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IVANHOE GIRLS' GRAMMAR SCHOOL – ENTERPRISE CENTRE

Planning Report



Prepared for
IVANHOE GIRLS' GRAMMAR SCHOOL
23 January 2025

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SUBMISSION DOCUMENTS

This report is to be read in conjunction with:

- Certificate of Title
- MPL Certificate (MPL000318)
- Urban Context Report and Architectural Drawings, prepared by Cox Architecture, dated 23 January 2025
- Landscape Design Report, prepared by Rush Wright Associates, dated 21 November 2024
- Sustainability Management Plan, prepared by Integrated Group Services, dated 14 November 2024
- Arboricultural Impact Assessment, prepared by Civica, dated 25 November 2024
- Transport Impact Assessment, prepared by Urbis, dated 20 November 2024
- Waste Management Plan, prepared by Ivanhoe Girls' Grammar School, dated 13 November 2024
- Green Travel Plan, prepared by Urbis, dated 27 November 2024
- Site Survey, prepared by Land Surveys, dated 24 April 2020

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society. We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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EXECUTIVE SUMMARY

Urbis has been engaged by Ivanhoe Girls' Grammar School to support the construction and associated works for a new multipurpose 'Enterprise Centre', the installation of signage, the refurbishment of existing sports courts and minor demolition and works to construct car parking spaces.

The Ivanhoe Girls' Grammar School campus at 123 Marshall Street is an irregularly shaped site comprising 25 property parcels, with the application area covering seven parcels owned by the school.

This four-storey 'Enterprise Centre' building will be situated near the north-west corner of 123 Marshall Street, Ivanhoe. The building will feature classrooms, breakout spaces, landscaped outdoor areas for student use, and nine car parking spaces on the ground plane. As part of the project, the existing vehicle entrance on Upper Heidelberg Road will slightly be altered, and new display signage will be installed.

Additionally, eight car parking spaces will be distributed across three property parcels on the eastern part of 123 Marshall Street (Parcel Nos. 1\TP620948, 2\PS332542 and 25\LP4997).

This development will not increase the number of students or staff but will alleviate the current pressure on the school's existing facilities and provide a flexible and innovative space that supports modern education practices.

BANYULE PLANNING SCHEME

The site is affected by the following planning controls and permissions:

CONTROLS/PROVISIONS	PERMISSIONS
Clause 32.08-10 – General Residential Zone, Schedule 2 (applies to western portion of subject site)	A permit is required to construct a building or construct or carry out works for a Section 2 use, including education centre (primary and secondary school).
Clause 32.09-10 – Neighbourhood Residential	A permit is required to construct a building or construct or carry out works for a Section 2 use,

Zone, Schedule 3 (applies to eastern portion of subject site)	including education centre (primary and secondary school).
Clause 43.01 – Heritage Overlay (applies to eastern portion of subject site)	A permit is required to demolish or remove a building and to construct a building or construct or carry out works.
Clause 52.05 – Signs	A permit is required for display signage.
Clause 52.06 – Car Parking	Before the floor area of an existing use is increased, the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the responsible authority.
Clause 52.29 – Land Adjacent to the Principal Road Network	A permit is required to create or alter access to a road in a Transport Zone 2 (Upper Heidelberg Road)
Clause 53.19 – Non-Government Schools	An application is exempt from the decision requirements of section 64(1), (2), and (3), and the review rights of section 82(1) of the Act
Clause 72.01 – Responsible authority for this Planning Scheme	The Minister for Planning is the responsible authority for an education centre with an estimated cost of development is \$3 million or greater.



ASSESSMENT SUMMARY

In preparing this report, we have conducted a detailed analysis of the site and its surrounds and considered the relevant planning policies and controls of the Banyule Planning Scheme. This report outlines the full details of the proposal and assesses the merits of the proposal based on the applicable planning controls and site context.

Overall, this report demonstrates that the proposal is an acceptable and appropriate outcome for the site for the following reasons:

- ✔ The proposal is consistent with the relevant policy of the Banyule Scheme.
- ✔ The architectural design provided by Cox Architecture provides a high-quality built form which will provide a state-of-the art educational facility.
- ✔ The scale and mass of the Enterprise Centre building is consistent with State and local planning policy which recognises that educational buildings should be assessed differently and can take on a different built form from a typical residential development
- ✔ The proposed Enterprise Centre has been sited and designed to ensure the amenity impacts are minimised, including by of visual bulk and overshadowing. The proposed building's location, fronting Upper Heidelberg Road, will ensure that more sensitive residential interfaces are not adversely affected.
- ✔ The proposed signage is consistent with signage policy and considered highly appropriate given its scale, positioning and physical integration within its immediate location.
- ✔ Although there is a reduction of 19 car parking spaces as a result of the proposal, this shift is considered appropriate and presents a strong opportunity for travel behaviour shift in alignment with the Banyule Integrated Transport Plan.
- ✔ The Transport Impact Assessment prepared by Urbis demonstrates that the reallocation of parking on the IGGS Campus will not result in adverse safety or operational impacts.

- ✔ Rush Wright Associates have prepared a considered landscape response that enhances the amenity of the existing school whilst also providing an improvement to the streetscape, including a widen footpath along Upper Heidelberg Road which will provide a safer pedestrian environment.
- ✔ The proposal will provide immense benefits to the students and staff at Ivanhoe Girls' Grammar School, providing new modern teaching facilities and associated amenities, while also contributing positively to the streetscape with a high-quality design.

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1. SITE CONTEXT

1.1. SUBJECT SITE

Ivanhoe Girls Grammar School (IGGS) is a private Anglican day school for girls, located in Ivanhoe. Established in 1903, IGGS offers education from the Early Learning Centre to Year 12.

The IGGS campus spans an irregularly shaped area of 34,191 square meters. While the primary address is 123 Marshall Street, Ivanhoe, the campus also includes properties at 18 and 8 Noel Street. The specific area related to this application, referred to as the 'application area,' is highlighted on the site map and consists of property parcels all under the address 123 Marshall Street.

Key details of the site are as follows:

CATEGORY	DESCRIPTION
Existing Conditions	<p>The subject site accommodates Ivanhoe Girls' Grammar School.</p> <p>The area subject to this development is located adjacent to Upper Heidelberg Road and currently accommodates an at-grade car park accommodating 36 car parking spaces.</p> <p>The application area consists of land within the northern portion of 123 Marshall Street, including the existing car park and tennis courts, as well as the three property parcels fronting Marshall Street (Parcel Nos. 1\TP620948, 2\PS332542 and 25\LP4997).</p>
Area	<p>Total IGGS Site: 34,191sqm</p> <p>123 Marshall Street: 30,148sqm</p> <p>Application area: 8,594sqm</p>
Frontages	<p>The subject site area has frontages to Upper Heidelberg Road (West) and Marshall Street (East)</p>

Application Area Titles

- Lot 41 LP4997
 - Covenant 0625394
- Lot 2 PS332542
 - Covenant 0582517
 - Covenant 0610044
- Lot 1 TP146221
 - Covenant 0632841
- Lot 1 TP589815
 - Covenant 0632841
- Lot 1 TP620948
 - Covenant 0589190
- Lot 1 and 2 TP843046
 - Covenant 0609588
 - Covenant 0632841
- Lot 25 LP4997
 - Covenant 0688414

All covenants affected the site generally relate to rights to a carriageway easement, and a minimum cost for any dwelling house building or erection on the land.

Vehicle Access

Vehicle access to the existing at-grade car park adjoining Upper Heidelberg Road is provided via two dual double-width crossovers, off Upper Heidelberg Road, an 'entry only' on the northern side of the car park, and an 'exit only' on the southern end of the car park.

