



hansen

# 51 CENTRE ROAD, VERMONT

Town Planning Report: Building and Works Application

Prepared by Hansen Partnership - September 2023



# APPLICATION SUMMARY

## PERMIT PREAMBLE



Buildings and works, and a business identification sign, associated with a Private Primary School within the Neighbourhood Residential Zone; and works within four (4) metres of trees protected under SLO9.

## PERMIT TRIGGERS



**Clause 32.09-9:** Buildings and works associated with a Section 2 Use (Primary School) within the Neighbourhood Residential Zone.

**Clause 42.03-2:** Works within 4 metres of trees protected under the provisions of Significant Landscape Overlay - Schedule 9 (SLO9).

**Clause 52.05-13:** Business identification sign within a Category 3 area (Neighbourhood Residential Zone).

## PROJECT TEAM



**Architecture** | Harmer Architecture

**Planning** | Hansen Partnership

**Arborist** | Howell Arboriculture Consultants

**Stormwater** | Makao Group

**Traffic** | OneMileGrid



# CONTENTS

**1. INTRODUCTION**

**2. BACKGROUND**

**3. SITE CONTEXT**

**4. THE PROPOSAL**

**5. PLANNING FRAMEWORK**

**6. KEY PLANNING CONSIDERATIONS**

**7. CONCLUSION**

**4**

**5**

**6**

**10**

**12**

**18**

**22**



# 1

## INTRODUCTION

Hansen Partnership has been engaged by St James Primary School to prepare a town planning report and manage the planning application for building and works in relation to the land at 51 Centre Road, Vermont (the subject site).

The application forms part of an upgrade of the St James Primary School facilities to improve functional operation of the school. The proposal seeks to relocate existing administration areas located in the existing main building, and construct a new building solely for school administration.

The purpose of this report is to provide details of the subject site and the surrounding context, the proposal, relevant planning controls and policies, and a discussion of the relevant planning considerations.

This report should be read in conjunction with the following:

- Architectural plans prepared by Harmer Architecture, dated 15 August 2023;
- Arborist report prepared by Howell Arboriculture Consultants, dated 13 September 2023;
- Water Sensitive Urban Design (WSUD) Response prepared by Makao Group, dated August 2023; and
- Traffic Engineering Review (TER) prepared by OneMileGrid, dated August 2023.

The school was established in 1970 and the existing use of the land as an Education Centre (Primary School), and is allowed through an existing 1973 planning permit. The use for a Primary School is not being expanded as part of the proposed building and works.

Accordingly, we look forward to the Minister supporting the proposal through the issuing of a planning permit for the following reasons:

- The development has been sited to maintain the tree-lined nature of the Centre Road streetscape.
- The development provides an attractive design that will enhance the appearance of St James Primary School.
- The proposed building is of a scale that is consistent with the residential context in Vermont.
- The proposal will result in a safer space for the students.
- The landscape character in Vermont will not be diminished by the proposed removal of planted native vegetation.
- The existing car parking area is proposed to have a new safe and convenient accessway for school staff and waste vehicles to use.
- The current provision of car and bicycle parking will not be changed, as there is no proposed increase in the number of school staff and student enrolments.
- The proposal will not have an impact on the amenity of surrounding residential properties and on the bush suburban landscape in Vermont.

## 2

## BACKGROUND

St James Primary School was established in 1970.

Planning permit WH/1972/800479 was issued by the Responsible Authority on 2 February 1973 *for buildings and works to be erected thereon in accordance with the attached endorsed plan and to be used for the purpose of additional classrooms and store*, thus establishing the use for a Primary School.

Planning permit WH/2006/469 was issued by Council on 27 October 2006 *for buildings and works to construct a portable classroom building*.

Amended Planning permit WH/2006/469/B was issued by Council on 31 October 2007 with the following permit preamble:

*The provision of an additional classroom as part of the previously approved portable classroom structure, to be located at the north east corner of the building (numbered classroom four) an the associated additional one (1) teacher.*



Centre Road, facing east

# 3

## SITE CONTEXT

### SUBJECT SITE

The site is trapezoidal in shape, with an overall lot size of 21,010 square metres.

The subject site is located on a gradient that rises from north to south.

