

ADVERTISED PLAN

LEVEL 10
477 COLLINS STREET
MELBOURNE VIC 3000

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Urbis Ltd
ABN 50 105 256 228

13 August 2024

Department of Transport and Planning
Submitted via elodgement portal

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Dear Sir/Madam,

PROPOSED EDUCATION CENTRE (CAR PARK) | 48 & 50 FORDHOLM ROAD, HAWTHORN

Urbis continues to act on behalf of Scotch College, the proponent of the proposed development on 48 & 50 Fordholm Road, Hawthorn (**subject site**). The following letter has been prepared in support of a planning permit application for the proposed Education Centre (temporary Car Park) and is further to pre-application discussion held with Jon Harper, Coordinator of Statutory Planning at the City of Boroondara. Proposed is a 36-bay temporary car park with associated landscaping and access on the subject site.

To assist with your assessment of this application, please find enclosed:

- Completed planning permit application form.
- Certificate of Title.
- Architectural Drawings and Landscape Concept Plan prepared by Neil Architecture, dated 26 June 2024.
- Transport Impact Assessment prepared by OneMileGrid, dated 25 June 2024.
- Stormwater Management Plan prepared by Structplan, dated August 2024.
- Copy of correspondence between Clare Warren, Urbis, and Jon Harper, coordinator, City of Boroondara, recapping key points from pre-application meeting.

An invoice is duly requested for the requisite application fee, to be made out to Scotch College, care of Urbis.

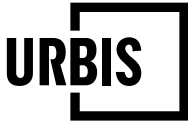
1. PROPOSAL

This planning permit application seeks approval for an Education Centre (temporary Car Park) and associated landscaping and access on the subject site.

Specifically, proposed is:

- Buildings and works to create a 36-bay at grade, temporary staff car park.
- Approximately 177 sq.m of landscaping.

Letter - Proposed Education Centre (Car Park)



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- One double crossover on Fordholm Road.

The proposal seeks to alleviate pressure on the surrounding road network created by on-street parking to improve the circulation of traffic and pedestrian mobility. Whilst the college maintains its statutory car parking obligations wholly within the Development Plan area, a change in behaviour has been observed with more staff electing to drive to work post Covid-19. This car park would be intended to specifically service the Junior School, to the immediate east of the site.

Notwithstanding the above, the proposal is intended to be a temporary use of the land, until such a time in the future as it may be appropriate to formally extend the Development Plan Overlay, in conjunction with other parcel acquisitions in Hambledon Road.

1.1. LANDSCAPING

A Landscape Concept Plan (**concept**) has been prepared by Neil Architecture in support of the proposal. The concept details the number, variety and location of the planting proposed. Specifically, this comprises:

- Approximately 177 sq.m of landscaping
 - Waterhousia 'Weeping Lilly Pilly' along the car park boundary.
 - An assortment of indigenous riparian sedges.

1.2. TRAFFIC

A Transport Impact Assessment (**TIA**) has been prepared by OneMileGrid in support of the proposal. The TIA makes the following conclusions:

- *The proposed car parking and access design is in accordance with the requirements of the Planning Scheme and is considered appropriate.*
- *The proposed car park is intended to improve existing conditions for Junior School staff by providing a more convenient parking location closer to the Junior School; and*
- *No additional traffic movements will be generated by the development with only a diversion of traffic movements expected to the proposed car park.*
- *There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.*

Accordingly, the proposal warrants approval from a traffic perspective.

1.3. STORMWATER

A Stormwater Management Plan (**SWMP**) has been prepared by Structplan in support of the proposal. It is not anticipated that the proposed development will have a significant impact on flows directed to the existing system.

The proposed development incorporates the following stormwater treatment measures:

- Raingardens and permeable landscaping.
- Litter screens.

- Stormwater pit mesh screens.

The proposal is considered to have minimal consequence to the management of stormwater on the site and is also considered to be in accordance with Clause 53.18 as outlined within the SWMP.

1. SUBJECT SITE AND CONTEXT

1.4. SUBJECT SITE

The subject site is owned by Scotch College (**the College**) and directly abuts the northern boundary of the campus. The subject site was previously developed as two single residential dwellings which were demolished following acquisition by the College. It is noted that the parcel is outside of the Development Plan Overlay area, although is contiguous to those parcels affected by the DPO.

Refer **Figure 1** for an aerial view of the subject site.



Figure 1: Aerial of the subject site.

1.5. SURROUNDING CONTEXT

As mentioned, the subject site abuts the College campus, which is subject to the Development Plan Overlay. The subject site and generally the land to the north is zoned Neighbourhood Residential and developed as single residential, detached housing. The College have acquired several properties in the vicinity which they continue to lease, in anticipation of eventual future expansion of the campus and associated amendments to the Development Plan.