For parcel 1\TP620948, 2\PS332542 and 25\LP4997 respectively, a single-width crossover provides access from Marshall Street, while at the rear of the

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properties, access is provided by the unnamed ROW which extends through the school campus.

Vegetation Trees and shrubs scattered throughout the site.

Table 1 – Details of Subject Site

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Picture 1 – Viewing west from Upper Heidelberg Road



Picture 3 – Rear of parcels 2\PS332542 and part of 25\LP4997



Picture 2 – Sporting courts



Picture 4 – Rear of parcel 1\TP620948 (prev. identified as 137 Marshall Street)

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1.2. IMMEDIATE SURROUNDS

The immediately surrounding area to the western portion of the application area, including the existing car park and sporting courts, can be described as follows:

- A** To the north of this area is Memorial Reserve. This is a reserve used to commemorate those who served in World War 1 and includes several larger trees, and plantings.

Further north is Studley Road, a local street, accommodating traffic in either direction adjacent to the site. Studley Road accommodates some on-street car parking.

Figure 1 – Memorial Reserve



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Subject Site
Application Site

50 metres

B To the west of this area is Upper Heidelberg Road, a main arterial road that branches off Heidelberg Road and extends through Ivanhoe, situated in the Transport Road Zone Category 2.

Further west are the Banyule City Council Library and Cultural Hub, as well as The Centre Ivanhoe, which is a major landmark and of State significance, listed on the Victorian Heritage Register. Further along Upper Heidelberg Road are several retail shops and food and drink establishments located in the Commercial 1 Zone. To the west of the southern half of the campus is Noel Street, a two way residential street featuring residential dwellings and St James Anglican Church.

Figure 2 – The Centre Ivanhoe



C To the east of the western portion of the site, and connecting to the eastern side of the site, is an unnamed Right of Way which runs in a north-south direction and turning into an east-west orientation to intersect Noel Street. Further east is 141 Marshall Street which comprises of a complex of six single storey dwellings with pitched roofs.

Figure 3 – Right-of-way



The immediate surrounds to the eastern portion of the application area including the three land parcels (Parcel Nos. 1\TP620948, 2\PS332542 and 25\LP4997) fronting Marshall Street can be described as follows:

D To the east of this area is Marshall Street, a local street accommodating traffic in either direction with a vegetated median strip and level change down the middle of the street. Further to the east from the application area are the residential properties of 138 and 126 Marshall Street. 138 Marshall Street comprises a single storey detached weatherboard dwelling with a pitched roof and 126 Marshall Street is improved with a detached single storey brick dwelling with a pitched roof.

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Figure 4 – Marshall Street, adjacent to the site



- ✔ On the eastern side of the school, located in between the school campus, and adjoining the application area are the properties at 131 and 135 Marshall Street. The properties at 131 and 135 Marshall Street both feature a double storey, detached, brick dwelling with a pitched roof.

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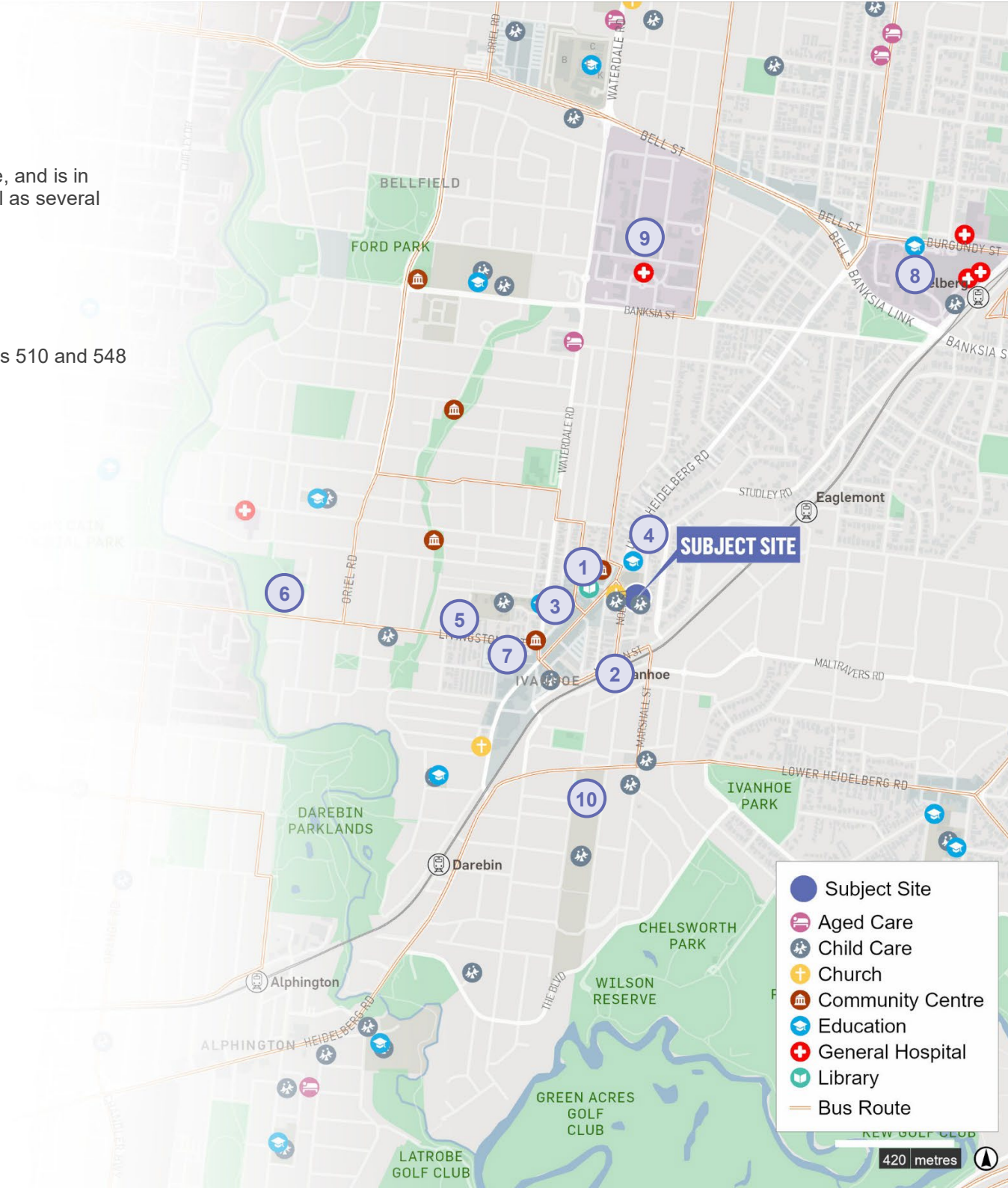
1.3. SURROUNDING CONTEXT

The subject site is located within Ivanhoe, in the City of Banyule, and is in excellent proximity to a range of amenities and services, as well as several educational facilities. These include:

- 1 Ivanhoe Library and Cultural Hub
- 2 Ivanhoe Train Station
- 3 Bus Stop on Upper Heidelberg Road, servicing bus routes 510 and 548
- 4 Memorial Reserve
- 5 Nino Early Learning Adventures Ivanhoe
- 6 Neillie Ibbot Park
- 7 Ivanhoe Plaza
- 8 Austin Hospital
- 9 Heidelberg Reparation Hospital
- 10 Ivanhoe Grammar School

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2. PROPOSAL

2.1. OVERVIEW OF PROPOSAL

This permit application seeks approval for the construction of a new four-storey building, the 'Enterprise Centre', within the north-western portion of Ivanhoe Girls' Grammar School, and associated car parking works.

