provided a car parking demand assessment to understand the anticipated demand associated with the CASC based on the ways in which the CASC is expected to be used as outlined below.

Use	Time	Occurrence	Patronage	Existing Use?
<b>During School Hours</b>				
Student Assemblies	Weekday morning	1 per week	700	Yes
<b>Outside School Hours</b>				
Performance (Theatre/Drama/Music)	Weekday night	1-2 per month	420	Yes

Rehearsals	Weekday night	10-12 per week for school terms 2 and 3	300	Yes
Sports	Friday night and Saturday	Multiple games per week	50	Yes

197. The theatre, drama and music performances that will occur 1-2 times per month with an anticipated capacity of up to 420 patrons are expected to attract the highest car parking demand.

198. Based on historical case studies the TIA suggests the CASC is likely to generate a car parking demand rate between 0.2 and 0.25 spaces per patron. As such, the maximum 420 patrons outside of school hours would result in the need for 84 to 105 car parking spaces. This can primarily be accommodated within the on-site car parking supply of 98 car parking spaces, this excludes the staff car park accessed from Villeroy Street which is closed between 6:10pm and 7:20am and which is not permitted to be used for events after 6pm. Further car parking can be catered for with 'oval overflow parking' already provided for in the endorsed TMP which specifies that *car parking demands associated with school events held after hours will be directed to South Road and/or accommodated within overflow parking areas on Ovals 1 and 2.*

199. The updated TIA also indicates that rehearsals are an existing aspect of the school and there are no proposed changes or increases to rehearsals compared with what is already conducted on-site other than these will be relocated to the CASC. Further, rehearsals are anticipated to be mostly made up of students and/or teachers who will already be on-site.

200. The following considerations are noted in relation to CASC car parking and traffic:

- CASC performances, training, events, competitions and the like are expected to be scheduled outside of school hours, and therefore generally able to utilise parking provision across the broader school site.
- The TCPMP nominates overflow parking areas on the existing sports fields.
- The immediate site frontage to South Road outside of school hours can accommodate up to approximately 25 cars.
- Public transport is available with bus routes 811 and 812 on South Road and bus stops located on the frontage to the school. The bus routes operate frequently and connect Middle Brighton station on the Sandringham line and Moorabbin Station on the Frankston line.
- The school is located at 1km from Hampton Railway Station. Bus route 708 connects from Hampton station and runs east-west along Ludstone Street which is located south of the school.

Given that 80% of students reside in the Bayside municipality is it considered that walking, cycling and public transport are genuine travel options. This is reflected in the results of the school's student survey which indicates that 42% of senior students do not commute via private vehicle.

- The TCPMP notes that the school will promote the use of school bus services and public transport and that it will encourage families that live in proximity to one another to organise carpooling.

201. Design of accessways and car parking generally respond to Clause 52.06-9 as follows:

- New accessways are at least 3m wide.
- Allow vehicles to exit in a forward direction.
- The CASC provides a suitable passing area at the entrance due to the double width accessway and crossover.
- A 2m x 2.5m corner splay west of accessways (i.e. the exit lane) provides a clear view of the footpath of the frontage road.

- Car parking spaces and accessways have the minimum dimensions as outlined in Table 2 of Clause 52.06-9.
  - Clearance is provided to car parking spaces in accordance with Diagram 1 of Clause 52.06-9.
  - Disabled car parking spaces will be in accordance with AS 2890.6-2009 and the BCA.
  - The basement clearance heights and ramp gradients comply with relevant design standards.
202. The CASC includes boom gates intended to be in use during peak periods within school hours with remote access provided for staff. A roller door will be utilised to prevent out-of-hours access. The plans show the boom gate setback approximately 6m from the South Road boundary in accordance with requirements of TfV and its conditions that the boom must be setback inside the property boundary to allow vehicles to store clear of the South Road pavement and footpath. The updated TIA notes that boom gates will not act as the control during school events. This will be ensured via permit condition.
203. Swept paths have been prepared to show suitable circulation through the CASC basement car park and critical 116-118 South Road car parking spaces.
204. It is noted that the facilities compound includes access to car spaces less than 6 metres from the road carriageway. This is considered acceptable given the small number of car spaces and that TfV has raised no concerns with the proposed layout.
205. The facilities compound includes no sightline splay to the west side of the westernmost driveway. This will be addressed via permit condition.
206. The facilities compound includes a provision for a buggy to be used to assist school maintenance. The buggy will have an access point to the south-east of 118 South Road and will traverse the adjoining laneway to access the school to the east.
207. The submitted TIA suggests that there is a low level of vehicle, pedestrian and bicycle volumes using the laneway. It is noted that the majority of vehicle and pedestrian movements are concentrated to the AM and PM peak periods, with very low volumes recorded outside of the peak periods.
208. The TIA recommends the following to manage use of school buggy:
- Use of school buggies not allowed during peak times in order to minimise the risk of vehicle or pedestrian conflicts at the laneway.
  - Signage and linemarking at the entry and exit gates to and from the facilities compound site to assist in providing awareness for school staff.
  - The portion of laneway that will contain east-west buggy movements will be concreted to formalise the crossing point and supplement the proposed signage and linemarking.
  - All school facility staff are appropriately trained, educated and inducted regarding the safe use of maintenance buggies and what safety measures to take when using the proposed buggy access points.
209. The submitted sketch diagram below illustrates the proposed type and location of custom signage and linemarking to ensure drivers, pedestrians and bicycles in all travel directions are aware of operating conditions.



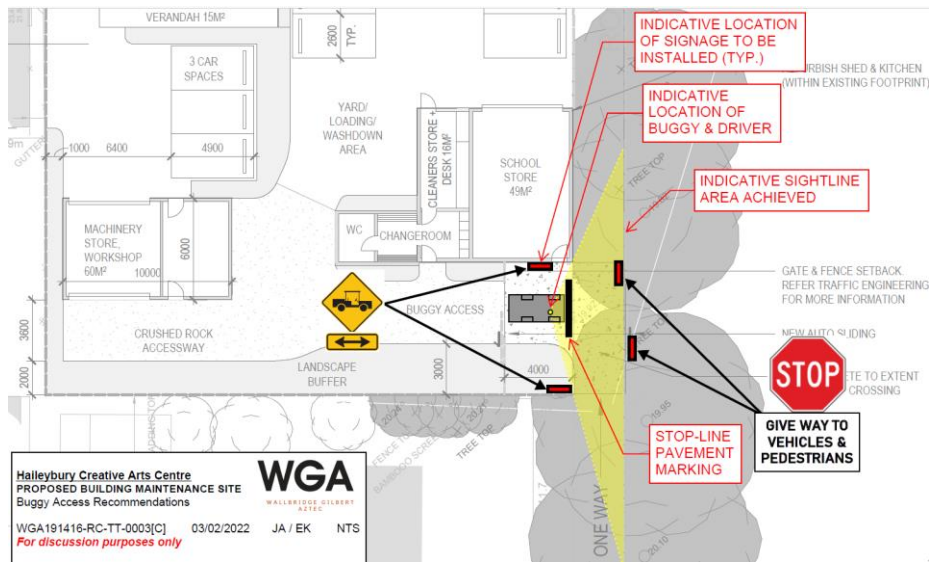


Figure 18 – Facilities Compound buggy access

210. Permit conditions will ensure that the abovementioned recommendations are adopted.

211. It is not expected that the proposal will have an adverse impact on the broader transport system as required under Clause 65.01 of the Scheme.

**Bicycle Facilities**

212. The proposal does not include an increase to the number of students or staff, however, it is noted that Clause 52.34-1 of the Scheme requires bicycle parking facilities as follows:

Proposed Use	Purpose	Bicycle Parking Rate	Spaces Required	Provided
Secondary School	staff	1 space / 20 employees	1	30
	students	1 space / 5 students	0	

213. A total of 30 new bicycle spaces are provided across three horizontal rails at the facilities compound site and six horizontal rails and 12 vertical rails at the CASC.