The subject site accommodates the following facilities:

- 15 classrooms (including portables);
- Staff and office rooms;
- A library;
- Amenities areas;
- A multi-purpose hall with kitchen and storage rooms;
- Courtyards (including a hard court);
- Playground areas;
- An oval.

St James Primary School currently employs 43 staff, though not all staff attend the school at once. The school currently enrolls 350 students.

There is a single storey weatherboard parish building with a carport and two shipping containers that are visible along the Centre Road frontage.

There is a bin enclosure and a gravel car parking area with 30 spaces located on the south-western corner of the subject site, which are accessible via a gravel driveway from the existing driveway. It is noted that the provision of car parking at the site is used for school staff only and is based on the number of students.

Waste collection is conducted every Thursday by private contractors using front lift loading rubbish trucks. The waste contractors have access to a security code to the existing electronic access gate, as waste collection usually occurs every Thursday outside of school hours of operations.

12 bicycle parking spaces are also provided at the site.

From a planning perspective, the subject site is affected by the following provisions of the Whitehorse Planning Scheme:

- Neighbourhood Residential Zone - Schedule 3 (NRZ3); and
- Significant Landscape Overlay - Schedule 9 (SLO9).



*Subject site / proposed development area*





*Existing pedestrian entrance at south-western corner of site*



*Weatherboard dwelling within the subject site*



*Existing driveway entrance*



*Car parking area / existing bin enclosure*



*Sand pit playground and sail shade area*



*Oval*



## SURROUNDING ENVIRONS

St James Primary School is located in a residential area in the eastern part of Vermont, which is approximately 21 km east of the Melbourne CBD.

Dwellings in the eastern part of Vermont are at one and two storeys, typically of brick construction, and contain a range of architectural styles ranging from post-war to contemporary designs.

The following non-residential uses are in close proximity to St James Primary School:

- There are local shops and the Vermont General Store cafe located approximately 200 metres to the south-west of the subject site, on the corner of Centre Road and Beddoe Avenue.
- To the north of the subject site at 32 Frank Street is Eastmont Pre-School, which serves as the local kindergarten in the eastern part of Vermont.



Subject site aerial



The immediate abutments to the subject site are:

- **North – Several Sites:** These sites on the southern side of Frank Street contain single dwellings.
- **North – 34 Frank Street:** This site is a reserve that provides pedestrian access to St James Primary School from Frank Street.
- **South – Centre Road:** Across Centre Road are several sites containing detached single dwellings.
- **West – Several Sites:** These include 47 Centre Road and 10 Phyllis Court. These sites contain either one or two dwellings on a lot.
- **East – Several Sites:** These include 71 Centre Road and 8 Rowan Street. These sites contain single detached dwellings.



34 Frank Street, to the north (rear) of the subject site



56 and 58 Centre Road, to the south (opposite) of the subject site



1/47 Centre Road, to the west of the subject site



71 Centre Road,, to the east of the subject site



# 4

## THE PROPOSAL

The proposal is for the construction of a new administration building that will be visible along the Centre Road frontage.

Details of the proposal are as follows.

### SCHOOL OPERATIONS

There are no proposed changes to the number of staff and student enrolments nor school hours of operations.

It will remain at 43 staff (not all at once on site) and a maximum of 350 students.

### DEMOLITION

The existing sand pit playground and sail shade area, and the gravel driveway, are also to be demolished.

The bin enclosure located within the existing car parking area is to be relocated to the western side, adjacent to the shipping containers..

The metal boundary fencing along Centre Road is to be modified to suit the proposed electronic vehicle access gate.

There are 3 native trees (Trees 7, 8 and 12) proposed for removal, which are of low retention value, as per arborist report. The implication of native tree removal are to be discussed within the report.

### BUILDINGS AND WORKS

A new single storey administration building with a gross floor area of 295 sqm is to be developed to the south of the existing main building. The building has a maximum height of 6.9 metres, and is set back 7.7 metres from Centre Road.

The proposed administration building is sited a substantial distance from neighbouring properties. The building is of an attractive, contemporary and modular design by Harmer Architecture, utilising aluminium.

Pedestrian access to the proposed administration building will be provided from Centre Road, the gravel car parking area to the west, and the existing driveway to the east.

A new accessway is proposed to the existing car parking area and single dwelling on the south-west corner of the subject site. The accessway is sited to the western edge of existing on-street car parking spaces and results in the removal of one (1) space.