The Enterprise Centre will be a purpose-built facility to support a new learning program at the school, centred on immersive project-based activities. The proposed development does not propose to increase the number of staff or students at the school, rather it will alleviate existing capacity pressures on campus. The building will feature a variety of staff and student spaces, including breakout areas, classrooms, and outdoor terraces.

The existing sporting courts, located centrally within the application area, are proposed to be retained in their existing location, with minor refurbishment works proposed as part of this application.

Vehicular access from Upper Heidelberg Road (TRZ2) will be slightly modified to accommodate a new car park as part of the Enterprise Centre

In terms of car parking, the proposal will provide for a total of 17 new car parking spaces, while the location of the new Enterprise Centre will result in the loss of 36 existing car parking spaces. This results in a net reduction of 19 spaces. Nine (9) of the new car parking spaces will be located within the Enterprise Centre and an additional eight (8) spaces will be located at the rear of the Marshall Street fronting properties, within the eastern side of the site. Minor works are associated with these new car parking spaces.

Key details of the proposal are as follows.

Table 2 – Details of Proposal

ELEMENT	PROPOSAL
Enterprise Centre	<ul style="list-style-type: none">It is proposed to construct a four (4) storey building, comprising:<ul style="list-style-type: none">Ground Floor<ul style="list-style-type: none">9 car parking spaces, including one DDA space

- Concierge
- Visitor amenity
- Fabrication lab and learning zone
- Maker space
- Town square/forum space
- Level 1
 - Café (ancillary) including a deck
 - Breakout/townhall space
 - Staff collaboration hub
 - Environments learning zone/lab
 - Urban farming terrace and green house
 - Amenity
- Level 2
 - Media and communications lab
 - Learning zone
 - Reading/writing area
 - Town square/breakout space
 - Electronics lab/learning zone.
 - Amenity
- Level 3
 - Foyer
 - 2 x multi purpose rooms
 - Amenity
- Roof
 - Screened plant enclosure

Building Height	Four storeys, with a maximum building height of 17.95m proposed (excluding building services in a screened plant enclosure).
Substation	Substation to be constructed to the north of the proposed development.
Sports Courts	The existing tennis courts are proposed to be regraded and resurfaced as part of repair and maintenance works.
Student and Staff Nos.	No change to staff and student numbers.
Car Parking	<p>The proposed development comprises:</p> <ul style="list-style-type: none"> ▪ Removal of 36 existing car parking spaces near the north-western corner of the site. ▪ Provision of nine (9) car parking spaces, including one accessible space are to be provided on the ground level car park of the proposed Enterprise Centre. Vehicle access to and from the ground level car park is provided via the existing 5.4 metre wide 'entry' crossover to Upper Heidelberg Road. ▪ Provision of eight (8) additional car parking spaces comprising: <ul style="list-style-type: none"> - Three (3) spaces at the rear of parcel 1\TP620948, accessed from the unnamed Right of Way, and - Five (5) spaces at the rear of parcels 2\PS332542 and 25\LP4997, accessed from the unnamed Right of Way, located centrally through the campus.

Proposed works in HO5	<ul style="list-style-type: none"> ▪ Parcel 2\PS332542 and 25\LP4997 <ul style="list-style-type: none"> ▪ The maintenance shed at the rear of the parcel is proposed to be demolished to construct car parking spaces. ▪ Parcel 1\TP620948 <ul style="list-style-type: none"> ▪ The shed structure at the rear of the parcel is proposed to be demolished to construct car parking spaces.
Vehicular Crossovers	<p>The existing crossover located on northern side of the development area, off Upper Heidelberg Road, is proposed to be retained and will provide access both to and from the proposed ground floor car park of the Enterprise Centre.</p> <p>The existing crossover located on the southern side of the proposed Enterprise Centre, is proposed to be retained and will be used for occasional emergency and maintenance vehicle access to the courts and the Performing Arts Centre.</p>
Landscaping and amenities	<ul style="list-style-type: none"> ▪ Landscaped ground floor setback from Upper Heidelberg Road, 'Biodiversity Garden'. ▪ Landscaped 'entry plaza' and 'shade garden' on the ground floor.
Signage	<p>A free-standing blade sign is proposed. This sign will serve wayfinding and identification purposes for IGGS and is the same as other signage around the campus.</p> <p>The sign is non-illuminated and proposed to measure 2.5 meters in height, 0.7 meters in width.</p> <p>The sign will be positioned at the western end of the southern façade of the new Enterprise Centre.</p>

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Figure 5 Proposed Enterprise Centre



Figure 6 Proposed Enterprise Centre



Source: Cox Architecture

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3. BANYULE PLANNING SCHEME

3.1. GENERAL RESIDENTIAL ZONE – SCHEDULE 2

Part of the subject site is located within the General Residential Zone, Schedule 2 (GRZ2), pursuant to Clause 32.08 of the Planning Scheme. Schedule 2 specifically refers to 'Incremental Areas'.

The GRZ2 affects the land where the Enterprise Centre is proposed to be located, adjacent to Upper Heidelberg Road.

The relevant purposes of the GRZ are as follows:

- 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.

Pursuant to Clause 32.08-10, a permit is required to construct a building or construct or carry out works for an education centre, including a primary school and secondary school.

Notably, the subject site, being Ivanhoe Girls' Grammar School, has established use rights as an education centre.

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3.2. NEIGHBOURHOOD RESIDENTIAL ZONE – SCHEDULE 3

Part of the subject site is located in the Neighbourhood Residential Zone, Schedule 3 (NRZ3), pursuant to Clause 32.09 of the Planning Scheme. Schedule 3 specifically refers to ‘Banyule Neighbourhood Residential Areas’.

The NRZ3 affects the eastern portion of the broader IGGS site, and specific to this application, affects the properties fronting Marshall Street which propose car parking at the rear.

The relevant purposes of the GRZ are as follows

- 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 32.09-10, a permit is required to construct a building or construct or carry out works for an education centre, including a primary school and secondary school.

Notably, the subject site, being Ivanhoe Girls’ Grammar School, has established use rights as an education centre.

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Subject Site	General Residential 3 (GRZ3)	Public Use - Local Government (PUZ6)
Application Site	General Residential 4 (GRZ4)	State Transport Infrastructure (TRZ1)
Planning Zones	Mixed Use (MUZ)	Principal Road Network (TRZ2)
Commercial 1 (C1Z)	Neighbourhood Residential 3 (NRZ3)	Significant Municipal Road (TRZ3)
General Residential 1 (GRZ1)	Public Park & Recreation (PPRZ)	
General Residential 2 (GRZ2)		

3.3. OVERLAYS

3.3.1. Development Contributions Plan Overlay – Schedule 1

The purpose of the Development Contributions Plan Overlay (DCPO) is to identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

The site falls within Schedule 1 of the Development Contributions Plan Overlay (DCPO1). This schedule relates to the *Banyule Development Contributions Plan Area No. 22*, as established by Amendment C115bany on 4 August 2022.

Pursuant to DCPO1, land developed for a non-government school is exempt from the Banyule Development Contributions Plan as defined in the Ministerial Direction on the Preparation and Content of Development Contributions Plans dated 11 October 2016.

Therefore, no development contributions payment is required for this proposal.

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3.3.1. Environmental Significance Overlay

The purpose of the Environmental Significance Overlay (ESO) is to identify areas where the development of land may be affected by environmental constraints and ensure that development is compatible with identified environmental values.

Environmental Significance Overlay – Schedule 4 ('ESO4')

The Environmental Significance Overlay, Schedule 4 (ESO4) applies to the subject site. This schedule relates to 'Significant trees and areas of vegetation'. The objective of this schedule is *to protect and enhance trees and areas of vegetation that are significant*.