**Loading and Waste**

214. The school will restrict all deliveries and waste collection to outside the hours of 8–9am and 3–4pm Monday to Friday as per conditions 16k and 16l of Planning Permit 2005/686/1.

215. No loading new areas are proposed as part of the development. Loading and waste collection activities will be undertaken as part of the existing arrangements of the school.

216. Existing waste storage areas are located on the southern side of site proximate to car parking areas.

217. The submitted WMP indicates that existing waste bins provided to store waste generated by Haileybury currently operate with 40% spare capacity, across an average week. It is therefore anticipated that any additional garbage and commingled recycling waste will be readily accommodated within the existing waste bins without requiring additional bins or changes in current collection scheduling.

218. The school shall maintain and clean waste storage areas as required in accordance with existing conditions.

219. The submitted WMP confirms that the hours of waste collections shall be as specified in local laws and/or in accordance with the Victorian Environment Protection Authority Noise Control Guideline, including the following requirements:

- Collection occurring once a week should be restricted to the hours: 6am to 6pm Monday to Saturday.
- Collections occurring more than once a week should be restricted to the hours: 7am to 6pm Monday to Saturday.

The above points are inconsistent with the TCPMP. As such, a permit condition will require that the WMP be amended to ensure waste collection times are consistent with conditions 16k and 16l of Planning Permit 2005/686/1.

- Compaction should only be carried out while on the move.
- Bottles should not be broken up at the point of collection.
- Routes which service entirely residential areas should be altered regularly to reduce early morning disturbance.
- Noisy verbal communication between operators should be avoided where possible.

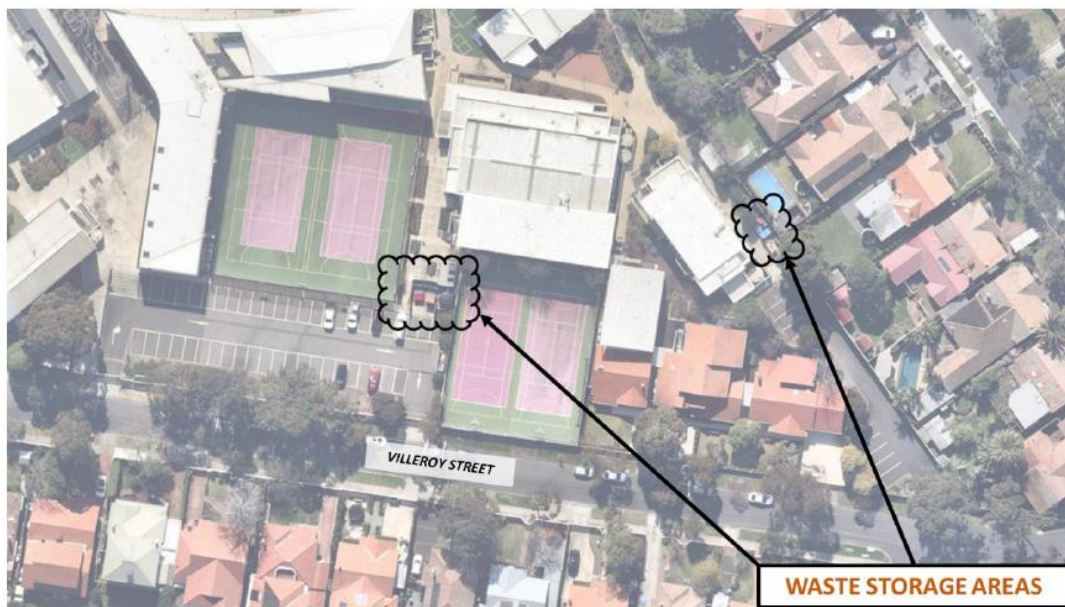


Figure 19 – Waste storage areas as per WMP

## Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD)

220. The SMP includes the following key elements:

- A Building Environment Sustainability Scorecard (BESS) score of 56% demonstrating best practice in sustainability.
- Natural daylight access with 48% of nominated floor area above a daylight factor of 2% which exceeds the council's best practice standard of 30%.
- Rooftop solar panels to the CASC.
- Rainwater collected from the CASC roof into a 30kL rainwater tank located underground and connected to toilets for flushing.
- The STORM Rating for the project is 100%.

- The majority of landscaping to be water efficient design with a drip irrigation system is to be provided.
- Natural ventilation to educational spaces and external canopies and screen to provide shading to north and west facing windows.

221. The proposal satisfies Clause 13 and 14 of the Planning Scheme and Bayside guidelines with respect to providing an environmentally sustainable development design.

## Covenant – Drainage and sewerage reserve

222. The applicant has provided a copy of legal advice which outlines that whilst it would be a breach of the covenant to construct a building directly on the drainage and sewerage reserve, it would not be a breach of the covenant if a building were to be cantilevered across the airspace of the covenant area, as is proposed.

223. The word “on” in its ordinary and everyday meaning would be understood to mean “on” and not also implied to mean “on or above”.

224. Further, the fact that the covenant runs on land above drainage infrastructure, and the reference in the covenant being shown as a “drainage reserve” in the historical title, indicates that the intention of the parties when creating the covenant was to prevent the erection of any building or buildings on the land that would inhibit access to the drainage infrastructure, or otherwise frustrate good drainage outcomes of the school or neighbouring properties. The cantilevering of the building would allow access to the drainage infrastructure.

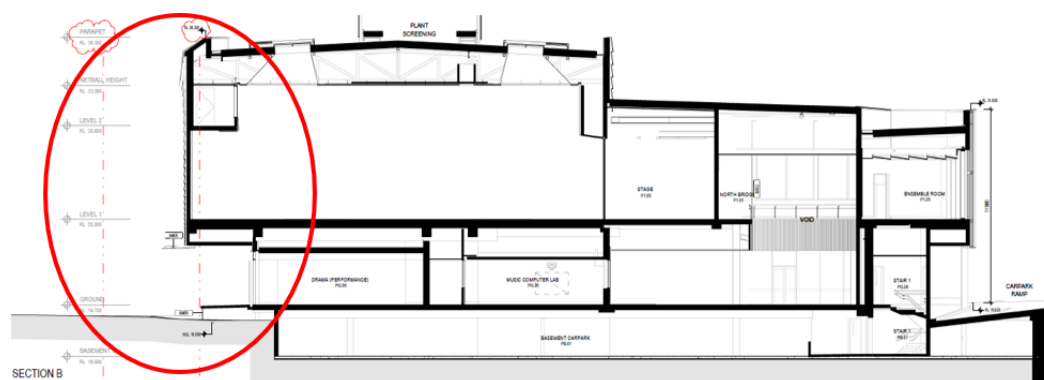


Figure 20 – Cantilever over drainage and sewerage reserve

## Objections

225. Matters raised in objections that have not already addressed in the assessment above are discussed below.
226. There may be other options as to where the school could construct more facilities on its existing grounds. However, this is outside of the scope of the responsible authority whose task is to assess the merits of the application as currently proposed.
227. A number of objections have suggested that the CASC would be hired to third parties. However, the proposal does not seek to use the land for place of assembly. Should the school seek to hire out the CASC for external uses, planning permission would be required from the council as this does not fall within the definition of school.
228. Property devaluation is not a planning consideration for refusing the proposal.
229. Whilst construction impacts are not a planning consideration, being more appropriately addressed under the council’s local laws, a construction management plan will be required as permit condition. Given the school is a large site and construction and associated traffic impacts may be compounded by the nature of land use and student arrival and departure, it is considered appropriate to ensure construction management is addressed.
230. The question of whether the development is needed is not a valid basis upon which to determine the proposal. The question of need has been raised by objectors in previous cases of Haileybury development and was considered in *Haileybury College v Bayside CC* [2006] VCAT 2325. The Tribunal noted that a lack of need will

rarely, if ever, be a ground for refusing to grant a permit and did not accept that provision of senior school facilities at this campus would not be beneficial to the wider community.