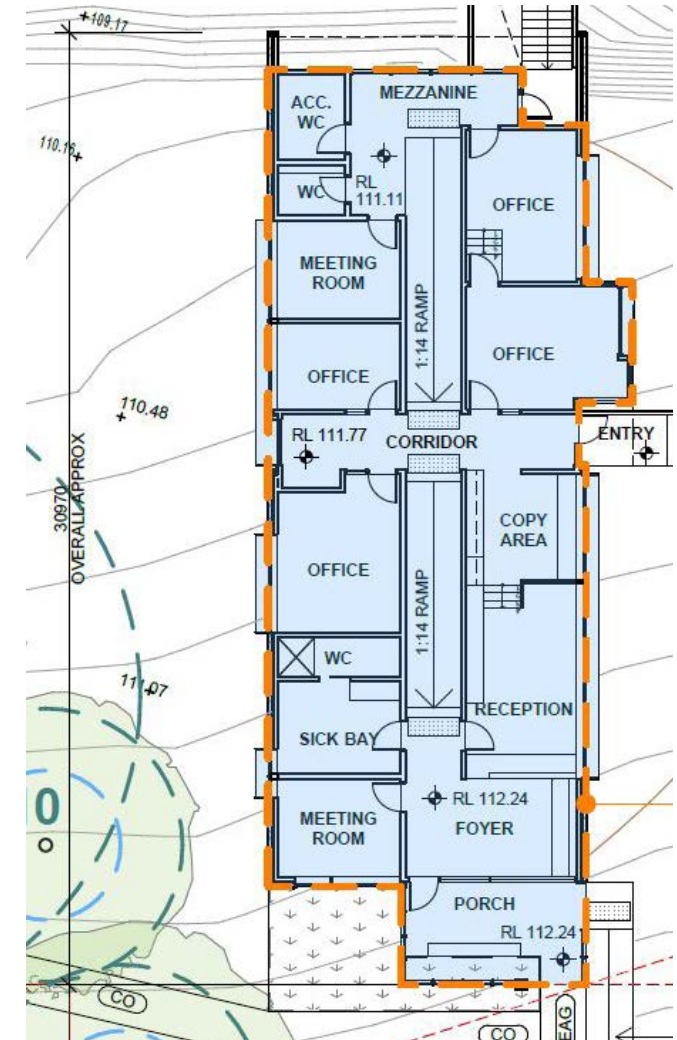
The existing car parking area is proposed to be rearranged and modified to provide 2 accessible car parking bays. The car parking area will not be resurfaced or line-marked. The rearrangement and modification does not result in a change to the total number of car parking spaces (30). Please note that the car parking is and will continue to be for staff only.

There will be a new electronic gate to the existing car parking area. The gate will be used only by school staff before and after school drop-off/pick-up periods, and by waste collection contractors every Thursday outside of school hours of operations.

### SIGNAGE

Signage is proposed to be fixed to the exterior wall of the new administration building. The proposed signage will display the name and logo of the school.

There will be no illumination or external lighting for the proposed sign.



Proposed site plan extract showing administration building floor plan, prepared by Harmer Architecture





*Indicative 3D render of South Elevation facing Centre Road prepared by Harmer Architecture*



# 5

## PLANNING FRAMEWORK

Clause 65 identifies the relevant decision guidelines that a Responsible Authority must consider in assessing a planning permit application. The following are relevant to the proposed development:

- *The matters set out in Section 60 of the Act.*
- *The Municipal Planning Strategy (MPS) 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 on the area.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*

These matters form the framework of the following sections.

### PLANNING POLICY FRAMEWORK

The following provisions of the Planning Policy Framework (PPF) are relevant to this proposal:

- **Clause 12.05-2S (Landscapes)** seeks to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.
- **Clause 15.01-2S (Building Design)** seeks to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.
- **Clause 15.01-5S (Neighbourhood Character)** seeks to recognise, support and protect neighbourhood character, cultural identity, and sense of place.
- **Clause 19.02-2S (Education Facilities)** seeks to assist the integration of education and early childhood facilities with local and regional communities.

