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TOWN PLANNING ASSESSMENT

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81 and 83 – 91 Minerva Road, Herne Hill



19 December 2024

INTRODUCTION

Holy Spirit Parish (Catholic) Primary School is currently located at No. 83 – 91 Minerva Road Herne Hill. The school has purchased the residential property directly to the north at No. 81 Minerva Road and Minx Architecture have prepared plans for the development of this site for a two storey building.

The land at No. 81 Minerva Road is currently occupied by a single storey dwelling. The existing dwelling and garage on the land are proposed to be removed and the site is proposed to be developed for a two storey learning and recreation space building that provides a new covered outdoor play area for the existing school at ground level and new classrooms at first floor level.

The application proposes to use and develop the land at No. 81 Minerva Road Herne Hill as a Primary School as part of the existing adjoining Holy Spirit Parish Primary School. The application also proposes landscaping, fencing and car parking alterations to the front of the existing school buildings at No. 83 – 91 Minerva Road Herne Hill. Signage is also proposed associated with the new school building and an existing school building.

Consultant reports in the fields of Traffic Engineering and Environmental Sustainable Design have been prepared to accompany the planning application. An Arboricultural Report has also been prepared in relation to the existing trees on the subject site and the land comprising the existing school.

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SITE & SURROUNDS

The subject site for the new building at No. 81 Minerva Road Herne Hill is located to the west side of Minerva Road and to the north side of the existing Holy Spirit Parish Primary School at No. 83 – 91 Minerva Road.

The site is occupied by an existing single storey, gable end, pitched tiled roof dwelling. The site has no front fence to Minerva Road. There is a crossover to the south side of the street frontage which provides vehicular access to the site. A well developed canopy tree is located within the Council naturestrip outside the site and an electricity pole. The site has an area of approximately 603sqm with a frontage to Minerva Road of 15.2 metres and a depth of 39.6 metres.

The existing school buildings provide a variety of built form design, including within the street frontage pitched tiled roof gable end brick work buildings and adjoining these to the south new contemporary designed classrooms and module classrooms of a predominantly dark grey colour. The frontage of the site is currently dominated by carparking and vehicular access with a driveway from the south to north of the site across the building frontage and in a design which provides for on-site fencing of this driveway from the majority of the school buildings. Vegetation within the front setback seeks to screen part of the car parking from the street. The front setback to the main office building provides some low level landscaping around the driveway access. A high vertical metal palisade fence is provided along the street frontage of the school site.

The overall school site and the subject site are well located within the existing residential area of Herne Hill / Manifold Heights and provides education services to students within the surrounding local area due to the school being 'zoned' for attendance purposes.

EXISTING SCHOOL SITE – NO. 83 – 91 MINERVA ROAD



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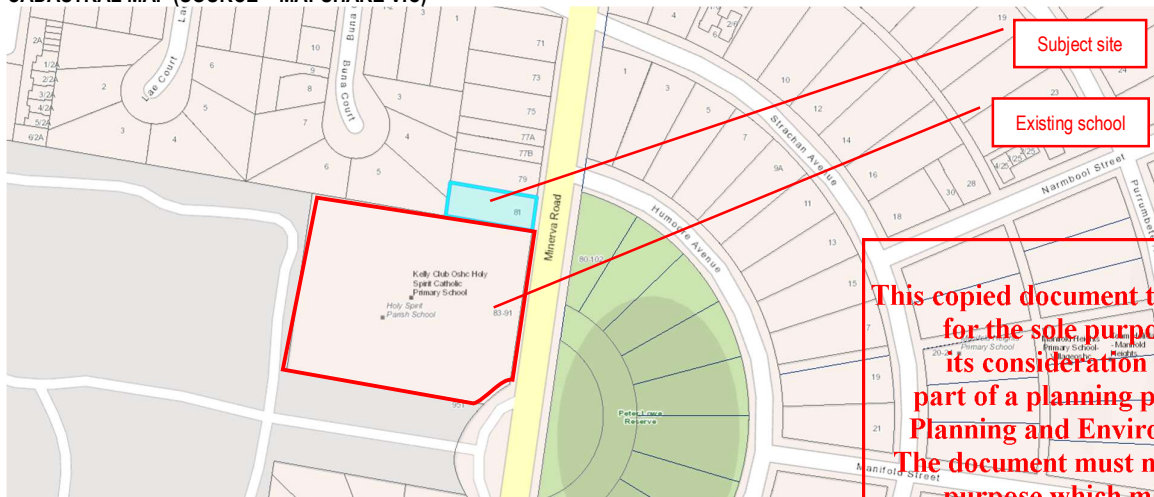


