



## Planning Submission

**Submission on behalf of:** Musk Architecture (Applicant)

**Application No:** PA2303415

**Subject site:** 5-9 Drummond Street, Greenvale (St Carlo  
Borromeo Primary School)

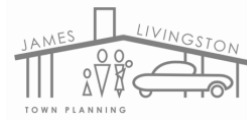
**Proposal:** Building works, including playground upgrades and  
car parking.

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## Introduction

This planning report has been prepared by JPL Melbourne, planning consultants, in conjunction with MUSK Studio on behalf of Melbourne Archdiocese Catholic Schools (MACS), the authorised representative for THE ROMAN CATHOLIC TRUSTS CORPORATION FOR THE DIOCESE OF MELBOURNE, the owner and the permit applicant in respect of the land located at 5-9 Drummond Street, Greenvale, 3059.

The report is in response to an RFI request (01/09/23) and relates to point 3, in the RFI letter. Aside from providing a planning assessment by a qualified town planner, the RFI asks for a number of other things. For ease of processing, we'll answer those queries listed under point 3 here, although many of them are expanded upon later in this submission

- a. *Background information and additional details of the existing school land use, including any previous and relevant planning permits or other permits that relate to the school.*

Previously endorsed plans for the school are included in the RFI package, and establish that the school has benefitted from previous approvals and continues to operate under that initial approval.

- b. *A copy of any master plan that applies to the site if applicable.*

There is no Master Plan associated with this school.

- c. *A written description of all buildings and works that you are seeking approval for as part of the permit application.*

The following planning submission addresses the works sought for approval and the relevant planning permit triggers.

- d. *An explanation as to why the Minister for Planning is the responsible authority for the proposal pursuant to Clause 72.01-1 of the Hume Planning Scheme.*

The estimated cost of the proposal for a primary school is greater than \$3 Million, pursuant to clause 72.01-1 of the Hume Planning Scheme.

- e. *Clarification of existing and proposed student and staff members.*

The school anticipates a maximum of 65 staff and is expected to cater for 608 students in 2030.

- f. *Confirmation of how many existing car parking spaces are provided on site and how many proposed car parking spaces and clarification as to why a planning permit is required under Clause 52.06 (Car Parking).*

The school currently provides for 26 car parking spaces catering for 60 staff on site at any one time. This situation that has existed for in excess of 15 years. The proposal will see 75

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spaces created to cater for a projected 65 staff. This is in excess of the requirements of clause 52.06, therefore there is no planning permit is required pursuant to clause 52.06.

- g. *Confirmation of how many existing bicycle parking spaces are provided on site and how many proposed bicycle parking spaces and clarification as to whether a planning permit is required under Clause 32.34 (Bicycle Facilities).*

At present there is 10 bicycle spaces provided in an ad hoc basis. Bicycle usage amongst the students and staff is low. The proposal will see the construction of a bicycle shed with 34 bicycle spaces in the hope of encouraging more bicycle use. In terms of clause 52.34, the provision states that a new 'use' should not commence until the required number of spaces has been provided. The proposal does not introduce a new 'use', so clause 52.34 is not triggered.

- h. *Clarification as to whether a planning permit is required for the proposed signage under Clause 52.05 (Signs).*

As detailed later in this report and supported by the accompanying plans, there is no permit trigger for signage under clause 52.05 in this instance. There are numerous signs proposed, however they all fall into the category of 'directional signs' which are 'as of right'.

- i. *Confirmation as to whether the proposal will result in works over Easement E-1. Further information should be provided to illustrate that the relevant build over easement approvals have been sought.*

The proposal does result in a small amount of works over the easement in the form of fencing. An application for 'Build over Easement' has been submitted to the relevant authorities, and a copy of that application is included in this package.

