



URPS

Adelaide
27 Halifax Street
Enter via Symonds Pl
Adelaide SA 5000

08 8333 7999

Melbourne
Level 3
107 Elizabeth Street
Melbourne VIC 3000

03 8593 9650

urps.com.au

15 August 2024

[REDACTED]
Senior Planner, Development Approvals and Design
Department of Planning and Transport
GPO BOX 2392

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

[REDACTED]
Response To Request for Further Information
487-503 Springvale Road Vermont South Vic 3133
PLANNING PERMIT APPLICATION PA2402910

Introduction

I refer to your letter dated 28 May 2024 from the Department of Transport and Planning, requesting further information in relation to the above planning permit application:

The response to DTP's request contains the following:

- Updated project documentation as follows:
 - Masterplan, prepared by Branch Studio Architects
 - Landscape Plan, prepared by Orchard Design
 - Civil Plans, prepared by Ipsum Structures
 - Administration building architectural plans, prepared by Branch Studio Architects
 - Chapel Building architectural plans, prepared by Branch Studio Architects
 - Arboricultural assessment & tree management report, prepared by Arbor Advocacy
 - Planning report, prepared by URPS
- Remittance advice for the payment of \$9,341.30.

**ADVERTISED
PLAN**

ADVERTISED PLAN



An itemised response to the further information requested by the Department of Transport and Planning is listed below:

| Condition Description Response | Response |
|--|--|
| 1. An outstanding application fee of \$9,341.30. | The application fee has been paid. Please see the receipt attached. |
| 2. The proposed master plan amended to show: | |
| a) The location of all easements relevant to the site. | Refer 'EXISTING MASTERPLAN - SITE PLAN' Stormwater easements are shown dashed and labelled. |
| b) Location and dimension of title boundaries. | Refer 'EXISTING MASTERPLAN - SITE PLAN' Title boundary is shown dashed, dimensions in meters and site degrees are shown |
| c) Building envelopes to include heights and boundary setbacks. | Refer 'PROPOSED MASTERPLAN - SITE PLAN' Building heights are noted and setbacks to nearest boundaries shown |
| d) The ultimate total number of car parking spaces. | Refer 'PROPOSED MASTERPLAN - SITE PLAN' Parking schedule included |
| e) The ultimate total number of bicycle spaces for staff and students. | A total of 25 parking spaces have been provided in addition to the existing bicycle parking on site. There are several formal bicycle parking spaces located on the site per previous approvals, in addition to several informal parking locations. Given no increase to the number of student/staff is proposed no permit/consideration is triggered under Clause 52.34. |
| f) The total site area. | Refer 'PROPOSED MASTERPLAN - SITE PLAN' Note included on drawing |
| g) Proposed gross floor area of buildings for each stage. | Refer 'PROPOSED MASTERPLAN - SITE PLAN' Gross floor areas are noted within the description for each building |
| h) Proposed site coverage of buildings for each stage. | Refer 'PROPOSED MASTERPLAN - SITE PLAN' Site coverage schedule included |

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.



ADVERTISED PLAN



| | |
|--|---|
| <p>i) Proposed site permeability (considering buildings and hard surfaces) for each.</p> | <p>Refer 'EXISTING MASTERPLAN - SITE PERMEABILITY PLAN' and 'PROPOSED MASTERPLAN - SITE PERMEABILITY PLAN' Site permeability schedules included.</p> |
| <p>j) Staging plan amended to show:</p> <ul style="list-style-type: none"> i. The colour coding (or other appropriate depiction) applied to all areas within each stage (rather than building footprints only). All works on site must be linked to a particular stage. ii. The 'Plaza" within a particular stage. Clarify when the car parks located between the proposed Chapel and New admin buildings are to be removed and what the ground treatment will be in the meantime. iii. The proposed crossover to the east of the site and associated driveway and pathway providing access to the bicycle enclosure marked as Stage 1. | <p>Refer 'EXISTING MASTERPLAN - SITE PLAN'</p> <p>Dashed line and note included indicating the extent of existing carpark to be demolished as part of stage 1C. Loose gravel surface provided over the site for the duration of stage 1 works and commencement of plaza works</p> <p>Refer 'PROPOSED MASTERPLAN - STAGING PLAN'</p> <p>Colour coding has been updated for visual clarity.</p> <p>Additional column 'proposed order of sequence of works' - stage 1C being the first, then proposed chapel, admin building and finally the plaza</p> <p>The Plaza has its own stage - 2 (built after civil works, chapel and administration buildings) as depicted with the colour coding</p> <p>Refer 'EXISTING MASTERPLAN - SITE PLAN'</p> <p>Dashed line and note included indicating the extent of existing carpark to be demolished as part of stage 1C. Loose gravel surface provided over the site for the duration of stage 1 works and commencement of plaza works.</p> <p>Refer 'PROPOSED MASTERPLAN - STAGING PLAN' colour coding updated</p> |
| <p>3. Architectural plans amended to show:</p> <ul style="list-style-type: none"> a. A development summary including: <ul style="list-style-type: none"> i. The total site area. ii. Proposed gross floor area. iii. Proposed site coverage. iv. Proposed site permeability (considering buildings and hard surfaces). | <p>Refer 'TP 0.00' for both the admin and chapel buildings for development summary for i. to vi.</p> |