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SUBJECT SITE – NO. 81 MINERVA ROAD

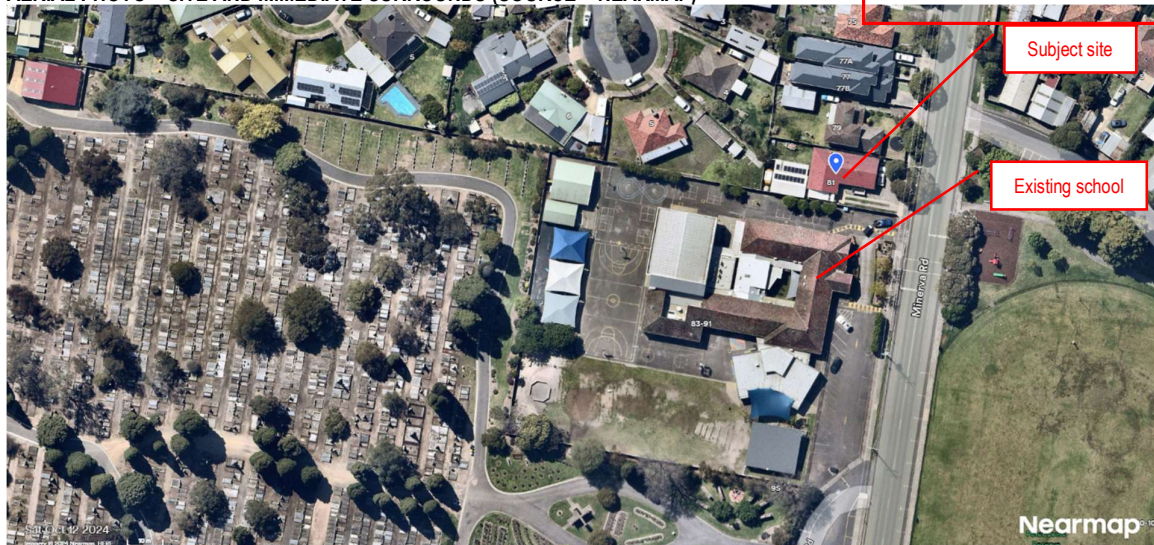


CADASTRAL MAP (SOURCE – MAPSHARE VIC)



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AERIAL PHOTO – SITE AND IMMEDIATE SURROUNDS (SOURCE – NEARMAP)