### LOCAL PLANNING POLICY FRAMEWORK

The following provisions of the Local Planning Policy Framework (LPPF) are relevant to this proposal:

- **Clause 21.01 (Municipal Profile)** notes that Whitehorse is characterised by pleasantly undulating topography, with some steeply sloping areas, enhanced by a range of native and exotic landscapes.
- **Clause 21.03 (A Vision for the City of Whitehorse)** sets down the following vision: *We aspire to be a healthy, vibrant, prosperous and sustainable community supported by strong leadership and community partnerships.* It also sets the following relevant strategic directions:
  - *Support a healthy, vibrant, inclusive and diverse community;*
  - *Maintain and enhance our built environment to ensure a liveable and sustainable city; and*
  - *Protect and enhance our open space and natural environments.*
- **Clause 21.05 (Environment)** outlines the strategic direction for the natural and built environment in Whitehorse. Clause 21.05 highlights the following key issues that are relevant to the application: *promotion of vegetation protection and regeneration, promotion of design excellence, visual amenity, streetscape planting, and waste management and litter reduction.*



- **Clause 21.06-7 (Non-Residential Uses)** highlights a key issue relevant to the application, which is: *Ensuring non-residential uses are designed in a way that integrates these uses and their built form into their residential environments and that there is no detriment to the community or the surrounding residential amenity.* Clause 21.06-7 has the following relevant objectives:
  - *To ensure buildings for non-residential uses are designed to integrate with and respect the surrounding neighbourhood character.*
  - *To ensure that non-residential uses do not cause detriment to the community or the amenity of the surrounding residential area.*



Eastmont Pre-School

- **Clause 22.04 (Tree Conservation)** is a local policy that applies to all land in Whitehorse. Clause 22.04 provides policy guidance on tree retention, and buildings and works near existing trees. Clause 22.04 has the following relevant objectives:
  - *To improve the tree canopy cover in residential areas across the municipality.*
  - *To protect and strengthen the preferred neighbourhood character of residential areas within the municipality.*
  - *To recognise the positive contribution of tree canopy to development and built form outcomes.*
  - *To assist in the management of the City's tree canopy by ensuring that new development minimises the loss of significant trees.*
  - *To identify techniques to assist in the successful co-existence of trees and new buildings or works.*
  - *To promote the regeneration of trees through the provision of adequate open space and landscaping areas in new development.*
- **Clause 22.05 (Non-Residential Uses In Residential Areas)** is a local policy that applies to all land in a residential zone. Clause 22.05 provides the following objectives:
  - *To make provision for services and facilities demanded by local communities in a way that does not detract from the amenity of the area.*
  - *To avoid the concentration of non-residential uses where it would:*

- *Have off-site effects which are detrimental to residential amenity.*
- *Create a defacto commercial area.*
- *Isolate residential properties between non-residential uses.*
- *To ensure that the design, scale and appearance of non-residential premises reflects the residential character and streetscape of the area.*
- *To ensure that the location of the use is appropriate to the role and function of the road network and that adequate provision is made for onsite car parking.*

Clause 22.05 does not apply to the proposed development. This is because the use of the site for a non-government primary school has been established through planning permit WH/1972/800479.

- **Clause 22.10 (Environmentally Sustainable Development)** is a local policy that applies throughout the Council to non-residential development. The overarching objective of Clause 22.10 is that *development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.*

For the development of a non-residential building with a gross floor area of 295 sqm, Clause 22.10 does not apply as it does not trigger the 500 sqm threshold specified in Table 1 of the local policy.



## NEIGHBOURHOOD RESIDENTIAL ZONE - SCHEDULE 3 (NRZ3)

The subject site is located within the Neighbourhood Residential Zone - Schedule 3 (NRZ3), which is associated with *Traditional Bush Suburban Areas*.

The purpose of the NRZ, in addition to implementing the MSS and the PPF, is:

- *To recognise areas of predominantly single and double storey residential development.*
- *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.*

Pursuant to Clause 32.09-2, a permit is required to use land for a Primary School. As existing planning permit WH/1972/800479 allows the site to be used as a non-government primary school, there is no permit trigger for the use of the land.

Nevertheless, pursuant to Clause 32.09-9, a permit is required for buildings and works associated with a Section 2 Use.



### Legend

Subject Site

Neighbourhood Residential Zone - Schedule 3 (NRZ3)

1:1500 @ A4

Zoning map



## SIGNIFICANT LANDSCAPE OVERLAY (SLO)

The subject site is wholly affected by the Significant Landscape Overlay - Schedule 9 (SLO9), which is associated with *Neighbourhood Character Areas*.