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

| | |
|---|---|
| <p>v. The number of proposed car parking spaces.</p> <p>vi. The number of proposed bicycle parking spaces.</p> <p>b. Proposed Plans amended to:</p> <p>i. Depict ground floor treatments according to Stage 1 works.</p> <p>ii. Key sustainable design measures required by Item 6 (Sustainable Design Assessment).</p> <p>c. Elevations to show:</p> <p>i. Any proposed air conditioner plant/s.</p> <p>ii. Provision of solar panels as indicated within the Planning Report.</p> <p>iii. Clarification of the south setback and relationship with the car park and driveway.</p> | <p>Refer 'TP 2.01' on respective plan for the admin and chapel buildings for ground floor treatments.</p> <p>See below.</p> <p>Services and plant equipment for the proposed buildings are shown:</p> <ul style="list-style-type: none"> Administration building: Shown throughout "Admin" plans, services are located to the southern landscaped area, separated from the southern boundary approximately 3.4 metres. Chapel: Shown on TP 1.02, services are located on the roof life of the chapel, below the parapet <p>Refer sheet TP 1.02 for the indicative location of solar panels have been provided atop the administrative building.</p> <p>Refer 'PROPOSED MASTERPLAN - SITE PLAN' for a dimension to the south boundary.</p> |
| <p>4. Details of any proposed signage including:</p> <p>i. The location and setbacks of the proposed signs from the title boundaries.</p> <p>ii. Elevations showing the location of the proposed sign/s on the boundary to Stanley Road shown on Landscape drawing No. L103.</p> <p>iii. Full dimensions of all proposed signs.</p> | <p>All indicative references to signage have been deleted from the plans.</p> <p>No signage approval is sought under this planning permit.</p> |

ADVERTISED PLAN

| | |
|---|--|
| <p>iv. Clarification as to whether the proposed sign/s are to be illuminated, including details of the method of illumination (i.e. internally illumination, floodlighting etc).</p> <p>v. Details (materials, design and colours) of the proposed structure supporting the sign/s.</p> | |
| <p>5. Traffic report amended to include:</p> <p>a. Correctly identify the gross floor area of the 'new administration building'.</p> | <p>Amended, all reference to the administration building correctly identify the gross floor area as 860 square metres.</p> |
| <p>6. A Sustainable Design Assessment (SDA) prepared in accordance with the application requirements of the Environmentally Sustainable Development policy at Clause 22.10 of the Whitehorse Planning Scheme.</p> | <p>Sustainable Design Consultants (SDC) have been engaged for the preparation of a Sustainable Design Assessment of the proposal and have been consulted throughout the RFI process.</p> |
| <p>7. In accordance with Table 1 to Clause 22.10-4 development of a non-residential building with a gross floor area between 500m² and 1000m² (Admin Building 860sqm) requires an SDA.</p> | <p>It is noted SDC have been involved with a number of the previous applications on this site.</p> |
| <p>8. Please ensure the environmentally sustainable design assessment is accompanied by reports from the relevant tools in addition to the other application requirements detailed under Clause 22.10</p> | <p>The documentation prepared by SDC will consist of a comprehensive response to Clause 22.10 (Environmentally Sustainable Development) and Clause 53.18 (Stormwater Management in Urban Development) to the satisfaction of the responsible authority.</p> |
| <p>9. A water sensitive urban design response in accordance with the application requirements of Clause 53.18 Stormwater Management in Urban Development and Clause 22.10 of the Whitehorse Planning Scheme including (but not limited to):</p> | <p>Given the reasonably small gross floor area of the proposed structures (with only the admin building requiring additional SDA documentation under Clause 22.10-4) and the large degree of untreated/permeable area on-site, it is considered that the proposal has the preliminary design potential to achieve the relevant measures.</p> |

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Response to City of Whitehorse

Further to the above information requested by DPT, a response to the City of Whitehorse's referral response relating to the development application has also been prepared. The following statements are noted in consideration of the changes made.