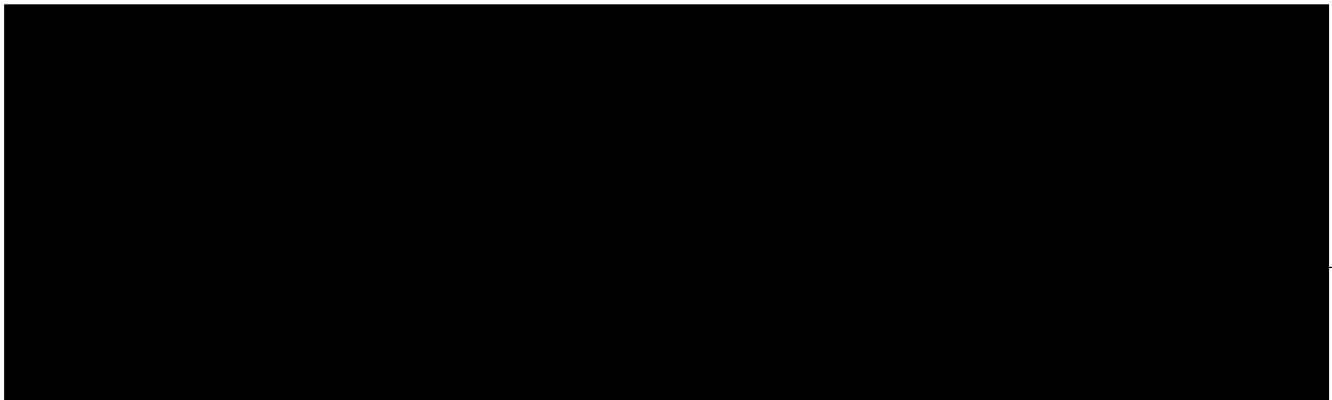
231. It is noted that objectives at Clause 13.07-1L-02 seek to support discretionary uses in residential areas that serve a local need and do not adversely affect residential amenity. This differs from determining that a land use is not needed. Notwithstanding, it is considered that the applicant has demonstrated local benefits with many students of the school residing locally.

# Conclusion

## Recommendation

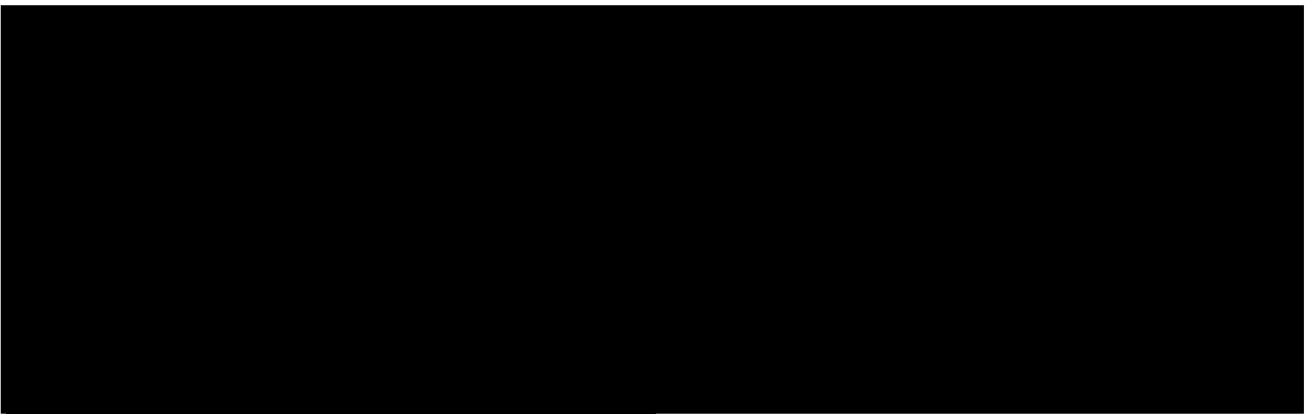
- 232. Subject to conditions the proposal is generally consistent with the relevant planning policies of the Bayside Planning Scheme and will contribute to the provision of school facilities within the Hampton and Brighton area.
- 233. **It is recommended that** Planning Permit No. PA2201785 for the use of the land for a school; demolition and part demolition of buildings in the Heritage Overlay; construct a building or carry out works for a section 2 use in the Neighbourhood Residential Zone, Heritage Overlay, Design and Development Overlay and Special Building Overlay; alter access to a road in a Transport Zone, Category 2 at 116, 118, 120-124, 126, 128 and 130 South Road; 47 – 51 Villeroy Street, Brighton East; and 1-5 Imbros Street, Hampton be issued subject to conditions.

Prepared by:



Dated: 23 May 2023

Approved by:



Dated: 24 May 2023

## Appendix 1: Previous Permit Conditions

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<b>Permit 2005/686/1 (47-51 Villeroy Street)</b>			
<u>Amended plans</u>	NA	NA – amended plans condition has been discharged and plans endorsed for permit 2005/686/1.	NA
1. ...			
<u>Maximum number of students</u>	Deleted	Deleted	Applicant condition included
2. Except with the consent of the responsible authority, not more than 250 students may be enrolled in the senior school levels years 10, 11 and 12.	New condition:  Prior to any further increase in Year 10-12 staff on site, it must be demonstrated that the required number of car spaces in accordance with the statutory requirements of Clause 52.06-5 of the Bayside Planning Scheme for the additional staff numbers, can be met, unless the prior written consent is provided by the Responsible Authority.	New condition:  Prior to any increase in Year 10-12 staff on site, it must be demonstrated that the required number of car parking spaces in accordance with the statutory requirements of Clause 52.06-5 of the Bayside Planning Scheme for the additional staff numbers, can be met, unless the prior written consent is provided by the Responsible Authority.	
<u>Use of gymnasium/multi-purpose building</u>	<u>Gymnasium / multipurpose building</u>	<u>Gymnasium / multipurpose building</u>	Original permit condition included
[3] Except with the consent of the responsible authority, the gymnasium/multi-purpose building must only be used in association with the activities of Haileybury College.	Except with the consent of the responsible authority, the gymnasium/ multi-purpose building must only be used in association with the activities of Haileybury College (from PP 2005/868 – Condition ‘3’)	Except with the consent of the responsible authority, the gymnasium/ multi-purpose building must only be used in association with the activities of Haileybury College (from PP 2005/868 – Condition ‘3’)	
[4] Except with the consent of the responsible authority, the gymnasium/multi-purpose building must not be used for active sport, playing of music and other activities that generate noise audible outside the land after 6.00pm.	Except with the consent of the responsible authority, the gymnasium/ multi-purpose building must not be used for active sport, playing of music and other activities that generate noise audible outside of the land after 6:00pm (from PP 2005/868 – Condition ‘4’)	Except with the consent of the responsible authority, the gymnasium/ multi-purpose building must not be used for active sport, playing of music and other activities that generate noise audible outside of the land after 6:00pm (from PP 2005/868 – Condition ‘4’)	Original permit condition included
<u>Development to accord with endorsed plans</u>	-	NA – not ongoing use condition	NA
5. The development as shown on the endorsed plans must not be altered or modified (whether or not in order to comply with any statute, statutory rule or for any other reason) without the prior written consent of the Responsible Authority.		Standard ‘Endorsed Plans’ permit condition will be included on any permit issued.	
<u>Acoustic issues</u>	-	An acoustic report will be required which addresses both new use and development and confirms acoustic treatment measures under permit 2005/686/1.	New condition
6. The acoustic fence along the eastern boundary of the site adjacent to the Imbros Street residences and the acoustic screen treatment adjacent to the			