The purpose of the SLO, in addition to implementing the MSS and the PPF, is:

- To identify significant landscapes.
- To conserve and enhance the character of significant landscapes.

A permit is required to construct a building or construct or carry out works unless the buildings or works are set back at least 4 metres from any tree protected under the provisions of this schedule when measured at ground level from the outside of the trunk.

Pursuant to Clause 42.03-2, as there will be works within 4 metres of trees protected under the provisions of SLO9, a permit is triggered.

Also pursuant to Clause 42.03-2, a permit is required to remove, destroy or lop any vegetation protected by SLO9.



Legend

Subject Site

Significant Landscape Overlay - Schedule 9 (SLO9)

1:1600 @ A4

*SLO9 map*



## PARTICULAR PROVISIONS

The following particular provisions are relevant to this proposal:

**Clause 52.05 (Signs)** applies to development of land for signs. The purpose of Clause 52.05 is:

- *To regulate the development of land for signs and associated structures.*
- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

Being within in the Neighbourhood Residential Zone, the site is in Category 3. As the proposed sign is considered to be a “business identification sign”, a permit is required pursuant to Clause 52.05-13.

**Clause 52.06 (Car Parking)** sets out the requirements for car parking. The purpose of Clause 52.06 is:

- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*

- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

As an increase in the floor area of an existing use (Primary School) is proposed, Clause 52.06 applies.

Pursuant to Clause 52.06-5, the minimum car parking requirement for a Primary School is 1 space to each employee that is part of the maximum number of employees on the site at any time. As mentioned, the number of car parking spaces (30) and the maximum number of employees (43) is not going to be changed. Therefore, no permit is triggered under Clause 52.06.

**Clause 52.17 (Native Vegetation)** sets out the planning provisions for the removal of native vegetation. The purpose of Clause 52.17 is:

- *To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.*
- *To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.*

The native trees proposed for removal are planted Victorian native species, as per the arborist’s assessment. Pursuant to Clause 52.17-7, the proposal is, therefore, exempt from a permit as the native vegetation that is to be removed, destroyed or lopped was either planted or grown as a result of direct seeding..

**Clause 52.34 (Bicycle Facilities)** sets out the requirements for bicycle parking. The purpose of Clause 52.34 is:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

The statutory requirements for bicycle facilities/space are as follows:

- 1 to each 20 employees; and
- 1 to each 5 pupils over year 4 (in this case around 100 - it varies each year)

Therefore, a provision of 2 employee bike parking spaces and 20 students bike parking spaces should be provided. As the statutory requirements are based on the number of students and the number of staff, and that none of these numbers will increase, a permit is not triggered in this case and that the existing conditions are acceptable.



**Clause 53.18 (Stormwater Management in Urban Development)** applies to applications to construct a building or carry out works in the Neighbourhood Residential Zone. The purpose of Clause 53.18 is *to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.*

An application to construct a building or carry out works:

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

**Clause 53.19 (Non-Government Schools)** applies to applications to use or develop land for a non-government primary school or secondary school. The purpose of Clause 53.19 is:

- *To facilitate new non-government schools.*
- *To facilitate upgrades and extensions to existing non-government schools.*

As the building and works is proposed to an existing non-government primary school, Clause 53.19 applies to this proposal.

## GENERAL & OPERATIONAL PROVISIONS

The following general and operational provisions are relevant to this proposal:

**Clause 65 (Decision Guidelines)** identifies the relevant decision guidelines that a Responsible Authority must consider in assessing a planning permit application. These guidelines include the Planning Policy Framework (PPF), the Local Planning Policy Framework (including the Municipal Strategic Statement), and the effect on the amenity of the area.

**Clause 72.01-1 (Minister Is Responsible Authority)** outlines the matters required for the Minister for Planning (the Minister) to act as the responsible authority. Clause 72.01-1 specifies that the Minister is the responsible authority for *a primary school or secondary school, if the estimated cost of development is \$3 million or greater.*

As the cost of development is estimated to be greater than \$3 million, Clause 72.01 applies to this proposal.