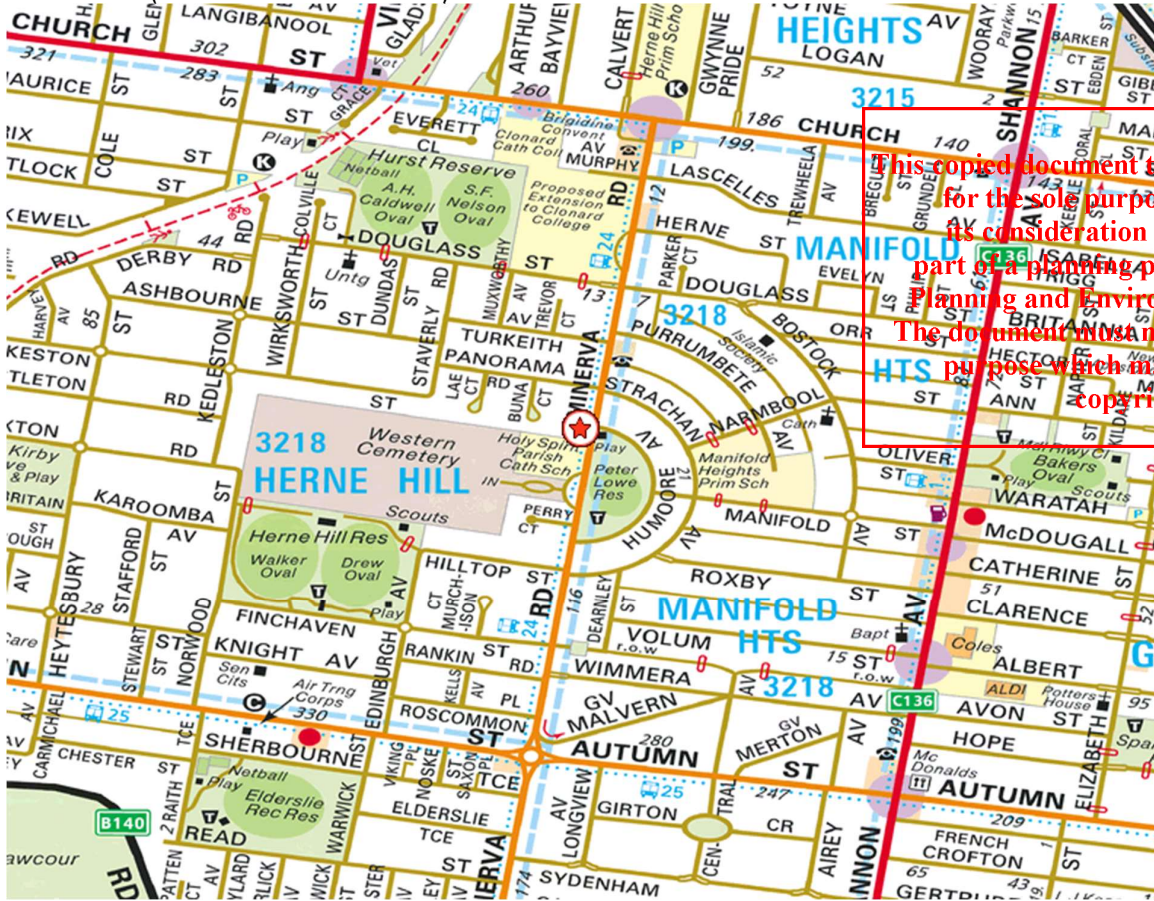


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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

LOCALITY MAP (SOURCE - MELWAYS MAPPING)



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The existing school site abuts the Geelong Western Cemetery to the south boundary and west boundary. The subject site abuts the north side of the existing school site and has residential interfaces to the north and west.

Directly opposite the existing school and the subject site is Peter Lowe Reserve and its associated playground and car parking.

AERIAL PHOTO - SITE AND SURROUNDS (SOURCE - NEARMAP)



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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

The rear east boundary of the land at Nos. 4 and 5 Buna Court abut the rear west boundary of the subject site at No. 81 Minerva Road. The land at No. 5 Buna Court currently shares its entire south boundary with the school site.

Adjoining the site to the north at No. 79 Minerva Road is a two storey weatherboard dwelling with a hipped pitched tiled roof. The dwelling is set back behind a high brick pier and timber picket fence to Minerva Road. The driveway and vehicular access to this property is to the north side of its street frontage. Within the Council naturestrip outside this site is a well developed canopy tree and a restricted no- standing sign.

DWELLING TO THE NORTH AT NO. 79 MINERVA ROAD



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Further to the north of this property is an attached two storey, pitched roof, two dwelling development at No. 77 Minerva Road as is evident in the above photo. These dwellings are set back behind transparent metal fencing and each dwelling has vehicular access direct to Minerva Road. A canopy tree exists in the Council naturestrip outside the site and on-site parking opportunities are available.

ATTACHED TWO STOREY DWELLINGS FURTHER TO THE NORTH AT NO. 77 MINERVA ROAD



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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

PROPOSAL

It is proposed to develop the land at No. 81 Minerva Road Herne Hill for a two storey building for use as a Primary School in association with the existing adjoining Holy Spirit Parish Primary School to the south.

New works are also proposed within the front setback of the existing primary school at 83 – 91 Minerva Road. These new works including new fencing, landscaping and landscape seating. A new sign is proposed to the front of the site which will be an artwork piece.