Firstly, an introductory statement regarding the context of the site and the nature of the use and the applicable controls is noted:

- Careful consideration has been made through all components of the design process to ensure that the proposed development appropriately responds to the context of the area and the relevant policies of the Whitehorse Planning Scheme.
- It is noted that ResCode standards are a mechanism within the planning scheme employed to manage equitable development opportunities and amenity expectations between residential developments. Given the subject proposal is not a residential development, it is noted that these standards are technically not applicable.
- However, in recognition of the accepted amenity protections Rescode provides to residential dwellings, the purpose of the special use zone, and their numerically quantifiable assessment criteria within the planning scheme, the proposed development has been carefully considered to achieve the compliance with relevant standards and objectives of Rescode, where it is considered that they assist in determining an appropriate impact or interface.
- However, it is considered that there should be some expectation of a modified level of amenity for dwellings which directly abut a large, established school; this level of amenity would also come with the expectation that the school may undergo future development that changes the direct interface between the school and abutting residential properties.
- It is also submitted, that given the substantial improvements the proposed amendment achieves with relation to on-site congestion and traffic diversion of buses (to a higher order road), amenity impacts to the broader neighbourhood as a whole (as considered by the purposes of Schedule 1 to the Special Use Zone) are positive.

Proposed Buildings

- The proposed new administrative building has a minimum setback of 12.4 metres from the southern boundary.
- The first floor is recessed a further 1.6 metres (for a total 14.0 metres) from the southern boundary. This building has a maximum height of 6.9 metres.

**ADVERTISED
PLAN**

ADVERTISED PLAN

- This setback is considered acceptable, given shadows at no point on the equinox would reach the southern boundary between the hours of 9am-3pm. Overlooking is mitigated to an acceptable level, given the 14.0 metre setback and screening features affixed to the border of each window.
- The proposal facilitates the re-location of the existing maintenance shed from 4.8 metres from the southern boundary (with a maximum height of 5.0 metres above the existing ground level) to a location 15.6 metres from the southern boundary (further west on the site).
- The proposed Chapel is located 25.6 metres from the northern boundary and has a maximum height of 6.1 metres. This will be virtually imperceptible over the existing 2.0 metre boundary fence.

Proposed Earthworks and Landscaping

- **Staff Carpark**
 - The proposed staff car parking area along the southern boundary is to be accompanied by a retaining wall constructed to the boundary for a length of 40 metres.
 - This retaining wall is to be constructed to a height of between 0.8 metres to 1.4 metres (due to land slope) and will be accompanied by a 1.7 metre boundary fence to limit amenity impacts by way of overlooking, light spill, and noise.
 - Whilst the proximity of the vehicle parking spaces to the boundary is recognised, these vehicle spaces are allocated to staff (rather than students/parents) and will therefore have a substantially reduced number of vehicle movements associated with them.
 - The boundary fence will be acoustically attenuated to further reduce potential for noise impacts throughout the school day.
 - It is acknowledged that the rear secluded private open space of 3 dwellings will be additionally overshadowed in part by the proposed treatment. Shadow diagrams (Sheet L701, Orchard Design) have been prepared which demonstrate that the proposal fully accords with Standard B21 (Overshadowing), as more than 40 square metres is left unshadowed during the equinox (22 September) with a minimum dimension of 3.0 metres between the hours of 9am to 3pm. As such, it is considered that any extent of additional overshadowing is reasonable in a metropolitan setting.
 - The extent of additional overshadowing resultant from the proposal in this area is further reduced from the above, given the shadowing caused by the existing trees on the subject lot and adjoining lots on neighbouring sites which aren't considered in the shadow calculations/diagrams.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**



Figure 1: Excerpt from the landscape plan which shows the existing and proposed works as they relate to the southern boundary.