## The Proposal

It is proposed to improve onsite amenity with upgrades to the following

- Increase the size of existing car park to provide staff carparking, provision for bus parking for excursion activity, allowance for maintenance vehicles and additional parking for other undefined uses.
- Upgrade the civil infrastructure to improve on site drainage for the playgrounds and increased carparking area, including a retention system
- Upgrading playgrounds to improve the outdoor playspace with an increased variety of learning and play settings
- Upgrade landscapes to increase plantings and biodiversity, beautify the site, and provide surface treatments that are suitable for school activities and garden spaces

The proposal is further detailed in the following documents attached to this application:

- Architectural Plan prepared by MUSK Architecture Studio
- Land Survey Plans prepared by JRL land surveyors
- Traffic Engineering Assessment Report prepared by Salt3 Consultants

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- Landscape Plan prepared by XLA Landscape Architects
- Civil engineering Plan by PJA civil engineers

## Subject Site and Surrounds

The subject site at 5-9 Drummond Street, Greenvale, 3059, is located to the south of Haddington Crescent, approximately 700 metres east of Mickleham Road. The school is bounded by Drummond Street (to the west), Murray Close (to the east), Haddington Crescent (to the north) and a recreation park (to the south).

The principal pedestrian access is currently provided from Haddington Crescent with additional pedestrian access provided from Drummond Street and Murray Close. Vehicular access to the existing car park is provided from an existing crossover on Drummond Street.

There is an additional crossover on Murray Close, providing for occasional vehicle access to the east playground area

Adjoining the subject site to the south is

- No.4 Murray Close, a double storey brick building with tiled pitched roofing. Its secluded private open space located to the rear of the dwelling and comprises a tennis court and swimming pool.
- Council Oval

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Figure 1 – No.4 Murray Close





*Figure 2 - The council oval*



*Figure 3 - Aerial Map of Site and Surrounds*

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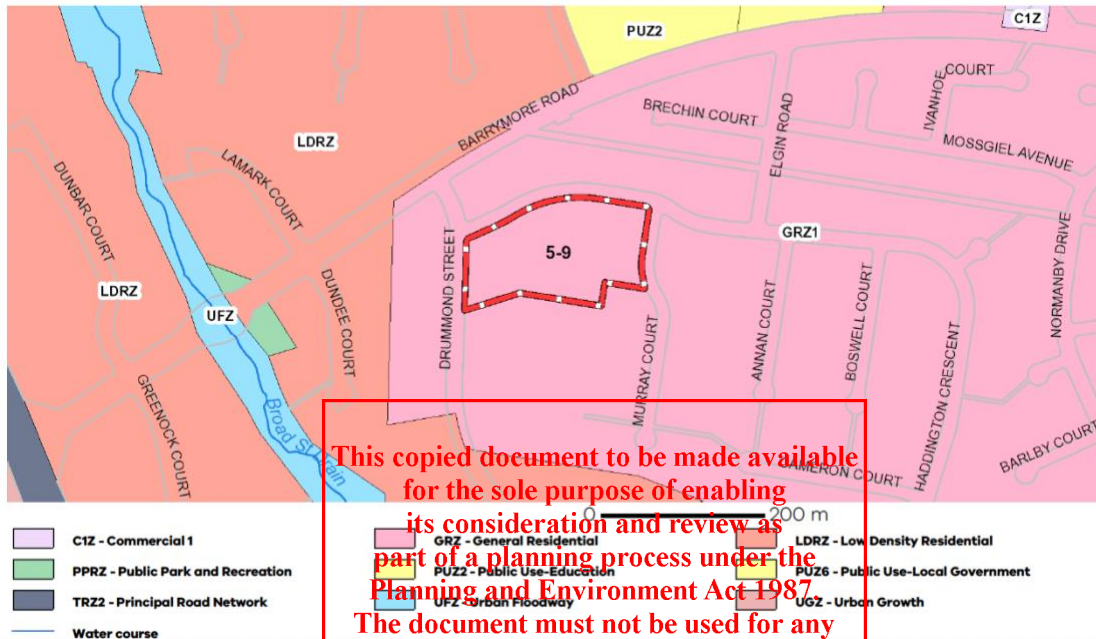
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The Planning Controls

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Zoning

The subject site is located within the General Residential Zone - Schedule 1 (GRZ1) 'Hume Residential Areas' pursuant to the Hume Planning Scheme.