# 5

## KEY PLANNING CONSIDERATIONS

Based on the provisions of the Whitehorse Planning Scheme and the decision guidelines of Clause 65, the following are considered to be the primary planning issues relevant to the proposed development of the subject site:

- Is there planning policy support for the proposal?
- Is the proposal generally in accordance with the purpose and decision guidelines of the NRZ?
- Is the proposal generally in accordance with the purpose and decision guidelines of the SLO?
- Is the proposed sign in accordance with the purpose and design guidelines of Clause 52.05 (Signs)?
- Does the proposal provide an appropriate parking and access outcome?
- Does the proposal provide an appropriate response to Clause 53.18 (Stormwater Management in Urban Development)?

These matters will be addressed in the following analysis.

### PLANNING POLICY CONSIDERATIONS

As set out in Clause 65, the responsible authority must consider the PPF and the LPPF, including the MSS, before assessing an application.

Broadly the proposal is considered to meet the PPF for the following reasons:

- The development will not detract from the natural qualities of the bush suburban landscape in Vermont (Clause 12.05-2S);
- The development has been designed with window interfaces to the east to minimise energy consumption, and to enhance the overall amenity of St James Primary School along Centre Road (Clause 15.01-2S);
- The development respects the existing bush suburban character with the provision of a sufficient street setback and retention of highly valued trees (Clause 15.01-5S); and
- The proposal facilitates the upgrade of administration facilities at St James Primary School (Clause 19.02-2S).

At the local level, the proposal aligns with the relevant content of the LPPF as follows:

- The development has been sited to provide sufficient space for landscaping and planting of trees (Clauses 21.05 and 22.04);
- The development has been sited to minimise tree removal, and to retain highly valued trees through adequate separation distances in accordance with the arborist report (Clauses 21.05 and 22.04);
- The development provides an attractive design that will not dominate Centre Road nor neighbouring properties (Clause 21.06);
- The proposal is located within an existing primary school and is part of an overall plan to upgrade school facilities (Clauses 22.05 and 53.19).

It is therefore submitted that the proposal has been developed in accordance with, and is supported by, the relevant PPF and LPPF.



## ZONE CONSIDERATIONS

Pursuant to Clause 32.09-9, a planning permit is required for buildings and works for a Section 2 use (Primary School).

It is considered that the proposed building and works are consistent with the following purpose of the NRZ: *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

In considering the proposed building and works, the following decision guidelines are relevant to this proposal:

- *Whether the development is compatible with residential use.*
- *The scale and intensity of the 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.*
- *Any proposed loading and refuse collection facilities.*
- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

In noting the relevant decision guidelines, the following comments are made:

- The development supports the ongoing use of the Primary School that serves the eastern part of Vermont;
- The proposed administration building is sited at a substantial distance away to not impact the amenity of existing and opposite dwellings;
- The single storey scale of the proposed administration building fits within the single and double storey residential built form context in Vermont.
- The 6.9 metre maximum height of the proposed administration building meets the maximum building height of 9 metres and 2 storeys of the NRZ;
- A 7.7 metre street setback is proposed for the administration building, providing sufficient space for landscaping and planting of trees;
- The accessway to the south-western corner of the site allows for an efficient connection to the existing gravel car parking area from Centre Road;
- The relocated bin enclosure in the gravel car parking area will be accessible for collection using the proposed accessway;
- Traffic is unlikely to be generated as a result of the proposal. This is because the development does not propose to expand existing activities nor increase student numbers.

## SIGNIFICANT LANDSCAPE OVERLAY (SLO) CONSIDERATIONS

Pursuant to Clause 42.03-2, a planning permit is required for works within 4 metres of a tree protected under the provisions of SLO9, and to remove trees.

It is considered that the proposal is consistent with the following purpose of the SLO: *To conserve and enhance the character of significant landscapes.*

In considering the relevant decision guidelines outlined in Clause 5.0 of SLO9, it is submitted that the proposal is appropriate for the following reasons:

- The proposed trees for removal - 7, 8 and 12 - have low retention values, according to the arborist's assessment. Trees 7 and 8 are assessed to be majorly intruded by the proposed ramp, and tree 12 has been assessed to have a poor structure. Please see chapter 9 of the arborist report.
- The proposed removal of trees will not significantly diminish the bush suburban character in Vermont due to the sheer presence of canopy trees in the vicinity of the subject site.
- Works will be excluded from the structural root zone of Tree 11, including the proposed accessible parking bays.
- The proposed concrete path from the existing car parking area to the new administration will not have a significant impact on the retained trees.
- There is sufficient space for the planting of new trees around the new administration building and within the subject site.