A permit is required to remove, destroy or lop any significant tree or area of vegetation specified in Table 1 to this clause. However, Table 1 of Schedule 4 includes only one tree within the broader subject site, a 'Deodara Cedar', which is located outside the application area. As such, no permit is required under the ESO4 and this overlay is not considered to be of relevance to this application.

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3.3.2. Vegetation Protection Overlay

The purpose of the Vegetation Protection Overlay (VPO) is to implement planning strategies, protect significant vegetation, minimise vegetation loss during development, preserve existing flora, recognise areas of special significance, maintain habitats for indigenous fauna, and encourage native vegetation regeneration.

Vegetation Protection Overlay – Schedule 3

The subject site is affected by the Vegetation Protection Overlay, Schedule 3 (VPO3) which refers to the 'Eaglemont, Ivanhoe East and Ivanhoe Area'.

Pursuant to Clause 42.02-2, a permit is required to remove, destroy or lop any vegetation. This does not apply to the removal, destruction or lopping of exotic vegetation which is less than 5 metres in height and has a trunk circumference of less than 0.5 metres at a height of 1 metre above ground level.

Given there are no trees located within the application area, proposed to be removed, no permit is required under Clause 42.02-2.

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3.3.3. Heritage Overlay (HO5)

Pursuant Clause 43.01, the purpose of the Heritage Overlay is to implement planning strategies, conserve and enhance heritage places and their significant elements, ensure development does not harm heritage significance, and allow otherwise prohibited uses if they aid in conserving the heritage place.

The Heritage Overlay (HO5) affects the eastern portion of the subject site, with HO5 specifically referring to the 'Marshall Street/Thoresby Grove/Sherwood Road Precinct'.

Pursuant to Clause 43.01-1, a permit is required to:

- Construct a building or construct or carry out works.
- Demolish or remove a building.

Notably, the HO5 does not impact the area designated for the proposed Enterprise Centre building. It only affects the eastern portion of the broader campus. This is relevant to the current application, which proposes car parking at the rear of the land parcels fronting Marshall Street, specifically parcels 1\TP620948 (Woolley House), 2\PS332542 (M House), and 25\LP4997.

The Marshall Street, Sherwood Road and Thoresby Grove Heritage Overlay Area (HO5) is aesthetically (Australian Heritage Commission (AHC) Criterion E) significant at a local level.

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3.4. MUNICIPAL PLANNING STRATEGY

The following clauses of the Municipal Planning Strategy are relevant to the proposal:

- Clause 02.01 – Context
- Clause 2.02 – Vision
- Clause 2.03 – Strategic directions
- Clause 2.04 – Strategic framework plans

Broadly, these policies seek to:

- Recognise that private educational institutions are a significant component of development in the municipality, which is a distinguishing characteristic of Boroondara compared to other municipalities.
- Ensure health and education institutions are integrated with their surrounding area and are planned in a coordinated manner.
- Boroondara's vision for strategic land use and development includes the objective that community services and facilities are high quality, inclusive and meet a variety of needs now and into the future.

3.5. PLANNING POLICY FRAMEWORK (PPF)

The following Clauses of the PPF are relevant to the proposal:

- **Clause 13.07-1L (Non-residential uses in residential areas)** sets out a range of strategies and policy guidelines. Relevant strategies to the application seek to:
 - Design buildings for non-residential uses that are sympathetic to neighbouring dwellings in terms of siting, density, scale, form and style.
 - Locate car parking associated with a non-residential use at the side or rear of the site to avoid it dominating the development or street frontage.
 - Landscape the front setbacks of buildings used for non-residential purposes to enhance the appearance of the site and the locality.

- **Clause 15.01-1S (Urban Design)** seeks to guide development applications in residential zones to achieve the desired neighbourhood character for the local area.
- **Clause 15.01-5L-01 (Preferred neighbourhood character)** outlines objectives for development applications in residential zones to achieve the desired neighbourhood character for the local area. The site is located in the Garden Suburban Precinct 3 (GS3). In the GS3 precinct, a of exotic, native, or indigenous vegetation is sought and new building materials are encouraged to match those predominant in the street;
- **Clause 15.01-1L-01 – (Urban design)** seeks to Design buildings that have active frontages and direct pedestrian access to abutting open space.
- **Clause 15.01-1L-02 (Safer Design)** seeks to design developments and public spaces that provide for safe pedestrian movement between areas of activity, and to car parks and public transport stops.
- **Clause 15.01-1L-03 (Signs)** supports signs which complement the building or land on which they are displayed, through their appearance, size, illumination and other characteristics and do not detract from the character or amenity of the locality.
- **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 15.01-2L-02 (Environmentally Sustainable Development)** seeks to achieve best practice in environmentally sustainable development from the design stage through to construction and operation.
- **Clause 15.01-2L-01 (Building Design)** seeks to integrate vegetation into the design of facades, rooftops and outdoor spaces of high density developments.
- **Clause 15.03-1L – (Heritage Conservation)** seeks to design development that is distinguishable yet complementary to the heritage place, and aligns with the scale, rhythm, and spacing of contributory buildings in residential heritage precincts.

The policy considers *Heritage Guidelines for Maribyrnong, Strenuous Grove and Thoresby Avenue, Ivanhoe (Banyule City Council 2005)* as relevant under these guidelines.

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- **Clause 19.02-2S (Education Facilities)** includes strategies to facilitate the expansion of primary and secondary education facilities to meet the existing and future needs of communities and recognises that primary and secondary education facilities are different to dwellings and can have different built form (including height, scale and mass).
- **Clause 19.02-2L (Education Facilities)** encourages the preparation of master plans to guide the development or expansion of education facilities, such as primary and secondary schools and tertiary institutions.

3.6. GENERAL AND PARTICULAR PROVISIONS

The following general and particular provisions are related to the proposal:

- **Clause 52.05 – Signs** seeks to regulate development of land for signs and associated structures, ensuring they are compatible with the area's visual appearance and character. Pursuant to Clauses 32.08-15 (GRZ) and 32.09-15 (NRZ), signage Category 3 applies to the application area. Under this category, a permit is required for a business identification sign.
- **Clause 52.06 – Car Parking** outlines the applicable statutory car parking rates of:
 - Primary school: 1 space to each employee that is part of the maximum number of employees on the site at any time
 - Secondary school: 1.2 spaces to each employee that is part of the maximum number of employees on the site at any time

Notably, there is no change to staff and student numbers proposed, however the proposal will result in a reduction in the total number of car parking spaces provided on site. Please refer to Section 4.1.5 of this report and the Transport Impact Assessment for further details in this regard.

- **Clause 52.06-9 – Design standards for car parking** sets out design requirements for parking.
- **Clause 52.18 – Stormwater Management in Urban Development** seeks 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 colling, 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 52.34 – Bicycle facilities** outlines bicycle parking requirements at the following rates for primary and secondary schools:
 - 1 space is required to each 20 staff, plus
 - 1 space to each 5 students over 4 years of age

There is no change to staff or student numbers as a result of this proposal.

- **Clause 53.19 – Non-government schools** exempts applications for non-government schools from the review requirements of the *Planning and Environment Act 1987*.
- **Clause 72.01 – Responsible Authority for this planning scheme** establishes that the Minister for Planning is the responsible authority for an application for a 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 or secondary school, if the cost of the development is \$3 million or greater.

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4. ASSESSMENT

The following sections of this report provide an assessment of the proposal against the relevant statutory and strategic provisions of the Banyule Planning Scheme having regard to the site's physical context.