The purpose of the GRZ1 is as follows;

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

A permit is required for the works under the zone provisions.

The Decision Guidelines for non-residential use and development are;

- 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.*
- *Any proposed loading and refuse collection facilities.*
- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

## Overlays

The subject site is not affected by any overlays.

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## Particular Provisions

The requirements of the particular provisions apply to all planning permit application for use and/or development, where relevant.

Particular provisions considered to be relevant to this planning permit application for the subject site include:

## Signs at Clause 52.05

Clause 52.08-14 specifies sign requirements are at Clause 52.05. The GRZ1 zone is defined as Category 3, being a high amenity area which places additional limitations to regulate the development of land for signs and associated structures.

Signs in high-amenity areas are to be orderly, of good design and do not detract from the appearance of the building on which a sign is displayed or the surrounding area. A planning permit is not required for Section 1 uses in this category, including direction signs.

The accompanying plans provide details of the proposed signage, including their size and locations. All of the signs proposed are confined to the definition of 'directional signage'.

## Car Parking at Clause 52.06

All car parking in association with a specified land use is required to be provided in accordance with Clause 52.06 of the Scheme (unless elsewhere specified) together with the requirements for aisle widths and the dimensions of the car spaces.

A 'Primary School' has a statutory parking rate of 1 car space to each employee that is part of the maximum number of employees on the site at any time.

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A planning permit is required to reduce or waive the number of car spaces, which for whatever reason cannot be accommodated on site in association with any use or extension in floor area to an existing use.

The proposal has a requirement for 65 car parking spaces, given the current staffing levels and there is no proposal to increase staff numbers.

As a result of the proposal, the parking provision will be elevated to 75 spaces.

The combination of 'no increase in staff numbers and an excess of parking spaces proposed for the current levels, results in a permit outcome where there is no permit trigger under clause 52.06.

Nevertheless, we see that a traffic engineering assessment, prepared by Salt3 consultants accompanies the application. The report also establishes that the vehicle access arrangements along with any impacts on the surrounding traffic network are well within the expected parameters.

#### Native vegetation at Clause 52.17

This provision requires that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):

1. *Avoid the removal, destruction or lopping of native vegetation.*
  2. *Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
  3. *Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.*
- To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation. A permit is required to remove, destroy or lop native vegetation, including dead native vegetation.*

There is no proposal to remove or lop any native vegetation on this large site. As such there is no permit trigger under this provision.

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## Summary of Planning Permit Triggers

Having regard to the planning controls affecting the land and the proposed development, we understand the following clause is the only permit trigger here;

- For Building and Works, under clause **32.08-9 Buildings and works associated with a Section 2 use**, a permit is required to construct a building, or construct or carry out works for a use in Section 2 of Clause 32.08-2.

The development does not propose removing, destroying or lopping naturally occurring indigenous trees on the subject site and therefore native vegetation controls associated with clause **52.17** do not apply.

However through an abundance of caution regarding the council managed street trees abutting the site, we have provided an Arboricultural Assessment Report, which indicates the works will have no impact on those council trees.

Similarly, as mentioned no permit is required under clause **52.06** Car Parking, but a traffic report has been provided nevertheless.

And finally, although no planning permit is required for the signage pursuant to clause **52.05**, details of the proposed signage forms part of the application material and we invite the Responsible Authority to include these plans as part of those endorsed.

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## Planning Permit Application Supporting Comments

This application is for a planning permit to allow;

- works to upgrade the carpark, civil infrastructure, playgrounds and landscaping to improve the outdoor areas

With consideration of the requirements under **32.08-13 Non-Residential Use and Development**, as follows;

- *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.*
- *Any proposed loading and refuse collection facilities.*
- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

We will address each of these points in turn.

- *Whether the use or development is compatible with residential use.*

Whilst there is no proposal to change the use, we note that the playground and car park works do constitute development.