*Indicative 3D render of aerial view prepared by Harmer Architecture*



## SIGNAGE CONSIDERATIONS

Pursuant to Clause 52.05-13, a planning permit is required for a business identification sign within a Category 3 area (NRZ).

It is considered that the proposal is consistent with the following purpose of Clause 52.05: *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*

In considering the relevant decision guidelines outlined in Clause 52.05-8, it is submitted that the proposed sign is appropriate for the following reasons:

- The size of the proposed sign will not detract from the semi-natural bush suburban character of Vermont.
- The proposed sign will not impede views on the landscape nor other signage in its vicinity, being fixed on the external wall of the new administration building.
- The siting of the proposed sign will avoid the cluttering of signage along Centre Road.
- The proposed sign will not have any illumination.
- The position of the proposed sign on the new administration building will not overwhelm existing buildings or the natural landscape along Centre Road.
- The proposed sign will not have an impact on road safety, as it will not be visible to drivers, being sited over 10 metres from the Centre Road frontage.

## PARKING AND ACCESS CONSIDERATIONS

The application is supported by a Traffic Engineering Review (TER) prepared by OneMileGrid.

In summary, OneMileGrid consider the proposed parking layout and vehicle access to be supportable for the following reasons:

- The proposed accessway complies with the design standards specified in Clause 52.06-9 of the Whitehorse Planning Scheme.
- The modified layout of the existing staff-only car parking area is feasible and safe.
- The new accessway for the existing car parking area readily provides for forwards-in and forwards-out access for waste vehicles when collection is undertaken outside of school hours of operations.
- The removal of 1 on-street car parking space will not adversely impact the on-street pick up/drop-off arrangements.
- The proposed accessway will not have any material impact to traffic conditions in the vicinity of the site.
- The proposed electronic access gate and vehicle crossover will operate with the same arrangement as the existing access, and is not expected to generate any additional traffic or queuing impacts.

We refer to the aforementioned TER for further detail.

## STORMWATER MANAGEMENT CONSIDERATIONS

The application is supported by a Water Sensitive Urban Design (WSUD) Response prepared by Makao Group.

In summary, Makao Group considers the development to provide an appropriate response to Clause 53.18 (Stormwater Management in Urban Development) for the following reasons:

- A 5,000 L rainwater tank is proposed for the new administration building. The rainwater will be collected from the new roof area, allowing for on-site detention and reuse, as well as reducing potable water use.
- The development achieves a 123% STORM Rating, indicating it will meet current best practice performance objectives for stormwater quality.
- Existing lawns and the staff-only gravel car parking area are permeable areas provided within the subject site.

We refer to the aforementioned WSUD response for further detail.



# 6

## CONCLUSION

It is submitted that the proposal is consistent with the relevant planning controls and policies of the Whitehorse Planning Scheme, and we encourage the Minister to support the proposal for the following reasons:

- It provides for a strong community benefit with the ongoing use of St James Primary School.
- The proposal is supported by the objectives of the Planning Policy Framework and the Local Planning Policy Framework.
- The design and siting of the proposed administration building will allow better passive surveillance onto Centre Road and increase the safety of St James Primary School students.
- The proposed administration building and signage are sited a substantial distance to neighbouring properties and Centre Road, thus will not have an impact on their amenity and road safety, and provides sufficient space for landscaping and planting of trees within the subject site.
- The proposed administration building has been designed to enhance the overall amenity of St James Primary School.
- The height and setbacks of the proposed administration building meets the requirements specified in NRZ3.
- The proposed accessway provides an efficient connection for the existing car parking area to Centre Road for school staff and waste vehicles.
- The proposed accessway is sited appropriately to not meaningfully impact on school pick-up/drop-off arrangements.

- The development provides a stormwater management response that will meet current best practice performance objectives for stormwater quality.

Based on the details outlined within this planning report, we submit that the proposal warrants ministerial approval, and look forward to the Minister supporting the proposal through the issue of a Planning Permit.



*Indicative 3D render of south-east view prepared by Harmer Architecture*