This assessment focuses on the appropriateness of the following key matters:

1. Consistency with the Planning Policy Framework
2. Education Use
3. Consideration with Heritage Overlay
4. Built Form Considerations and Response to Neighbourhood Character
5. Landscaping
6. Offsite Amenity Impacts
7. Traffic, Access and Parking
8. Waste Management
9. Environmental Design Response

Each of these matters is dealt with in turn below.

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CONSISTENCY WITH PLANNING POLICY FRAMEWORK

Planning Policy Framework Response

The Planning Policy Framework (PPF) of the Banyule Planning Scheme broadly seeks to encourage institutional uses, including education facilities, in appropriate locations and recognises the importance of these types of institutions in meeting the needs of the community. At a local level, the planning policy encourages high quality designs which contribute towards attractive environments, while seeking to protect the amenity of the surrounding residential areas and the prevailing neighbourhood character.

At a state level, the planning policy recognises that the development and redevelopment of education facilities (including secondary schools) are different to dwellings in their purpose and function and can therefore take on a different type of built form. Given the subject site is well established as Ivanhoe Girls' Grammar School, it is critical that the assessment considers the built form under this lens, rather than what would be expected for a residential building and purpose.

It is submitted that the proposed development is consistent with the Planning Policy Framework of the Planning Scheme for the following reasons:

- The subject site has a long history of being used for the purpose of a school, Ivanhoe Girls' Grammar School, and is located along a main Road (Upper Heidelberg Road), where the Planning Policy Framework, including both the General Residential Zone and Neighbourhood Residential Zone, allow for the provision of non-residential uses.
- The proposed Enterprise Centre has been designed by Cox Architecture and reflects a high-quality built form and design that draws upon the surrounding context, both in terms of scale and materiality (Clause 15).
- The proposed building is four-storeys with a maximum height of 17.95 metres, plus building services in a screened plant enclosure. With the plant and services proposed, the building envelope reaches a maximum height of 18.151 metres. This height has been well-considered and is appropriate in the context of the immediately surrounding area, including the nearby activity centre to the north and the lack of immediately adjoining residential interfaces from the application area. Furthermore, this

will ensure that there will be no undue amenity impacts on nearby properties.

- The proposed finishes for the building, including the off-white tiles with a curved finish and precast concrete in terracotta red will create a built form that harmonises with the existing school campus and surrounding area. The neutral finishes and earthy tones will not be dominant or overbearing of the surrounding streetscape, including The Centre Ivanhoe, aligning with Clause 15 (Built Environment) and Clause 13.07-1L (Non-residential uses and development in residential areas).
- The new Enterprise Centre is situated on Upper Heidelberg Road, a main arterial road classified as part of the principal road network (TR22), directly responding to Clause 13.07-1L which encourages non-residential uses to be positioned along road zones.
- The PPF acknowledges that educational facilities require distinct consideration compared to standard residential developments (Clause 19.02-2S, Clause 13.07-1L).
- The proposed Enterprise Centre does not have adjacent residential interfaces and therefore will have minimal impact on surrounding residential properties and therefore should be considered of an appropriate scale.
- The proposal is consistent with policy at Clause 19.02-2S (Education facilities) which seeks to facilitate the establishment and extension of secondary schools to meet future educational needs of communities. The proposed new Enterprise Centre will expand on the school's existing facilities, providing for enhanced opportunities for learning, in the form of a high-quality, architecturally designed building.
- The proposed signage aligns with the policy outlined in clause 15.01-1L-03 (Signs). The proposed freestanding blade sign is designed to provide wayfinding and identification for Ivanhoe Girls' Grammar School. The signage features a minimalist aesthetic that complements and respects both the new Enterprise Centre and the broader IGGS campus. Strategically positioned to the southern interface of the Enterprise Centre, the signs placement ensures that the building's architectural features remain unobscured. Their size and scale are proportionate to the building and the wider campus, ensuring the building and its design and well the environment. The sign is modest in scale and design and will

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contained within the school boundary, ensuring they do not detract from the character or amenity of the locality.

- The total number of car parking spaces on the IGGS campus will be reduced by 19, with the development area providing 17 car parking spaces as part of this application. There will be no change in the number of staff and students. This proposed car parking provision is deemed appropriate and offers a significant opportunity for a shift in travel behaviour, aligning with the Banyule Integrated Transport Plan. The Green Travel Plan prepared by Urbis includes various incentives to capitalize on IGGS's excellent access to public transport and to encourage increased walking, cycling, and carpooling. Additionally, the Transport Impact Assessment conducted by Urbis demonstrates that the additional vehicle movements along the ROW will not result in any adverse safety or amenity impacts.

Overall, the proposal demonstrates a positive response to the character of the school and surrounding area and displays strong compliance with the policy objectives outlined in the Planning Policy Framework. The proposed Enterprise Centre, and associated car parking works, are designed and located to appropriately respond to their surroundings and will not result in any unreasonable amenity impacts to adjoining interfaces.

Clause 13.07-1L Response

Specifically in relation to Clause 13.07-1L (Non-residential uses in residential areas), the proposed development positively responds to the policy for the following reasons:

- The proposed building is located immediately adjacent to Upper Heidelberg Road, which is located within a Road Zone.
- Ivanhoe Girls' Grammar School have identified a need for an additional building to accommodate the existing number of staff and students on campus, while continuing to provide a high level of education.
- The proposed building is of high-quality, architectural design, and has been designed to respond positively to its surrounding context, being sympathetic to the surrounding residential and community context of the site.
- Car parking is proposed to be integrated into the existing building at the ground floor, as well as at the rear of existing buildings fronting Marshall

Street. This will ensure that car parking does not dominate the street frontage and will provide for an improvement on existing conditions.

- No additional crossovers are proposed as part of the proposal. The existing crossover located on the northern side of the Enterprise Centre will be utilised to provide vehicular access to and from the building car park, while the existing crossover on the southern side of the Enterprise Centre will be retained for occasional emergency and maintenance vehicle access to the courts and the Performing Arts Centre.
- A landscaped setback adjacent to Upper Heidelberg Road is proposed to enhance the appearance of the site and the locality. Additionally, landscaping works are also provided at the ground floor level of the Enterprise Centre enhancing the overall aesthetic.
- The demolition and works being undertaken to the east of the site to make way for eight (8) car parking spaces are generally consistent with where the sheds are on the two property parcels. These car parking areas will not be visible from the immediate adjoining residential properties and will not be visible from Marshall Street.
- There will be a minor redistribution in traffic resulting from the reallocation of parking on the school campus as part of this proposal. As demonstrated in the TIA, there will be no adverse impact on the safety or operational impacts on Upper Heidelberg Road or the ROW which runs through the IGGS campus. This proposed car parking redistribution and reduction is considered an improvement on the existing conditions and presents an opportunity for travel behaviour shift in alignment with the Banyule Integrated Transport Plan.
- There will be limited additional waste generation as a result of the proposal and waste will be stored and collected as per current operations.
- The application is supported by Clause 53.19 of the Planning Scheme which facilitates upgrades and extensions to existing non-government schools.

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 **EDUCATION USE**

The subject site accommodates Ivanhoe Girls' Grammar School, which is long established on the site, benefitting from existing use rights as an Education Centre.

Notably, there is no change to staff or student numbers proposed. Rather the use will remain consistent with existing conditions and with the purpose of the GRZ2 and NRZ3 which seek to *'allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations'*.

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CONSISTENCY WITH HERITAGE OVERLAY

The Heritage Overlay impacts only the eastern portion of the broader campus, with HO5 specifically referring to the 'Marshall Street/Thoresby Grove/Sherwood Road Precinct'. Pertinent to this application, the parcels 2\PS332542 (M House), 25\LP4997 and 1\TP620948 (Woolley House) are affected by the HO5. Consequently, any proposed works or demolitions within these parcels must be evaluated against the provisions of Clause 43.01, the Heritage Overlay.