1.5.1. To the North

Directly north of the subject site is Hambledon Road. The dwellings along Hambledon Road are generally characterised as single dwelling houses, on medium to larger lots, exhibiting architectural features typical of the federation and post-war period – large setbacks, masonry construction and pitched roofs.

1.5.2. To the East

Directly east of the subject site is Fordholm Road. Across Fordholm Road are the Junior School and associated sports courts.

1.5.3. To the South

Directly south, abutting the subject site is 52 Fordholm Road. 52 Fordholm Road is single residential dwelling and appears to have been constructed sometime during the 1970s. The dwelling's habitable space is setback approximately 4.8 metres from the northern lot boundary. A rear garage is built with a nil setback to the northern lot boundary.

Refer **Figure 2** which provides a street view perspective of 52 Fordholm Road, Hawthorn.



Figure 2: Street view of 52 Fordholm Road, Hawthorn.

1.5.4. To the West

Directly west of the subject site is a laneway. Beyond the laneway is 24 Hambledon Road, a single residential dwelling that appears to have been constructed sometime during the 1970s. 24 Hambledon Road is setback approximately 1 metre from its eastern lot boundary.

Refer **Figure 3*** which provides a street view perspective looking south down the laneway separating the subject site and 24 Hambledon Road.



Figure 3*: Street view perspective (south) of laneway.

**Please note the perspective is dated 2023 and shows the dwelling (now demolished) on the subject site*

2. PLANNING FRAMEWORK

2.1. NEIGHBOURHOOD RESIDENTIAL ZONE

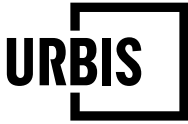
The subject site is zoned Neighbourhood Residential (**NRZ**). Pertinent to this proposal, the purpose of the NRZ is:

- *To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Within the NRZ:

- A permit is required for the Education Centre (ancillary Car Park) use.
- A permit is required to carry out the works associated with the Section 2 use.

Before deciding on an application for non-residential development within the NRZ and in addition to the decision guidelines in Clause 65, the responsible authority must consider:



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- *Whether the use or development is compatible with residential use.*
- *Whether the use generally serves local community needs.*
- *The scale and intensity of the use and development.*
- *The design, height, setback and appearance of the proposed buildings and works.*
- *The proposed landscaping.*
- *The provision of car and bicycle parking and associated accessways.*
- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

2.1.1. Schedule 3 to Neighbourhood Residential Zone

Schedule 3 to the NPZ which applies the subject site outlines the following character objectives that are relevant to the proposal:

- *To protect and enhance the area's 'leafy' feel and the garden setting of dwellings.*
- *To maintain the fine grain rhythm of streetscapes and to enhance the landscape character of the area.*

2.2. PARTICULAR AND GENERAL PROVISIONS

The following particular and general provisions are relevant to this application.

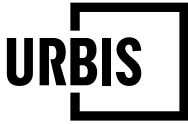
2.2.1. Clause 52.06 – Car Parking

Pursuant to Clause 52.06, the responsible authority must consider the following applicable decision guidelines:

- *The role and function of nearby roads and the ease and safety with which vehicles gain access to the site.*
- *The ease and safety with which vehicles access and circulate within the parking area.*
- *The provision for pedestrian movement within and around the parking area.*
- *The protection and enhancement of the streetscape.*
- *The provisions of landscaping for screening and shade.*
- *The measures proposed to enhance the security of people using the parking area particularly at night.*
- *The amenity of the locality and any increased noise or disturbance to dwellings and the amenity of pedestrians.*
- *The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.*

2.2.2. Clause 53.18 - Stormwater Management in Urban Development

Pursuant to the Clause 53.18, the proposal must meet the following objectives:



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

2.2.3. Clause 53.19 - Non-Government Schools

This Clause seeks to facilitate non-government school development on a contiguous parcel.

Pursuant to Clause 53.9, the proposal is exempt from the decision requirements of section 64(1), (2), and (3), and the review rights of section 82(1) of the Act.

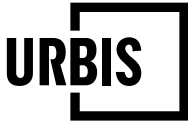
2.2.4. Clause 65.0 - Decision Guidelines

Before deciding on an application or approval of a plan, the responsible authority must consider the following applicable decision guidelines:

- *The matters set out in section 60 of the Act.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the environment, human health and amenity of the area.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The impact the use or development will have on the current and future development and operation of the transport system.*

2.2.5. Clause 72.01-1 Minister is Responsible Authority

Pursuant to Clause 72.01-1, the Minister for Planning is the responsible authority in relation to the use and development of land for a:



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- *Primary school or secondary school, or education centre that is ancillary to, carried out in conjunction with, and on the same land or contiguous land in the same ownership as, a primary school or secondary school, if any of the following apply:*
 - *There is no existing primary school or secondary school on the land.*