- Careful consideration has been given to the levels and form of the car parking area. It is noted this area cannot be reduced in height further, given the complaint grade levels required to meet the existing parking area to the east of the staff parking area and the transitional levels this carpark provides between the site entry and the eastern carparking areas.
- **Bus Drop off Zone**
 - First, and most importantly, bus operation will be limited to use during school opening and closing hours, substantially reducing the capacity for amenity impacts by way of noise and vibration to nearby dwellings.
 - The bus bays are to be located 5.5 metres from the southern boundary and are separated by a 1.7 metre screen, screening vegetation, and southern boundary fence (2.1 metres). It is therefore submitted that any amenity impacts by way of noise and vibration will be substantially reduced and not unreasonable.
 - The closest built form associated with the bus drop of bays are located 3.0 metres from the southern boundary at the closest point (these being the 1.7 metre screens which form the rear wall of the bus shelter).
 - The proposed bus shelters will be constructed to a maximum height of 2.7 metres with the finished pavement level to be elevated between 1.0-1.98 metres above the southern boundary NGL. Therefore, an effective height of between 3.7 metres to 4.68 metres would be observed from the southern adjoining dwellings (noting the 3-metre minimum setback).

ADVERTISED PLAN

- Given the maximum potential height of 4.68 metres (above the boundary NGL), only a 1.3 metre setback would be required to achieve full compliance with standard B17 (side and rear setbacks) of Rescode if it were applicable. Therefore, it is considered that the proposal results in an acceptable amenity outcome by way of visual impact.
- It is noted that whilst the overall height of the bus shelters is 2.7 metres, the south/rear screen only extends 1.7 metres (with the upper 1.0 metre being open - comprised only of supporting trusses for the roof). further reducing the visual impact of the shelters.
- The bus drop off area is proposed to be separated from the southern adjoining dwellings by a row of 57 “laurus nobilis” (Bay Laurel), a dense evergreen tree with a mature height of 7.0 metres that will soften views of the bus shelters to the south.
- Lighting will be baffled and directed away from residential properties. In the specific instance of the bus shelters, all lighting is proposed to the north of the shelters and will therefore be obscured from spilling into adjoining properties.
- **Parking spaces associated with the maintenance shed**
 - 6 parallel parking spaces are located to the south of the proposed maintenance shed.
 - These parking spaces are separated from the southern adjoining dwellings by a 2.1 metre proposed fence, will only be utilised by staff (resulting in reduced vehicle manoeuvres) and as with the balance of the site, will predominately be used during school operating hours.
- **Southeastern Area (water tanks)**
 - The civil and landscaping plans delineate the earthworks and level changes proposed throughout this area to accommodate the new internal accessway.
 - The existing retaining wall to the north of the water tanks will remain and support the proposed accessway. Limited earthworks atop the retaining wall will be required to level the surface and accommodate the new accessway.

**This copied document to be made available
for the sole purpose of enabling
its consideration and review as
part of a planning process under the
Planning and Environment Act 1987.
The document must not be used for any
purpose which may breach any
copyright**

- o There is no change to any area with close proximity to the southern boundary with the exception of the planting of additional Silver Banksias - softening views to the water tanks from Stanley Road.



Figure 2: Google Earth photo showing the existing retaining wall and level changes throughout the south of the site.

Stanley Road Interface

South East

- o Firstly, it is noted there is an extended setback/nature strip from Stanley Road to the property boundary, totalling approximately 8.7 metres. Similarly, the public footpath is setback approximately 4.9 metre from the boundary. In acknowledgement of the above, any amenity impacts to the public realm and dwellings opposite the site will be substantially reduced relative to a typical road reserve width.
- o To the south of Stanley Road, the retaining wall that is associated with the water tanks will be extended to the north.
- o This retaining wall is a function of the natural/existing slope of the site and, as it presents to Stanley Road, will run parallel to the road for approximately 20.2 metres (of the 150.5 metre frontage).
- o This retaining wall is to be setback 3.5 metres from the eastern boundary. An internal accessway and proposed carparking areas will be located atop this retaining wall. In acknowledgment of the widened nature strip, any car parking areas are to be setback a minimum of approximately 30 metres from the dwellings located on the east side of Stanley Road.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN



Given the existing elevation of the sports oval (AHD 110.15), relative to the height of the boundary at the nearest point/due east (AHD 106.4) a large elevation change is unavoidable at the southern end of Stanley Road. It is considered that the slight “stepping down” of this accessway (AHD 109.30), facilitates an appropriate interface between the existing sports oval and NGL of Stanley Road which can facilitate an appropriate degree of planting (as described below).