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<p>library entry shall have a minimum surface density of 10 kg per square metre and be free of all holes and gaps.</p>		<p><b>Noise attenuation</b></p> <p>Concurrent with the endorsement of plans, an acoustic report must be submitted to and approved by the Responsible Authority. The acoustic report must include:</p>	
<p>7. Before use of the land at 47-51 Villeroy Street as an Education Centre commences, Haileybury must submit for approval to the Responsible Authority an acoustic report prepared by a qualified acoustic engineer. The report must demonstrate that the noise from any mechanical equipment associated with the development hereby permitted complies with the limits set by the State Environment Protection Policy (Control of Noise from Commerce, Indus and Trade) No. N-1 (SEPP N-1).</p>	<p>-</p>	<ol style="list-style-type: none"> <li>a. Any changes required under condition 1 of this permit.</li> <li>b. Confirmation that the development has been designed and treated with noise attenuation measures to mitigate noise associated with Creative Arts and Sports Centre.</li> <li>c. Details of the location and extent of the acoustic fence along the eastern boundary of 47-51 Villeroy Street adjacent to the Imbros Street residences and the acoustic screen treatment adjacent to the library entry with a minimum surface density of 10 kg per square metre and free of all holes and gaps.</li> <li>d. Confirmation that the noise from any mechanical equipment associated with development at 47-51 Villeroy Street complies with the requirements of the Environment Protection Regulations 2021 (as amended from time to time) as measured in accordance with the Noise Protocol to the satisfaction of the responsible authority.</li> <li>e. Confirmation that all new air conditioning and refrigeration plant associated with the Creative Arts and Sports Centre, the Senior School Canopy and the Facilities Compound must be screened and baffled and/or insulated to minimise noise and vibration to ensure compliance with noise limits determined in accordance with the requirements of the Environment Protection Regulations 2021 (as amended from time to time) as measured in accordance with the Noise Protocol to the satisfaction of the responsible authority..</li> </ol> <p>Acoustic measures for the development must be implemented in accordance with the acoustic report, to the satisfaction of the Responsible Authority.</p>	

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<u>Inspection of buildings and works</u> 8. Before occupation all buildings and works specified in this permit must be completed to the satisfaction of the Responsible Authority. The Responsible Authority must be advised in writing when all construction and works are completed to enable the site to be inspected.	-	NA – not required as not an ongoing use related condition.	NA
<u>Landscaping</u> 9. Prior to the commencement of the development a landscaping plan to a scale of .1 :200 must be submitted to the responsible authority and when endorsed will form part of the permit. The landscape plan must generally accord with the Landscape Plan prepared Green & Dale Associates dated July 2006 and considered by the Victorian Civil and Administrative Tribunal but amended to show: ...	-	NA – not required as not an ongoing use condition New landscape plan condition will be included for current proposal.	NA
<u>Drainage, services and fixtures</u> 10. The drainage of the site shall be to the requirements of the Responsible Authority and the discharge of water from the land affected by this permit shall be controlled around its limits to prevent any discharge onto any adjacent property or street other than by means of an underground pipe discharged to a point nominated to the satisfaction of the Responsible Authority.	-	Whilst not an ongoing use related condition, it is considered appropriate to include general drainage requirements.	Original permit condition included but change to be to satisfaction of the council.
11. All service pipes [except downpipes] must be concealed on exposed elevations to the satisfaction of the Responsible Authority.	-	NA – not ongoing use condition. Standard building appurtenances and services condition will be included.	NA
12. All brickwork on or facing the boundaries of the site must be raked and cleaned or rendered to the satisfaction of the Responsible Authority.	-	Whilst not an ongoing use related condition, it is considered appropriate to include general requirements for quality building presentation.	boundary condition included
<u>Construction management</u> 13. Before any construction or demolition works commence on the site, to the extent that the site perimeter is unfenced and/or is not fenced to the	-	NA	NA



Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<p>satisfaction of the Responsible Authority, a secure fence is to be erected around the perimeter of the site to prevent access to the site from unauthorised persons. This fence is to be maintained for the duration of the construction and demolition: The fence is to be of ( a height and constructed and sited to the satisfaction of the Responsible Authority.</p>			
<p>14. Prior to the commencement of construction or any works on the site (including demolition and material removal) the applicant must submit for approval to the Responsible Authority a Construction Management Plan. Construction must be carried out in accordance with the plan to the satisfaction of the Responsible Authority. The plan must address the following:</p> <ul style="list-style-type: none"> <li>a) Containment of dust, dirt and mud within the site and method and frequency of clean up procedures in the event of build up of matter outside of the site;</li> <li>b) Delivery and unloading points and expected frequency;</li> <li>c) A liaison officer for contact by residents and the Responsible Authority in the event of relevant queries or problems experienced;</li> <li>d) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services.</li> <li>e) Location of parking for construction workers.</li> </ul>	-	<p>Whilst construction impacts are not a planning consideration, being more appropriately addressed under the council's local laws, a construction management plan will be required as permit condition. Given the school is a large site and construction and associated traffic impacts may be compounded by the nature of land use and student arrival and departure, it is considered appropriate to ensure construction management is addressed.</p>	<p>Construction management condition included.</p>
<p><u>Amendment to Permit 5.2005.181.1</u></p>	-	NA – not an ongoing management condition	NA
<p>15. Before the use of the land at 47-51 Villeroy Street as an Education Centre commences the plans endorsed under planning permit 5.2005.181.1 must be amended as depicted in the diagram presented to the Tribunal by Grogan Richards (ref: AW/PJT 19.7.06) as follows:</p> <ul style="list-style-type: none"> <li>a) The dimension of the inner radius of roundabouts at the end of the driveway from South Road not to exceed 2.5 metres;</li> <li>b) The dimension of the outer radius of the roundabout to be a minimum 10.0 metres;</li> </ul>			

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<ul style="list-style-type: none"> <li>c) The roundabout to be constructed with low profile kerbs;</li> <li>d) The retention of the four car parking spaces adjacent to the sports equipment shed in their existing (as constructed) position and as depicted in the plan presented by Grogan Richards.</li> <li>e) The deletion of the kerbside space at the entry to the roundabout area.</li> <li>f) Measures to protect tree roots adjacent to the widened roadway.</li> </ul>			
<p><u>Traffic and car parking management</u></p> <p>16. Before use of the land at 47-51 Villeroy Street as an Education Centre commences, a traffic and carparking management plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. Three copies of the plan must be submitted.</p> <p>The traffic and car parking management plan must include the following:</p> <ul style="list-style-type: none"> <li>a) The completion of the works the subject of Permit 5.2005.181.1 (as amended).</li> <li>b) The location of all existing and proposed car parking spaces on site.</li> <li>c) The allocation of all car parking spaces in the Villeroy Street carpark and the laneway/easement from the Villeroy Street frontage exclusively to staff.</li> <li>d) The allocation of the 6 car parking spaces in front of 4 7 to 51 Villeroy Street and the 10 spaces accessed off the drainage easement to full time staff.</li> <li>e) Upon commencement of employment all staff to be advised not to park on Villeroy Street. Staff to be periodically reminded to utilise the dedicated on-site car parking and not to park on Villeroy Street.</li> </ul>	<p><u>Traffic and Car Parking</u></p> <p>Maintenance vehicles (buggy's) may not cross the existing lane between the school grounds and 118 South Road during peak hours, being 8 am to 9 am and 3 pm to 4 pm Monday – Friday.</p> <p>The development must be consistent with the Traffic and Car Parking Management Plan (2022) prepared by WGA.</p> <p>The Traffic and Car Parking Management Plan (2022) prepared by WGA must not be altered without the further approval of the Responsible Authority.</p>	<p>A detailed assessment of traffic and car parking management conditions of previous permits is at Appendix 2.</p> <p>An updated traffic and car parking management plan will be required which addresses the current proposal as well as existing traffic and car parking conditions as per the below.</p> <p><b>Traffic and Car Parking Management</b></p> <p>Concurrent with the endorsement of plans, an amended Traffic and Car Parking Management Plan (TCPMP) must be submitted to and approved by the responsible authority, in consultation with Bayside City Council. The TCPMP must be generally in accordance with the TCPMP prepared by WGA, dated 18 May 2023, but modified to show:</p> <ul style="list-style-type: none"> <li>a. The internal design of the car park and loading docks, the positioning of boom gates, card readers, control equipment, including car park control points, and ramp grades must be generally in accordance with the requirements of Clause 52.06 of the Bayside Planning Scheme.</li> <li>b. <i>Appendix A On-Site Car Parking Locations &amp; Allocation</i> with car parking allocation to particular user groups for each car parking area and all car spaces for both existing and proposed conditions and including the Villeroy Street Easement.</li> </ul> <p><i>(from Planning Permit 2005/686/1)</i></p> <ul style="list-style-type: none"> <li>c. Detail of promotion of public transport use through liaising with operators to schedule timely service.</li> </ul>	<p>New conditions including some original permit conditions</p>