The proposed works involve the demolition of a maintenance shed and a shed structure at the rear of the existing buildings located within the Marshall Street Parcels (2\PS332542 and 1\TP620948) to accommodate additional car parking spaces.

The Marshall Street, Sherwood Road and Thoresby Grove Heritage Overlay Area (HO5) is aesthetically significant at a local level (Australian Heritage Commission (AHC) Criterion E). Additionally, the houses on the three parcels to the east of the IGGs campus are considered significant.

The Statement of Significance for the Marshall Street/Thoresby Grove/Sherwood Road Precinct is identified in the *Marshall Street, Sherwood Road & Thoresby Grove Heritage Guidelines (2005)* and is as follows:

The Marshall Street, Sherwood Road and Thoresby Grove Heritage Overlay Area (HO5) is aesthetically (Australian Heritage Commission (AHC) Criterion E) significant at a local level. Its period of significance is 1900-1930.

It is aesthetically significant (AHC Criterion E) for its capacity to demonstrate the stylistic characteristics of middle class houses erected predominantly during the first two decades of the twentieth century but also during the third decade of that century. This significance is enhanced by the planting and post and rail fences along Marshall Street and Thoresby Grove, both of which are split levelled. It is understood these works date from the late 1920s.

The house styles are predominantly in the Federation Style, having links with the English Queen Anne mode which was in turn driven by the English Arts and Crafts Movement. Given the fall in the land to the east and the fact that Marshall Street is close to the higher ground along Upper Heidelberg Road, the incidence of attic floor windows and balconies overlooking Ivanhoe is high. They constitute picturesque elements in a

richly varied roofscape of terra cotta and slate clad hipped and gabled roofs with half timbering, fretted woodwork and turned timber posted verandahs. Later styles also show their debt to the Arts and Crafts Movement as it progressed through the years and absorbed the impact of the West Coast of America Bungalow style, characterised by the "Swiss chalet" roof form, shingled walls and dark stained woodwork. Critical to this significance is the Area's high level of integrity and mature garden setting.

The proposed demolition at the rear of the parcels 2PS332542 (M House) and 1TP620948 (Woolley House) will not adversely affect the significance or character of the heritage places, while no demolition is proposed at the rear of 25/LP4997.

The *Heritage Guidelines for Marshall Street, Sherwood Road and Thoresby Grove* state that the demolition of less significant parts of a significant dwelling is acceptable.

The shed structure at the rear of 1\TP620948 and the maintenance shed located at the rear of 2\PS332542 are not of heritage significance, and hence the significance of the heritage place will not be adversely affected. Additionally, these works will not be visible from Marshall Street or the abutting residential properties and therefore will not impact upon amenity.

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APPROPRIATENESS OF BUILT FORM AND RESPONSE TO NEIGHBOURHOOD CHARACTER

The application presents a well resolved built form design that is both appropriate to the surrounding context and applies due consideration to both the planning policy framework and the decision guidelines of the General Residential Zone and the Garden Suburban 3 Precinct (GS3).

Pursuant to Clause 32.08-14 (Decision Guidelines – Non-residential use and development), the design of the site appropriately responds to the considerations of the responsible authority in determining the appropriateness of built form.

Building Form and Height

The architectural plans demonstrate a maximum building height of 17.95 metres above natural ground level (excluding building services located within a screened plant enclosure). With the plant and services proposed, the building envelope reaches a maximum height of 18.15 metres.

The overall height remains an appropriate response to the strategic policy context of the site, being situated nearby an activity centre as well as along an arterial road in a road zone, and within the local physical context of established community facility buildings. The proposed development will sit comfortably along Upper Heidelberg Road, contributing positively to the character of the streetscape. Importantly, it has been designed to not overwhelm or dominant key community buildings, including The Centre Ivanhoe (as shown in Figure 7). This has been achieved through a careful choice of materials, which draws inspiration from materials within the streetscape, as well as the design of the built form.

The site is located within the Ivanhoe Structure Plan and is adjacent to areas designated for diverse development under the Plan. These diversity areas are intended for larger-scale new developments and include strategic sites. The site is adjacent to precincts 5 and 6 of the Ivanhoe Structure Plan. According to this plan, 18 and 16 Noel Street have a maximum preferred height of 15 metres. Additionally, other nearby sites along Upper Heidelberg Road also have a preferred building height of 15 metres. The proposed development will therefore sit appropriately within the surrounding urban context.

Figure 7 – Perspective of proposed Enterprise Centre (centre of image), within the context of The Centre Ivanhoe (left of image)



Source: Cox Architecture

Figure 8 – Perspective of proposed Enterprise Centre (left of image), viewing south along Upper Heidelberg Road



Source: Cox Architecture

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Setbacks

The ground floor façade of the proposed Enterprise Centre is setback a minimum of 2.3 metres from Upper Heidelberg Road, increasing to 3.59 metres towards the south of the building. This setback will provide a larger landscaped setback

The front setback provides for the proposed footpath widening, and landscaping to create a public environment with high amenity.

Along the northern boundary, the building envelope includes a ground-level setback of 13.02 metres from the site boundary. A substation is proposed in this area to support the development of the Enterprise Centre. The location of the substation will ensure that there is no detrimental impact on the trees, located within the adjoining reserve to the north.

A ground-floor setback is proposed on the eastern side of the application site for the Enterprise Centre, allowing for terracing adjacent to the netball courts, which are part of the school campus. This design enhances the usability and aesthetic appeal of the area, creating a seamless transition between the Enterprise Centre and the sports facilities.

Additionally, a wide setback is proposed on the southern side of the Enterprise Centre, providing a wide accessway between the Enterprise Centre and the nearest building to the south. This generous spacing not only facilitates easy movement but also enhances the overall amenity and functionality of the school campus, contributing to a more open and accessible environment.

The building envelope includes an upper level setback of 17.5 metres on the northern boundary at Level 1 to accommodate a terrace space. This terrace is designed to offer a high-amenity transition from the adjacent reserve to the north of the site.

At Level 3, the building is set back on all sides creating a multi-purpose terrace that surrounds the level of the building. This enhances the building's functionality and aesthetic appeal, providing outdoor areas that contribute to the overall amenity of the development.

Interface with the Public Realm

The proposed development, designed by Cox Architecture, is of high architectural merit, creating a vibrant and active space with passive surveillance along Upper Heidelberg Road. The development features a predominantly glazed façade that aligns with contemporary developments in the surrounding area, offering a high degree of articulation, depth, and texture, resulting in a varied and engaging exterior.

The Upper Heidelberg Road interface includes an activated glazed entrance to the Enterprise Centre. Additionally, the proposed widening of the footpath and landscaped setback will create a welcoming space for residents, visitors, and passersby, enhancing the vibrancy of the site and its surroundings.

Materials and Finishes

The proposal showcases a predominantly glazed façade that harmonizes with contemporary developments in the surrounding area, offering a high degree of articulation, depth, and texture. This design approach results in a varied and engaging exterior that captures attention and adds visual interest.

Complementing the glazed elements, the use of off-white terracotta tiles and terracotta red precast concrete seamlessly integrates with the existing school campus and the nearby activity centre. These materials not only enhance the aesthetic appeal but also provide a cohesive visual connection along Upper Heidelberg Road, contributing to the overall architectural harmony and vibrancy of the area.

Signage

The application seeks permission to install a freestanding business identification sign for IGGS. The proposed sign is non-illuminated blade sign intended to provide wayfinding and identification for the school. Moreover, the sign is consistent with signage policy in terms of its design, size and scale and therefore is an appropriate outcome in terms of its immediate context.