- o It is further noted that the proposed retaining wall and accessway replace a substantial mound, which is currently too steep to support any vegetation and appears arguably, unsightly. Given the existing height of the mound (AHD 110.79), the proposed earthworks slightly reduce the maximum height of the finished landscaping in this area and facilitate a densely occupied planting schedule.



Figure 3: Google Streetview image showing the existing conditions of the southern east corner of Stanley Road

- o A Row of ‘Banksia Marginata’ (Silver Banksia) and understory planting of ‘Santolina Chamaecyparissus’ (Cotton Lavender) are to be planted abutting the boundary for the majority of the Stanley Road interface, providing a densely vegetated and consistent planting scheme comprised of native species.

Northeast

- o 8 parking spaces are proposed abutting the boundary. These parking spaces are split between two parking bays, with the largest of these parking bays at approximately 13.0 metres wide. Given these parking spaces are interspersed and bookended by heavily vegetated areas (comprising of native trees and dense understory vegetation) it is considered that this interface is appropriately softened.
- o The area opposite this parking area is occupied by a public park (Stanley Reserve) and the entrance to Dorene Crescent as opposed to dwellings.
- o Lighting (as for the entirety of all interfaces) will be baffled and directed away from the site boundaries, to ensure any capacity for light spill is reduced.
- o It is reiterated that given the nature of the school, the existing oval will not be used constantly, nor will it be used during early mornings or late

evenings. Negative amenity impacts by way of noise or light spill are substantially limited in acknowledgement of this.

Net Vegetation Changes

- o It is noted that none of the on-site trees require planning permission for their removal, given they were planted vegetation.
- o Considerate site design and Clause 22.04 (Tree Conservation) of the Whitehorse Planning Scheme has been integral in the design process, and significant vegetation has been retained where possible. However, given the location of the existing site features and a number of trees, particularly on the southern boundary, it is infeasible to avoid a number of the affected trees.
- o In recognition of the above, a landscaping scheme has been prepared, which includes extensive tree and understory vegetation planting. This comprehensive scheme predominately consists of native species and intends to improve canopy cover across the site, whilst providing an attractive and leafy outcome, particularly to external interfaces.
- o Consistent with Clause 22.04, we are happy for the proposed trees to be juvenile (rather than seedlings), or to be planted to a minimum height of 1.5 metres.
- o As demonstrated by the supporting Arborist's Report (prepared by Arbor Advocacy), all Council owned vegetation and vegetation on neighbouring sites can be appropriately managed through a set of conditions and pre-construction investigations. A tree management plan can be prepared as per a condition of the permit.
- o We are happy to negotiate for the planting of additional street trees within the extended nature strip on Stanley Grove to further alleviate any perceived impacts.

Net Community Benefit:

- Whitehorse City Council has specifically requested that some form of 'net community benefit' be provided, in consideration of the changes that are made given their view on potential adverse amenity impacts.
- As detailed above, whilst we submit that there are no unreasonable amenity impacts resultant from the proposal, we note the following development outcomes which will positively impact the community and immediate neighbours:
 - o Diversion of existing traffic (primarily large school buses/coaches) to exit to Springvale Road, rather than Stanley Road, which is a higher order road better suited to accommodate these vehicles.
 - o Addition of 20 on-site parking spaces, reducing any unintended reliance on on-street parking within the surrounding neighbourhood.
 - o Improved internal accessways and site circulation, resulting in less congesting at peak times along Hawthorn Road, Stanley Road and surrounding residential catchment.

- o Addition of 25 bicycle parking spaces to promote cycling/active transport to the school and further reduce parking and traffic demand on the surrounding residential catchment.
- o Relocation/reconstruction of the existing maintenance shed along the southern boundary with an increased setback and reduced visual profile.
- o Additional street tree planting within Stanley Road nature strip, subject to Council and DTP approval.
- o Facilitation of the improvement of a large, education facility in Metropolitan Melbourne leading to improved education outcomes.

We trust that the above sufficiently addresses council concerns and we look forward to Councils response.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

**ADVERTISED
PLAN**