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<p>f) Measures the school will adopt to promote use of the South Road drop off and pick up area to parents and students. These measures will include:</p> <ul style="list-style-type: none"> <li>i) printing a reminder in every school newsletter;</li> <li>ii) advising parents upon enrolment of their children; and</li> <li>iii) printing a flyer which will be distributed with accounts sent to parents that the South Road street frontage and drop-off and pick-up area are the preferred locations for picking up and dropping off students and the only drop-off and pick-up areas for students in years 10 to 12.</li> </ul> <p>g) All gates to Villeroy Street must be closed between 6.10 pm and 7.20 am the next day.</p> <p>h) Measures the school will adopt to promote the use of public transport including:</p> <ul style="list-style-type: none"> <li>i) displaying up to date public transport timetables at the school;</li> <li>ii) liaising with operators to schedule timely services;</li> <li>iii) advising parents and students of the available services.</li> </ul> <p>i) In the event that Haileybury will be holding an event to commence after 6pm at which significant attendance is expected the following measures will be adopted:</p> <ul style="list-style-type: none"> <li>i) Parents will be advised that access to the school will only be permitted from South Road.</li> <li>ii) Parents will be advised not to park on Villeroy Street and will be advised to park on the school oval.</li> <li>iii) The Villeroy Street access gates will be kept closed.</li> </ul>		<p>d. Detail of managing access and parking for events that commence after 6pm at which significant attendance is expected including confirmation that the following measures will be adopted:</p> <ul style="list-style-type: none"> <li>i. Parents will be advised that access to the school will only be permitted from South Road</li> <li>ii. Parents will be advised not to park on Villeroy Street and will be advised to park on the school oval.</li> </ul> <p><i>(from Planning Permit 2005/686/1)</i></p> <ul style="list-style-type: none"> <li>iii. The Villeroy Street access gates will be kept closed.</li> <li>iv. Detail of how overflow car parking will be managed including parking attendants.</li> </ul> <p><i>(from Planning Permit 2005/686/1)</i></p> <p>e. Detail of provision of a staff member responsible for management of drop-off and pick-up.</p> <p><i>(from Planning Permit 2005/686/1)</i></p> <p>f. Detail of measures to prevent student access to the car parking located in the easement laneway from Villeroy Street.</p> <p>g. Haileybury will co-operate with Bayside City Council in addressing the traffic and car parking issues in the streets surrounding the school campus and will support the following measures (should Bayside City Council resolve to implement them).</p> <p>h. The conduct of regular patrols by Bayside City Council Officers for enforcement of parking restrictions.</p> <p>i. An increase in short term parking restrictions along South Road.</p> <p><i>(Planning Permit 2005/686/1)</i></p> <ul style="list-style-type: none"> <li>j. Detail of periodic review of the TCPMP.</li> </ul> <p><i>(from Planning Permit 2011/0105/2)</i></p> <p>k. Detail of management of Villeroy Street during school peak hours.</p>	

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<p>j) Haileybury will provide a staff member whose responsibility will be to assist the management of the drop-off and pick-up of students on:</p> <p>i) Villeroy Street;</p> <p>ii) along the South Road frontage; and</p> <p>iii) at the South Road drop-off and pick-up area (but not to enforce traffic regulations or to direct motorists).</p> <p>k) Deliveries to the site will not occur between the hours:</p> <p>i) 8 am and 9 am and</p> <p>ii) 3 pm and 4 pm</p> <p>Monday to Friday.</p> <p>l) Waste collection from the site will not occur between the hours:</p> <p>i) 8 am and 9 am and</p> <p>ii) 3 pm and 4 pm</p> <p>Monday to Friday.</p> <p>m) Measures to prevent access by students to the car parking located in the easement laneway from Villeroy Street.</p> <p>n) Measures to prevent access to the Campus from Villeroy Street by students in years 10 to 12.</p> <p>o) Haileybury will co-operate with the Council in addressing the traffic and car parking issues in the streets surrounding the Campus and will support the following measures (should the Council resolve to implement them):</p> <p>i) The conduct of regular patrols by Council Officers for enforcement of parking restrictions;</p> <p>ii) An increase in short term parking restrictions along South Road.</p>		<p>(from Planning Permit 2011/0105/2)</p> <p>l. Detail of short-stay parking controls in areas where pick-up and drop-off of students is encouraged, with signage to be installed at the cost of the permit holder.</p> <p>m. Use of school buggies not allowed during peak times in order to minimise the risk of vehicle or pedestrian conflicts at the laneway.</p> <p>n. Signage and linemarking at the entry and exit gates to and from the Facilities Compound.</p> <p>o. The portion of laneway that will contain east-west buggy movements concreted to formalise the crossing point and supplement the proposed signage and linemarking.</p> <p>p. All school facility staff are appropriately trained, educated and inducted regarding the safe use of maintenance buggies and what safety measures to take when using the proposed buggy access points.</p> <p>q. Operation of boom gates which are not to act as a control during school events.</p> <p>Car parking and traffic management for the school must be in accordance with the TCPMP, to the satisfaction of the responsible authority. The report must not be altered without the prior written consent of the responsible authority.</p>	

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
p) The periodic review of the plan.			
<p><u>Car park areas</u></p> <p>The Tribunal corrects its order in this application under Section 119 of the <i>Victorian Civil and Administrative Tribunal Act 1998</i> as follows:</p> <p>(i) The wording of condition 17 is corrected to read as follows:</p> <p>17. Before the use of land at 4 7-51 Villeroy Street as an education centre commences and the gymnasium building and classrooms are occupied, areas set aside for parked vehicles, access lanes and associated access ramps as shown on the endorsed plans must be:</p> <p>a) Constructed to the satisfaction of the Responsible Authority;</p> <p>b) Properly formed to such levels that they can be used in accordance with the plans;</p> <p>c) Surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;</p> <p>d) Drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;</p> <p>e) Line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority;</p> <p>f) Directional signage indicating car parking areas to be erected as required by the Responsible Authority and to the satisfaction of the Responsible Authority.</p> <p>Parking areas and access lanes must be kept available for these purposes at all times.</p>	-	<p>NA – not an ongoing use condition.</p> <p>Transport for Victoria conditions address availability and construction of access lanes, driveways, crossovers and associated works.</p>	NA
<p><u>Conditions required by Melbourne Water</u></p> <p>18. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Melbourne Water's drains or watercourses.</p> <p>19. Finished floor levels for the proposed Gymnasium &amp; Classroom building must be no lower than 20.7 metres to the Australian Height Datum (AHO).</p>	-	<p>NA – not ongoing use conditions.</p> <p>Melbourne Water permit conditions for the proposed development will be included.</p>	NA

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
20. Finished floor levels for the proposed Boys Study Room building must be no lower than 20.6 metres to the Australian Height Datum (AHD).			
21. Finished floor levels for the proposed Girls Study Room & Administration building must be no lower than 20.6 metres to the Australian Height Datum (AHD).			
22. Finished floor levels for the proposed Science Room building must be no lower than 20.7 metres to the Australian Height Datum (AHD).			
23. Any new car parking must have finished surface levels no lower than 350mm below the applicable flood level.			
<u>Commencement and expiry of the permit</u>	-	NA – not ongoing use condition.	NA
<p>24. This permit will expire if one of the following circumstances applies</p> <ul style="list-style-type: none"> <li>• The development is not started within two (2) years of the date of this permit.</li> <li>• The development is not completed within two (2) years of the date of the commencement of the works.</li> </ul> <p>The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within three months afterwards.</p>		Expiry permit condition as relevant to the proposal will be included.	
<b>Permit 2006/998/2 (1-5 Imbros Street, Hampton and 120-124 South Road, Brighton East)</b>			
<p>5. Before the use and/or development starts three copies of revised plans drawn to scale, and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit.</p> <p>The plans must be generally in accordance with the application but modified to show to the satisfaction of the Responsible Authority:</p> <p>a) Amended plans must be submitted complying with condition 10.</p>	-	NA – amended plans condition has been discharged and plans endorsed for permit 2006/998/2.	NA