The proposed sign is thoughtfully designed to respect the character of IGGS whilst showcasing high quality signage design that is the same design, size and scale of other signage at IGGS.

The design of the sign features three distinct segments articulated at slightly differing angles, adding a modern element to the signage. Furthermore, the size and scale of the sign is appropriately proportioned to the building.

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Positioned to the southern setback of the new Enterprise Centre, the placement of the sign ensures that the architectural features of the building remain unobscured. Moreover, the sign is easily identifiable and readable without dominating the frontage along Upper Heidelberg Road or the surrounding built environment.

Additionally, the sign is placed within the title boundary and does not obstruct the pedestrian footpath and does not impact road safety.

LANDSCAPING AND GROUND FLOOR REALM

The landscape plan, prepared by Rush Wright Associates, adheres to the statutory requirements of the Banyule Scheme. The existing footpath along Upper Heidelberg Road, immediately adjoining the site, is proposed to be widened with the building to be setback a minimum of 2.3 metres from the property boundary. This will provide a positive contribution to the streetscape, enhancing safety and comfort users of both the school and surrounding area.

Garden beds will be introduced on the southern side of the footpath, creating a biodiversity garden that significantly boosts public amenity.

The proposed Enterprise Centre is located on the southern edge of Memorial Reserve. While Tree Protection Zones from the Memorial Reserve extend into the project site, the proposed development of the Enterprise Centre will not impact the health of these trees, as demonstrated in the attached arborist report.

The landscaping design aligns with Clause 15.01-1S, providing landscaping that enhances the amenity, attractiveness, and safety of the public realm while harmonizing with the surrounding landscape. It also promotes accessibility and inclusiveness, through the widening of the footpath along Upper Heidelberg Road, thereby supporting public amenity.

In accordance with Clause 15.01-2L-02, the plan incorporates a biodiversity garden that provides natural habitats and features indigenous vegetation to enhance and protect biodiversity. Detailed planting schedules include a diverse range of species, emphasizing the use of indigenous vegetation to improve urban ecology and promote biodiversity.

The urban farming terrace on level 1 is thoughtfully designed to complement the adjacent park to the north, creating a seamless transition between the built environment and natural surroundings. This space offers opportunities for studying sustainability and agriculture, as well as providing a relaxing environment for students and teachers. It not only serves as a green retreat but also allows staff and students to enjoy the surrounding views, fostering a connection with nature and enhancing the overall campus environment.

The urban farming terrace and multi-purpose terrace on level 3 are responsive to Clause 15.01-2L-02, incorporating landscaping to mitigate the urban heat island effect.

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The Arboricultural Impact Assessment prepared by Civica, investigates trees that may be impacted upon by the proposed conversion of a part of the rear yards for the two parcels to the sites east, into car parking spaces. Under this proposal, no trees are proposed to be removed to provide car parking on the eastern part of the site. Although there is TPZ (Tree Protection Zone) encroachment for various trees in this area, the presence of pre-existing gravel and slabs within the proposed areas suggests minimal root activity, thereby limiting potential negative impacts. All trees designated for retention will require generic protection during the demolition phase. Tree protection fencing will be installed at the designated TPZ or to the maximum practicable extent and will be constructed according to the standards outlined in the arborist report.

Figure 9 – Ground Floor Landscape



Source: Rush Wright Associates

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OFF-SITE AMENITY IMPACTS

The proposed development has been designed in direct response to the site's surrounding context and to ensure that unreasonable off-site amenity impacts to the surrounding properties are minimised.

Overshadowing

Shadow diagrams have been prepared by Cox Architecture, enclosed within the Architectural Drawings, which demonstrate the shadow impacts of the proposed development between 9am and 3pm on 22 September.

The shadow diagrams demonstrate that the proposed Enterprise Centre has been sited to ensure there are no overshadowing impacts to any nearby sensitive uses, including residential properties.

Overshadowing will only occur within the school campus over part of the sport courts and on Upper Heidelberg Road. There will be no overshadowing impact as a result of the Enterprise Centre on Memorial Park to the north of the site.

Overlooking

The site of the new Enterprise Centre is strategically located along Upper Heidelberg Road, a major thoroughfare classified as TR22. Directly across the road from the proposed building is the civic centre, which is not a sensitive use, thereby eliminating any concerns about overlooking. Additionally, the site is situated within the Ivanhoe Structure Plan area, adjacent to areas earmarked for larger-scale developments. Additionally, to the north of the site lies a reserve, further mitigating any potential overlooking issues.

Given this context, the built form of the proposed Enterprise Centre is entirely appropriate.

Noise

The new Enterprise Centre aligns with the existing use and operations of the school. The Enterprise Centre will be located on the current school campus, adjacent to Upper Heidelberg Road, a major arterial road. Due to the absence of residential interfaces, the use of this building for school purposes, including classrooms, is anticipated to have minimal adverse impact on the surrounding area. This strategic location ensures that the new facility will fulfill its educational purpose without compromising the neighbourhood's amenity.

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The hours of operation will be consistent with the existing hours of the school campus, thereby avoiding adverse noise impacts on adjacent and surrounding land uses. Additionally, there will be no additional noise generated from the site after hours and on weekends, again, with the use remaining consistent with existing operating hours.

Construction Works

All construction works associated with the proposed development will be considered to minimise disruptions to both the school and the surrounding community. It is the intention that the existing courts will be utilised as a laydown area during construction of the proposed Enterprise Centre to minimise impact on surrounding residential properties.

A Construction Management Plan can form a condition of any permit granted, ensuring that construction works associated with the proposal are appropriately managed.

Rear Car Park Works

On the eastern side of the application site, eight (8) car parking spaces are proposed to be constructed at the rear of two properties fronting Marshall Street. Specifically, three (3) spaces will be located at the rear of the 1\TP620948, and five (5) spaces at the rear of the parcels 2\PS332542 and 25\LP4997. Access to these proposed car parking spaces will be via the unnamed right-of-way (ROW) located at the rear of each parcel, and extending centrally through the school campus.

To facilitate the construction of these parking spaces, the shed structure at the rear of the northern parcel will be demolished, as will the maintenance shed at the rear of the southern parcel. The proposed works are designed to have minimal impact on the existing conditions of the sites. Concrete slabs will be retained, and aside from the demolition of the sheds, minimal additional work will be required.

As confirmed in the Arboricultural Impact Assessment, no tree removal will take place, and these works will not impact the existing trees in and around these sites. The presence of pre-existing gravel and slabs within the proposed areas suggests minimal root activity, thereby limiting potential negative impacts. Tree protection measures will be undertaken to ensure the health and longevity of the trees.

As discussed in the Traffic Impact Assessment (TIA), the addition of eight car parking spaces, utilising the ROW for access, is expected to generate a maximum of 12 vehicle movements during peak hours. Consequently, this increase in vehicle movements is not anticipated to have any adverse safety or operational impacts on the ROW. Therefore, there will be no significant impact on traffic or noise, maintaining conditions similar to those currently existing. Additionally, the existing fences adjoining residential interfaces will continue to provide privacy to residents in adjacent and nearby properties.

Overall, with minimal works proposed to allow for the car parking spaces, the potential impact in this location will be minimal.

Figure 10 – Rear of parcels 1\TP620948 and part of 25\LP4997



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Figure 11 – Rear of Parcel 2\PS332542



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TRAFFIC, PARKING AND WASTE MANAGEMENT

Traffic and access

The subject site adjoins Upper Heidelberg Road to the west, which is located within the Principal Road Network, in the Transport Zone 2 (TZ2). A permit is therefore required to create or alter access to Upper Heidelberg Road under Clause 52.29 (Land Adjacent to the Principal Road Network).