2.3. PLANNING POLICY FRAMEWORK

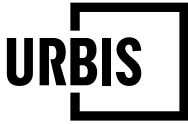
The following planning policies are relevant to the consideration of this proposal:

- Clause 13.05 Noise.
- Clause 13.07 Amenity, Human Health and Safety.
- Clause 15.01-5L Neighbourhood Character - Boroondara
- Clause 18.01 Land Use and Transport.
- Clause 18.02 Movement Networks.
- Clause 19.02 Community Infrastructure
- Clause 19.02-2L Education Facilities – Boroondara

The key thrust of these policies can be summarised as follows:

- To ensure adequate provision is given to the protection of sensitive land uses.
- To ensure adequate provision is made for transport planning, encouraging an integrated process with land use planning.
- To protect and encourage pedestrian movement networks.
- To ensure land is made available for social needs (including education).
- To ensure the expansion of educational institutions and facilities is considered and properly managed.

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3. ASSESSMENT

The proposal is considered entirely appropriate at the subject site and consistent with the planning framework for the reasons set out below:

- **Appropriateness of use outside of DPO:** The proposal, whilst outside the scope of the Development Plan Overlay and associated approved Development Plan, is appropriate as it is a temporary solution, providing immediate relief to an established on-street, car parking availability issue.
 - The car park provides additional staff car parking, above the statutory car parking rates already met and exceeded by the College, proximate to the Junior School, as a response to a perceived increase in staff car journeys and traffic behaviours, particularly post-pandemic. The delivery of additional off-street car parking for staff only (managed by secure measures) would alleviate traffic pressures in Morrison Street and the surrounding local street network at peak School drop off and pick up times, and improve availability of on-street car parking to the surrounding neighbourhood.
 - Pre-application discussions with Boroondara Statutory Planning (Jon Harper, Coordinator, 24 April 2024) demonstrate that Boroondara is comfortable with the scope of the application as a temporary land use and works, given there is a net community benefit, subject to a sunset clause nominating that the permit will expire at such a time as the Development Plan is extended, or to the satisfaction of the Responsible Authority.
- **Suitability of use pursuant to NRZ:** The proposal is wholly consistent with the Neighbourhood Residential Zone as:
 - Provided is 216 sq.m of landscaping, comprising predominantly *Waterhousia* 'Weeping Lilly Pilly' – screening the car park from the street and contributing to the areas 'leafy feel'.
 - Obtrusive cars are removed from the street, improving the streetscape, increasing the functionality and useability of the street network for local residents and school related traffic alike, and beautifying the area.
 - The design of the car park has been carefully considered to protect any street trees and minimise any perceived impacts to adjoining properties.
- **Education Centre Car parking appropriateness:** The proposal allows for the continued operation of an important community service (education), aligned with relevant State and local policy.
 - the site is on contiguous land to the existing College and facilities within the approved Development Plan area.
 - There is no increase to staff or student numbers elsewhere within the campus. The provision of additional car parking delivers an additional surplus of car parking needs.
- **Amenity considerations:** The proposal is demonstrated to create no off-site amenity impacts as:
 - Setbacks are utilised where appropriate to residential interfaces.
 - Landscaping buffers are utilised within setback areas.
 - Vehicle access is located away from the residential interface.

- The proposal will not generate any additional traffic, in fact improving circulation as parked cars are removed from the street.
- There are no trees which require removal, and no impacts to street trees.
- **Net community benefits:** The proposal delivers on pre-application discussion points with the City of Boroondara, being:
 - The proposed car park is temporary.
 - Setbacks including a landscaping buffer are provided at residential interfaces.
 - Vehicle access is limited to only via Fordholm Road.
- **Technical appropriateness:** The proposal performs exceptionally from a technical perspective as confirmed by the:
 - Transport Impact Assessment prepared by OneMileGrid.
 - Stormwater Management Plan prepared by Structplan.

Accordingly, the proposal warrants approval.

4. NEXT STEPS AND PUBLIC NOTICE

We submit that advertising / public notice of this matter may only be necessary to immediate neighbours, and we respectfully request DTP's consideration of this as we establish next steps. We base this on the following:

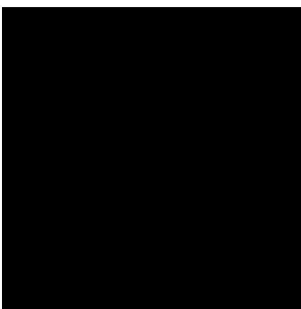
- The proposal does not generate any additional traffic.

5. CONCLUSION

We trust the above information is sufficient to allow favourable consideration of this application.

If you have any questions or require any additional information, please do not hesitate to contact me on the below details.

Kind regards,



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