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
b) The proposed acoustic fence is to be continued along the common boundary between 5 and 7 Imbros Street. c) Appropriate landscaping is to be provided in front of the proposed fence along the rear of the boundary of numbers 1, 3 and 5 Imbros Street.			
2. The use and/or development as shown on the endorsed plans must not be altered without the written consent of the responsible authority.	-	NA – not ongoing use condition.  Standard ‘no changes’ permit condition will be included on any permit issued.	NA
3. The use may operate only between the hours of 8 am to 6:30 pm Monday to Friday.	The use of No. 5 Imbros Street, Hampton may only operate between hours of 8am and 6:30pm.	The use of No. 5 Imbros Street, Hampton may only operate between hours of 8am and 6:30pm.	Original permit condition included but changed to refer to relevant property
4. Noise levels emanating from the premises must not exceed those required to be met under State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), No. N-1.	Noise levels emanating from the premises at 1-5 Imbros Street must not exceed those required to be met under State Environment Protection Policy (Control of Noise from Commerce Industry and Trade), No N-1. (from PP 2006/988/2 – Condition 4)	Noise condition included but updated in accordance with current noise standards:  At all times noise emanating from 1-5 Imbros Street must comply with the requirements of the Environment Protection Regulations 2021 (as amended from time to time) as measured in accordance with the Noise Protocol to the satisfaction of the responsible authority.	Original permit condition included but changed to refer to relevant property and noise policy
5. All external plant and equipment must be acoustically treated or placed in soundproof housing to reduce noise to a level satisfactory to the responsible authority.	-	New noise conditions will be included as noted above.	New noise conditions included
6. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the responsible authority.	-	NA – not ongoing use condition.  Standard building appurtenances and services condition will be included.	NA
7. No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted above the roof level of the	-	NA – not ongoing use condition.	NA

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
building(s) without the written consent of the responsible authority.		Standard building appurtenances and services condition will be included.	
<p>8. This permit will expire if one of the following circumstances applies:</p> <ul style="list-style-type: none"> <li>- the development and use is/are not started within two years of the date of this permit.</li> <li>- the development is not completed within four years -of the date of this permit.</li> </ul> <p>The responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.</p>	-	<p>NA – not ongoing use condition.</p> <p>Expiry permit condition as relevant to the proposal will be included.</p>	NA
<u>Melbourne Water Conditions</u>	-	NA – not ongoing use condition.	NA
9. No polluted and or sediment laden runoff is to be discharged directly or indirectly into Melbourne Water's drains or watercourses.		Melbourne Water permit conditions for the proposed development will be included.	
10. The building must be constructed with finished floor levels a minimum of 300mm above the applicable flood level.			
11. Prior to a building Permit being issued, computation and modelling must be submitted to Melbourne Water to demonstrate that the building will not block or impact on overland flows. A report from a qualified engineer must be submitted for formal approval.			
12. Any vehicular and or pedestrian access must be designed and constructed to comply with the following safety criteria associated with the applicable flood level. (a) Depth of flow does not exceed 0.35m; (b) Velocity of flow does not exceed 1.5m/s; (c) The depth Velocity product does not exceed 0.35m <sup>2</sup> /s.			
13. Prior to development, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with ground and floor levels to Australian Height Datum (AHD).			
<b>Permit 2011/0105/2 (19 Villeroy Street, Hampton, 120 South Road, Brighton East)</b>			



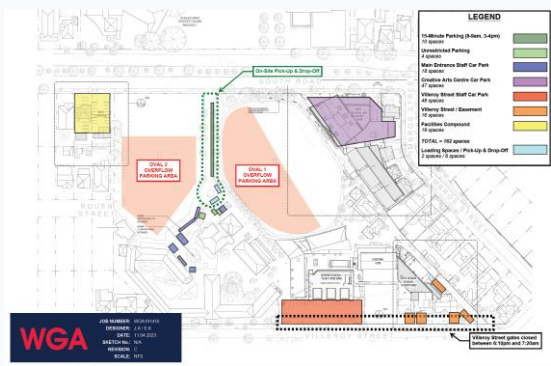
Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<p>1. Before the development starts three copies of revised plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans dated 22 February 2011 but modified to show to the satisfaction of the Responsible Authority:</p> <p>...</p>	-	NA – amended plans condition has been discharged and plans endorsed for permit 2011/0105/2.	NA
<p>2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.</p>	-	NA – not ongoing use related condition. Standard ‘endorsed plans’ permit condition will be included	NA
<p>3. Before the development starts, a schedule of construction materials, external finishes and colours (incorporating paint samples) to the satisfaction of the Responsible Authority must be submitted to, and approved in writing by, the Responsible Authority. When approved the schedule will be endorsed and will then form part of the permit.</p>	-	NA – not ongoing use related condition. A standard materials and finishes schedule permit condition will be included.	NA
<p>4. Before the works under this permit are completed or by such a later date as approved in writing by the Responsible Authority, all buildings and works and the conditions of this permit must be carried out and completed to the satisfaction of the Responsible Authority.</p>	-	NA – not ongoing use condition.	NA
<p>5. Before the development starts, a landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The landscaping plan must show:</p> <p>...</p>	-	NA – not ongoing use related condition. New landscape plan permit condition will be required for the current proposal.	NA
<p>6. The landscaping shown on the landscape plan must be maintained and watered regularly until the replacement trees are established to the satisfaction of the Responsible Authority. Any dead, diseased or damaged replacement plants and/or trees are to be replaced by a tree or plant of a similar size and</p>	-	NA – not ongoing use related condition. Landscape conditions will include water sensitive urban design requirements and maintenance requirements.	NA

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
species to the satisfaction of the Responsible Authority.			
7. The existing street trees must not be removed or damaged.	-	NA – not ongoing use condition.	NA
8. Before the development (including demolition) starts, tree protection fencing must be erected to the satisfaction of the Responsible Authority around Trees 1 to 7 and 18 to 21 as identified in the Arboricultural Construction Impact Assessment prepared by Greenwood Consulting Pty Ltd dated 17 December 2010 and any street trees. The tree protection zone is to be established and maintained in accordance with Australian Standards 4970 Protection of trees on development sites. The ground surface of the Tree Protection Zone must be covered by a 100 mm deep layer of mulch before the development starts and be watered regularly to the satisfaction of the Responsible Authority. The fencing is to be constructed and secured so its position cannot be modified by site workers to the satisfaction of the Responsible Authority.	-	NA – not ongoing use condition.  Tree protection permit conditions will be included.	NA
9. Stormwater and environmentally sustainable design features must be provided and be generally in accordance with the performance outcomes/recommendations contained in the ARK Resources report dated 11 April 2011, to the satisfaction of the Responsible Authority.	-	NA – not ongoing use condition.  Standard water sensitive urban design and environmentally sustainable design permit conditions will be included	NA
10. Before the development starts, detailed plans (3 sets) indicating the method of stormwater discharge to the nominated 'Legal Point of Discharge', including Stormwater Detention Systems and environmentally sustainable design features required by Condition 9 to the satisfaction of the Responsible Authority, must be submitted to and approved in writing by, the Responsible Authority.	-	NA – not ongoing use condition.  Standard water sensitive urban design and environmentally sustainable design permit conditions will be included.	NA
11. Unless shown on application plans, all pipes, fixtures, fittings and vents servicing any new building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.	-	Whilst not an ongoing use related condition, it is considered appropriate to include general requirements for quality building presentation.	Original permit condition included