The car park improvements will significantly increase the capacity of the school to accommodate staff, visitors and deliveries. Presently those needs are met on site and on the surrounding streets. This has an impact on the amenity of those streets at peak times. As a result of the works, all of the parking needs for the school will be comfortably met on site. The size of the spaces and accessways along with the access arrangements have been endorsed by the consultant traffic engineers, and once completed and utilized will ensure the amenity of the surrounding residential area is actually improved.

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The car park works will also 'future proof' the school as more spaces are being provided than are presently required. The proposal 75 spaces, has been calculated based on projected enrolment data and has been designed to be in excess of requirements a when the school is at its busiest in 2030.

As for the playground improvements and other infrastructure works, in terms of their scale, height and setbacks from boundaries we can see that there will be no direct amenity impacts on any of the adjoining residential properties.

The only residence with a direct interface e with the site is N.4 Murray Close.

This is a two storey dwelling that presents a side boundary to the school site. The dwelling has a side setback of approximately 2.5m which is essentially used for a secondary access and has a utilitarian role. The large backyard is occupied mainly by a tennis court.

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The works proposed close to this boundary consists of a series of low benches interspersed with garden areas, with ground covers and small to medium shrubs along the boundary. The existing footpath will remain. As a result of the improvement works, the function of this area will not dramatically changed. This area already features a number of bench seats, the only tangible difference, is that the bench seats will be updated and the presently un-landscaped boundary, will be softened by shrubs and small trees between the new bench seats.

In this sense, we say there will be no amenity impacts along this interface, in fact we believe the interface will be improved through a more thoughtful design and a 'softening' on the common boundary with No.4 Murray close.

- *Whether the use generally serves local community needs.*

As noted, the proposal does not involve any change of use, the school will continue to meet community needs and through the proposed works, will have an increased capacity to accommodate vehicles and an improved quality for the existing play spaces.

- *The scale and intensity of the use and development.*

The building works are confined to 'at grade' car park improvements, a modestly scaled bike shed and the installation of playground equipment along with surface treatments and landscaping. The works do not increase the scale or intensity of the use, *per se*, but rather ensure the existing use operates and presents in a more attractive manner and incrementally increase the amenity of the school environment and its surroundings.

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- *The design, height, setback and appearance of the proposed buildings and works.*

As mentioned above, there are no 'works' proposed which would increase the heights, reduce the setbacks or dramatically alter the appearance of the current buildings. Aside from the car park improvements, the works proposed amount to a much needed 'makeover' for the school.

- *The proposed landscaping.*

A landscape plan prepared by XLA Landscape architect accompanies the application and forms an integral part of the schools refurbishment. Species have been particularly chosen with the school environment in mind, so as to create a safe yet engaging environment for the students. As a consequence the appearance of the school from the 'outside' is to be greatly improved, thus providing a benefit to the broader community and in particular the adjoining dwelling at No.4 Murray Close.

- *The provision of car and bicycle parking and associated accessways.*

The current parking provision and bicycle parking provision, does not meet the demands of the school. At peak periods, cars are parking in the surrounding streets, and bicycles are accommodated on an ad hoc basis throughout the school grounds.

The proposed parking provision and bike shed, results a in a more orderly and coordinated provision for cars and bicycles.

- *Any proposed loading and refuse collection facilities.*

There is no proposed change to the loading and refuse facilities, other than to say the re-modelled and expanded car park will enable easier deliveries to the school.

- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

Refer to the accompanying traffic report. We say the conclusions reached in this report support the conclusion that the car park works will result in a more efficient and safer parking and access outcome, and incrementally improve the amenity of the surrounding area.

## Conclusion

Having regard to these matters, in our view we believe there is scope within the existing planning framework to permit the proposed development of carpark, civil, playground and landscaping upgrades on the subject site, as detailed in the attached documents.

We trust that this planning application and the attached documents fulfill the planning permit application requirements. Should you have any further queries, please do not hesitate to contact the undersigned.

*JLP Melbourne*

5<sup>th</sup> October 2023

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