The proposal seeks to retain the two existing crossover, currently providing access to and from Upper Heidelberg Road respectively. The existing crossover located on the northern side of the application area is proposed to be retained and will provide convenient access to and from the proposed Enterprise Centre, specifically into the ground floor car park.

The existing crossover located on the southern side of the Enterprise Centre will also be retained to allowing for emergency access and maintenance to the sporting courts and Performing Arts Centre.

The proposed access, as well as the car park will be designed to accord with the objectives and requirements of Clause 52.06.

The traffic report concludes that the level of traffic generated by the proposal can be appropriately accommodated without adverse impacts by the surrounding road network, including Upper Heidelberg Road. It is noted that dedicated turning lanes are also not required.

Car Parking

A Traffic Impact Assessment has been prepared by Urbis, which analyses the requirements of the development in terms of car parking provision and vehicular access to the new Enterprise Centre proposed.

As part of this proposal the existing ground plane car park near the north-west corner of the IGGS campus providing 36 car parking spaces is proposed to be removed. The Enterprise Centre proposed will provide a total of 9 car parking spaces within the ground floor car park, including one DDA space.

Additionally, eight (8) car parking spaces are to be constructed to the east of the school campus at the rear of parcel 2\PS332542 (3 car parking spaces) and 1\TP620948 and part of 25\LP4997 (5 car parking spaces). These spaces will be accessed from the east of the unnamed laneway bisecting the rear of these sites.

As part of this proposal a total of 17 car parking spaces will be provided. Noting that the proposed development involves the removal of the existing at-grade car park located along Upper Heidelberg Road, the proposed development results in the net removal of 19 car parking spaces.

Given there is no proposed increase in the number of school employees as part of the application, the proposal does not trigger a statutory car parking requirement

However, pursuant to Clause 52.06 (Car Parking), before the floor area of an existing use is increased, the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the responsible authority. Clause 52.06-5, requires 1.2 car parking spaces to each employee that is part of the maximum number of employees on site at any time.

Reviewing car parking holistically at the campus level, the removal of 19 car parking spaces on the IGGS campus is considered appropriate for several reasons outlined in the TIA. The site is well-served by a connected pedestrian network and is located within 100 metres of both train and bus services at Ivanhoe Station. Additionally, the Green Travel Plan (GTP) prepared by Urbis outlines strategies and targets to encourage staff, students, and parents/guardians to use alternative, non-car travel methods for their journeys to and from IGGS. The planned upgrades to the IGGS campus will result in a net reduction of car parking spaces. By implementing the initiatives included in the GTP, the demand for private vehicle use at the school and on local streets can be effectively reduced. Therefore, the removal of 19 car parking spaces is deemed appropriate.

The proposed car parking spaces are designed in accordance with Australian Standard 2890.1-2004 *Parking facilities: Off-street car parking* and are appropriate considering they will be allocated for staff use only. Moreover, the provided swept path diagrams illustrate that vehicular access to and from all the proposed new car parking spaces on the campus can be achieved with ease.

Bicycle Parking

Clause 52.34 (Bicycle Parking) of the Planning Scheme, specifies the following statutory rate as follows for a secondary school:

- 1 bicycle space to each 20 employees
- 1 bicycle space to each 5 pupils

- Given the proposed development does not seek to increase the number of students and the increase in staff numbers is not expected to exceed 10 staff, the proposal does not trigger the requirement for a permit under Clause 52.34.

Waste management

A Waste Management Plan has been prepared by Ivanhoe Girls' Grammar School, outlining the proposed waste management and collection for the proposed Enterprise Centre.

The proposal does not seek to increase either staff or student numbers on campus and as such, the overall volumes of waste generated on the campus are not expected to increase. Instead, the waste generated on campus will be generated in different quantities for different buildings when compared to current waste generation patterns.

As with the established waste management processes across the campus included in the attached WMP, general, recyclable, cardboard and paper waste will be collected nightly by cleaners. Staging bins located in the carpark of the proposed new building will be used to aggregate those nightly collections and those staging bins will then be taken to the main campus waste collection area.

In this main waste collection area, waste is transferred to large 'aggregator' bins which are then collected by a commercial provider at established frequencies

General Waste is collected 5 times a week and cardboard and paper and co-mingled recycling is collected weekly.

Overall, the waste management will be consistent with the existing waste management system on site, while the new Enterprise Centre will allow for the appropriate storage within a dedicated bin enclosure at the ground floor car park.

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ENVIRONMENTAL DESIGN RESPONSE

The proposal integrates high standards of energy-efficient design, water-sensitive urban design, waste reduction, and promotes sustainable transportation. A Sustainable Management Plan (SMP) has been prepared by Integrated Group Services, detailing how the proposed development meets the required Environmentally Sustainable Design (ESD) standards.

State and local policies at Clauses 15.01-2S and 15.01-2L-02 advocate for developments to achieve high levels of sustainability across various areas, including resource and energy consumption, stormwater management, indoor environmental quality, and waste management. The overarching objective within local policy is to achieve 'best practice' in environmentally sustainable development.

The development has achieved an overall BESS (Built Environment Sustainability Scorecard) score exceeding 50% across nine key categories, aligning with 'best practice' sustainable design standards. The proposal aims to promote sustainability and enhance biodiversity, with at least 10% of the site covered with vegetation as per BESS requirements. The proposed total vegetation cover is 507 sqm, representing 20% of the total site area.

For the proposed development, energy-efficient HVAC, lighting, and domestic hot water systems will be designed to minimize operational energy use, reduce greenhouse gas emissions, and lower peak energy demand.

In terms of building performance, the ESD strategy for the proposed development incorporates all key sustainable initiatives outlined by the City of Banyule and BESS. Consequently, the proposed development is designed to meet the City of Banyule's ESD objectives. The project team will ensure that the performance outcomes detailed in this Sustainable Management Plan are implemented prior to occupancy, at no cost to the City of Banyule, and to the satisfaction of the Responsible Authority.

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5. CONCLUSION

The proposal for the Enterprise Centre at Ivanhoe Girls' Grammar seeks to create required additional educational facilities resources to students and teachers at the school. In summary, we consider the proposed application for to be appropriate and worthy of approval, noting:

- ✔ The proposal is consistent with the relevant policy of the Banyule Scheme.
- ✔ The architectural design provided by Cox Architecture provides a high-quality built form which will provide a state-of-the art educational facility.
- ✔ The scale and mass of the Enterprise Centre building is consistent with State and local planning policy which recognises that educational buildings should be assessed differently to a typical residential development and can therefore exceed, where appropriate, surrounding residential building heights.
- ✔ The proposed Enterprise Centre has been sited and designed to ensure the amenity impacts are minimised, including by of visual bulk and overshadowing. The proposed building's location, fronting Upper Heidelberg Road, will ensure that more sensitive residential interfaces are not adversely affected.
- ✔ The proposed signage is consistent with signage policy and considered to be highly appropriate given its scale, positioning and physical integration within its immediate location.
- ✔ Although there is a reduction of 19 car parking spaces as part of the proposal, this shift is considered appropriate and presents a strong opportunity for travel behaviour shift in alignment with the Banyule Integrated Transport Plan.
- ✔ The Transport Impact Assessment prepared by Urbis demonstrates that the reallocation of parking on the IGGS Campus will not result in adverse safety or operational impacts.
- ✔ Rush Wright Associates have prepared a considered landscape response that enhances the amenity of the existing school whilst providing appropriate landscape buffers to the sensitive interface.

- ✔ The proposal will provide immense benefits to the students and staff at Ivanhoe Girls' Grammar School, providing new modern teaching facilities and associated amenities, while also contributing positively to the streetscape with a high-quality design.

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