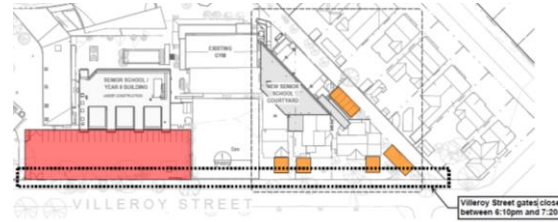
Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
12. No plant, equipment, services, or architectural features other than those shown on the endorsed plans are permitted above the roof level of any building approved under this permit without the written consent of the Responsible Authority.	-	NA – not ongoing use condition. Standard building appurtenances and services condition will be included.	NA
13. Before demolition and construction starts three copies of a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to, and be approved by, the Responsible Authority. The plan must be generally in accordance with the plans submitted but must include but is not limited to:  ...	-	NA – not ongoing use condition. A construction management plan condition will be included.	NA
14. Before the use of 19 Villeroy Street as an education centre starts, three copies of a Traffic and Parking Management Plan to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The Traffic and Parking Management Plan must be in accordance with the <i>Senior School Traffic and Car Parking Management Plan</i> (required as a condition of Permit No 2005.686.1, dated 25 October 2007 and identified as Job No CG 106102) but amended to include:  a) The location of pick-up and drop-off areas/zones and addressing the management of Villeroy Street during school peak hours to the satisfaction of the Responsible Authority;  b) The location of all areas on-site to be used for staff parking;  c) Areas where pick up and drop off of students are encouraged to occur;  d) the installation of short-stay parking controls in areas where pick up and drop off of students is encouraged to occur, with signage to be installed at the cost of the permit holder;  e) Proactive measures to be implemented that will encourage school users to utilise the preferred pick up and drop off areas; and	-	As noted above, an updated traffic and car parking management plan will be required which addresses the current proposal as well as existing traffic and car parking conditions.  A detailed assessment of traffic and car parking management conditions of previous permits is at Appendix 2.	

Original Permit Condition	Proposed Condition	DTP Recommended Condition	Comment
<p>f) How on-site parking is allocated and managed.</p> <p>When approved the Traffic and Parking Management Plan will be endorsed and will then form part of the permit. The approved Traffic and Parking Management Plan must be implemented to the satisfaction of the Responsible Authority.</p>			
<p>15. This permit will expire if one of the following circumstances applies:</p> <p>(a) The development is not started within two years of the date of this permit.</p> <p>(b) The development is not completed within four years of the date of this permit .</p> <p>The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.</p>	-	<p>NA – not ongoing use condition.</p> <p>Expiry permit condition as relevant to the proposal will be included.</p>	NA

# Appendix 2: Assessment of Previous Traffic and Parking Permit Conditions

Original Permit Conditions	Submitted TMP	Comment
<b>Permit 2005/686/1 (47-51 Villeroy Street)</b>		
<u>Traffic and Parking Management</u>		
<p>16. Before use of the land at 47-51 Villeroy Street as an Education Centre commences, a traffic and carparking management plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. Three copies of the plan must be submitted.</p> <p>The traffic and car parking management plan must include the following:</p>		
<p>a) The completion of the works the subject of Permit 5.2005.181.1 (as amended).</p>		
<p>b) The location of all existing and proposed car parking spaces on site.</p>	<p>Appendix A <i>On-Site Car Parking Locations &amp; Allocation</i> of the Traffic &amp; Car Parking Management Plan shows the location of existing and proposed car parking on site.</p> 	
<p>c) The allocation of all car parking spaces in the Villeroy Street carpark and the laneway/easement from the Villeroy Street frontage exclusively to staff.</p>	<p>Appendix A <i>On-Site Car Parking Locations &amp; Allocation</i> of the Traffic &amp; Car Parking Management Plan shows the Villeroy Street carpark with 48 spaces for staff and the Villeroy Street Easement carpark with 16 spaces.</p> <p>A condition of any permit issued should require the allocation (e.g. for staff) of car spaces to be shown.</p>	<p>Condition</p>

		Condition
<p>d) The allocation of the 6 car parking spaces in front of 47 to 51 Villeroy Street and the 10 spaces accessed off the drainage easement to full time staff.</p>	<p>Appendix A <i>On-Site Car Parking Locations &amp; Allocation</i> of the Traffic &amp; Car Parking Management Plan shows the spaces in front of 47 to 51 Villeroy Street and the spaces accessed off the drainage easement carpark with 16 spaces.</p> <p>A condition of any permit issued should require the allocation (i.e. for staff) of car spaces.</p>	
<p>e) Upon commencement of employment all staff to be advised not to park on Villeroy Street. Staff to be periodically reminded to utilise the dedicated on-site car parking and not to park on Villeroy Street.</p>	<p>The Traffic &amp; Car Parking Management Plan includes a reproduction of condition 16 of Permit 2005/686/1 including 16(e).</p>	
<p>f) Measures the school will adopt to promote use of the South Road drop off and pick up area to parents and students. These measures will include:</p> <ul style="list-style-type: none"> <li>i) printing a reminder in every school newsletter;</li> <li>ii) advising parents upon enrolment of their children; and</li> <li>iii) printing a flyer which will be distributed with accounts sent to parents that the South Road street frontage and drop-off and pick-up area are the preferred locations for picking up and dropping off students and the only drop-off and pick-up areas for students in years 10 to 12.</li> </ul>	<p>Section 3.2 of the Traffic &amp; Car Parking Management Plan states that:</p> <p><i>Preferred student drop-off and pick-up locations in order of priority are as follows:</i></p> <ul style="list-style-type: none"> <li>• <i>The on-site South Road drop-off and pick-up area.</i></li> <li>• <i>The South Road school frontage.</i></li> <li>• <i>The Villeroy Street school frontage between Favril Street and the Villeroy Street staff car park.</i></li> </ul> <p>Section 3.2 of the Traffic &amp; Car Parking Management Plan states that:</p> <p><i>The school will continue to encourage the use of the South Road drop-off and pick-up area by parents by way of letter drops, reminders in school newsletters and by promoting the area to new students and parents on enrolment as per Conditions 16 f), m) and n) of Planning Permit 2005/686/1 and Condition 14 e) or Planning Permit 2011/0105/1.</i></p> <p><i>The school will also use letter drops and the school newsletter to inform parents of any changes to on-street parking restrictions and arrangements, with information to include relevant road rule summary information for any new parking restrictions introduced.</i></p> <p><i>No student access will be provided to the Senior School from Villeroy Street, with Year 10 to 12 students reminded regularly by staff that drop-off and pick-up activity is to take place other than from Villeroy Street.</i></p>	
<p>g) All gates to Villeroy Street must be closed between 6.10 pm and 7.20 am the next day.</p>	<p>Appendix A <i>On-Site Car Parking Locations &amp; Allocation</i> of the Traffic &amp; Car Parking Management Plan shows Villeroy Street gates closed between 6.10pm and 7.20am.</p>	

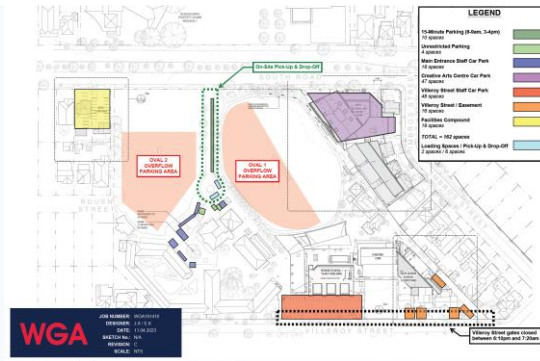


<p>h) Measures the school will adopt to promote the use of public transport including:</p> <ul style="list-style-type: none"> <li>i) displaying up to date public transport timetables at the school;</li> <li>ii) liaising with operators to schedule timely services;</li> <li>iii) advising parents and students of the available services</li> </ul>	<p>Section 3.4 of the Traffic &amp; Car Parking Management Plan includes measures to promote public transport use:</p> <p><i>The school will promote the use of the school bus services and public transport by making available service and timetabling information to students and parents, including having relevant service timetables available as per Conditions 16 h) of Planning Permit 2005/686/1.</i></p> <p><i>The school will encourage, through school newsletters and other appropriate publications, students to ride to the school, and will also encourage and assist families with students attending that live in proximity to one another to organise carpooling.</i></p> <p>It is recommended that a permit condition require further detail in relation to liaising with operators to schedule timely service in order to address condition 16(h)(ii).</p>	<p>Condition</p>
<p>i) In the event that Haileybury will be holding an event to commence after 6pm at which significant attendance is expected the following measures will be adopted:</p> <ul style="list-style-type: none"> <li>i) Parents will be advised that access to the school will only be permitted from South Road</li> <li>ii) Parents will be advised not to park on Villeroy Street and will be advised to park on the school oval.</li> <li>iii) The Villeroy Street access gates will be kept closed.</li> </ul>	<p>The Traffic &amp; Car Parking Management Plan includes a reproduction of condition 16 of Permit 2005/686/1 including 16(i).</p> <p>It is recommended that a permit condition require further detail in relation to managing access and parking for events that commence after 6pm in order to address condition 16(i).</p>	<p>Condition</p>

<p>j) Haileybury will provide a staff member whose responsibility will be to assist the management of the drop-off and pick-up of students on:</p> <ul style="list-style-type: none"> <li>i) Villeroy Street;</li> <li>ii) along the South Road frontage; and</li> <li>iii) at the South Road drop-off and pick-up area (but not to enforce traffic regulations or to direct motorists).</li> </ul>	<p>The Traffic &amp; Car Parking Management Plan includes a reproduction of condition 16 of Permit 2005/686/1 including 16(j).</p> <p>It is recommended that a permit condition require further detail in relation to provision of a staff member responsible for management of drop-off and pick-up to address condition 16(j).</p>	<p>Condition</p>
<p>k) Deliveries to the site will not occur between the hours:</p> <ul style="list-style-type: none"> <li>i) 8 am and 9 am and</li> <li>ii) 3 pm and 4 pm</li> </ul> <p>Monday to Friday.</p> <p>l) Waste collection from the site will not occur between the hours:</p> <ul style="list-style-type: none"> <li>i) 8 am and 9 am and</li> <li>ii) 3 pm and 4 pm</li> </ul> <p>Monday to Friday.</p>	<p>Section 3.5 of the Traffic &amp; Car Parking Management Plan states that:</p> <p><i>The school will restrict all deliveries and waste collection to outside the hours of 8 – 9am and 3 – 4pm Monday to Friday as per Conditions 16 k) and l) of Planning Permit 2005/686/1.</i></p>	
<p>m) Measures to prevent access by students to the car parking located in the easement laneway from Villeroy Street.</p>	<p>The Traffic &amp; Car Parking Management Plan includes a reproduction of condition 16 of Permit 2005/686/1 including 16(m).</p> <p>It is recommended that a permit condition require further detail in relation to prevention of student access to car parking located in the easement laneway from Villeroy Street in order to address condition 16(m).</p>	<p>Condition</p>
<p>n) Measures to prevent access to the Campus from Villeroy Street by students in years 10 to 12.</p>	<p>Section 3.2 of the Traffic &amp; Car Parking Management Plan states that:</p> <p><i>No student access will be provided to the Senior School from Villeroy Street, with Year 10 to 12 students reminded regularly by staff that drop-off and pick-up activity is to take place other than from Villeroy Street.</i></p>	



<p>o) Haileybury will co-operate with the Council in addressing the traffic and car parking issues in the streets surrounding the Campus and will support the following measures (should the Council resolve to implement them):</p> <ul style="list-style-type: none"> <li>i) The conduct of regular patrols by Council Officers for enforcement of parking restrictions</li> <li>ii) An increase in short term parking restrictions along South Road.</li> </ul>	<p>The Traffic &amp; Car Parking Management Plan includes a reproduction of condition 16 of Permit 2005/686/1 including 16(o).</p> <p>It is recommended that a permit condition includes this requirement to ensure it is included in the TCPMP in order to address condition 16(o).</p>	<p>Condition</p>
<p>p) The periodic review of the plan.</p>	<p>The Traffic &amp; Car Parking Management Plan includes a reproduction of condition 16 of Permit 2005/686/1 including 16(p).</p> <p>It is recommended that a permit condition require further detail in relation to periodic review of the plan in order to address condition 16(p).</p>	<p>Condition</p>
<p><b>Permit 2011/0105/2</b></p>		
<p>14. Before the use of 19 Villeroy Street as an education centre starts, three copies of a Traffic and Parking Management Plan to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The Traffic and Parking Management Plan must be in accordance with the <i>Senior School Traffic and Car Parking Management Plan</i> (required as a condition of Permit No 2005.686.1, dated 25 October 2007 and identified as Job No CG 106102) but amended to include:</p>		
<p>a) The location of pick-up and drop-off areas/zones and addressing the management of Villeroy Street during school peak hours to the satisfaction of the Responsible Authority;</p>	<p>Appendix A <i>On-Site Car Parking Locations &amp; Allocation</i> of the Traffic &amp; Car Parking Management Plan shows the location of existing and proposed car parking on site including pick-up and drop-off.</p>	<p>Condition</p>

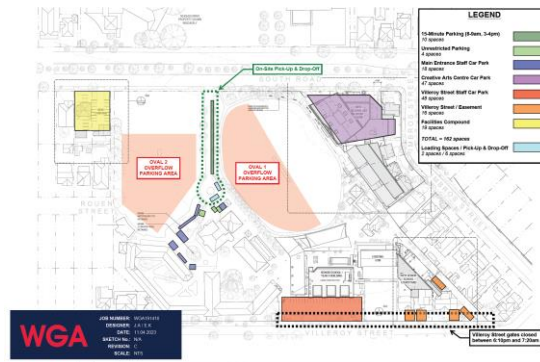


It is recommended that a permit condition require detail of management of Villeroy Street during school peak hours in order to address condition 14(a).

b) The location of all areas on-site to be used for staff parking;

Appendix A *On-Site Car Parking Locations & Allocation* of the Traffic & Car Parking Management Plan shows the location of existing and proposed car parking on site.

Condition



Staff car parking is identified, however, it is recommended that further detail be included to the use of each car parking area.

For example, it is not specified whether the CASC car park is for staff, visitors, drop-off etc.

c) Areas where pick up and drop off of students are encouraged to occur;

Section 3.2 of the Traffic & Car Parking Management Plan states that:  
*Preferred student drop-off and pick-up locations in order of priority are as follows:*

- *The on-site South Road drop-off and pick-up area (access driveway).*
- *The South Road school frontage.*

• *The Villeroy Street school frontage between Favril Street and the Villeroy Street staff car park.*

<p>d) The installation of short-stay parking controls in areas where pick up and drop off of students is encouraged to occur, with signage to be installed at the cost of the permit holder;</p>	<p>The Traffic &amp; Car Parking Management Plan includes a reproduction of condition 14 of Permit 2011/0105/2 including 14(d).  It is recommended that a permit condition require further detail in relation to detail of short-stay parking controls in order to address condition 14(d).</p>	<p>Condition</p>
<p>e) Proactive measures to be implemented that will encourage school users to utilise the preferred pick up and drop off areas; and</p>	<p>Section 3.2 of the Traffic &amp; Car Parking Management Plan states that:  <i>The school will continue to encourage the use of the South Road drop-off and pick-up area by parents by way of letter drops, reminders in school newsletters and by promoting the area to new students and parents on enrolment as per Conditions 16 f), m) and n) of Planning Permit 2005/686/1 and Condition 14 e) or Planning Permit 2011/0105/1.</i></p>	
<p>f) How on-site parking is allocated and managed.</p>	<p>Appendix A <i>On-Site Car Parking Locations &amp; Allocation</i> of the Traffic &amp; Car Parking Management Plan shows car parking and identifies staff car parking. However, it is recommended that further detail be included to specify the use of each car parking area.  For example, it is not specified whether the CASC car park is for staff, visitors, drop-off etc.</p>	<p>Condition</p>