The proposed new building is to be used for recreation and assembly / performance purposes at ground floor level and for school learning purposes at first floor level. At ground level the layout of the new building provides a basketball / netball court area, a small stage, storerooms and lift and stair access to the first floor level. The basketball / netball court is to be finished in a plexipave surface with the stage which will be set above the finished height of the court, designed to have a hardwood decking surface. The ground level design is open to the south and provides some walls to the east and west elevations. The majority of the north elevation at ground level provides for walls, with limited openings in this elevation due to the proximity of the adjoining dwelling.

The ground level space will be utilised to provide additional open space opportunities for the school children during break times on a currently small school site, with the bonus opportunity for physical play in this covered area on wet weather days. The area will also be able to be used for outdoor assemblies and school performances which will make use of the small stage facility.

The first floor level provides for four learning spaces and a communal central collaborative spaces with student and staff amenities, a staff planning area and small group spaces also provided. The first floor learning spaces are not intended to be day-to-day classrooms but as specialist teaching areas including STEM and art / craft class spaces. Support staff spaces and a central communal collaborative space will be provided to complement these specialist learning spaces. Additional small group spaces will be provided to accommodate activities for those students who require additional attention during class time for improved reading, writing, maths and similar skills.

The existing school provides for 330 students and 36 equivalent full time staff and there are no current plans to change this capacity of the school, including as a result of the increased building.

The new building is designed with a minimum front setback to Minerva Road of 5.562 metres, a minimum ground level offset from the north boundary of 2.098 metres and a minimum ground level setback to the west boundary of 3.094 metres. A greater offset from the north boundary is proposed at first floor level, save for the north wall to the lift, with a covered walkway to the north side of the building screened from the property

The new building has a height to the northern most wall of 8.565 metres and an overall building height of 10.0325 metres.

The predominantly Modinex Viroc clad, blockwork and Custom Orb external materials of the proposed building will be highly weather resistant and provide for longevity to the built form. The woodland grey, surfmist and white external colours of the proposed building are consistent with the colour theme of the existing school buildings. The Custom Orb materials will match with the appearance of the newer components of the existing school buildings and complement the older original building's exterior finishes. The Modinex Viroc cladding will provide an innovative street façade presentation for the building. Metal batten balustrading to a height of 1.75 metres is proposed along the north elevation of the building at first floor level to prevent opportunities for overlooking from the covered walkway and learning space windows to the adjoining residential property to the north. The same screening is provided to the western end of

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this walkway to prevent overlooking to the adjoining properties to the west. No windows are proposed within the new built form to the west elevation to ensure no overlooking to the rear secluded private open space of the adjoining dwellings.

Windows are provided within the first floor east elevation of the new building to provide for passive surveillance of the street frontage and to allow for opportunity for views across the Council reserve to the east side of Minerva Road. The ground level design of the building provides for a high level of visual permeability from the street front through to the proposed recreational court space.

The proposal provides a 'butterfly wing' built form design presentation to the roof to provide a high level of visual interest and articulation within the new building and to provide opportunity for natural ventilation to all learning spaces. This design ensures the highest point of the building is located central to the built form and away from the adjoining residential property to the north. The rooftop plan provides opportunity for solar panels to the north facing roof sections to deliver good energy efficiency options for the new building.

The proposed development provides a new vehicular access arrangement for the existing on-site staff car parking area with landscaping to the frontage of the site adjoining the existing administration area. The landscaping area to the east of the school administration area will be fenced from the car parking area for student safety. The car parking area will provide two way traffic movements via the existing vehicular access to the south side of the school site and will accommodate a total of 18 car parking spaces. The existing vehicular access to the north end of the current school site street frontage will be used for student bike and pedestrian access and emergency vehicular access to the site only. New access gates will be provided in this location to match the existing and proposed front fencing. Secure bicycle parking will be provided within the front setback to the new building using the existing on-site bike parking racks. The existing 1.8 metre high palisade fencing will be continued along the street frontage of the land at No. 81 Minerva Road. Fencing will be provided to the west and north sides of the building to prevent student access to services area to the west and north side of the building at ground level.

The proposal provides a highly articulated, architecturally designed built form design response for the site which delivers a contemporary building that will complement and respect the existing school building to the south and the adjoining residential dwellings to the north within the streetscape. The proposed building does not seek to replicate the existing traditional pitched roof form of buildings along this section of the streetscape and seeks to create a high level of visual interest and vitality to the school site. The proposal is intended to reflect current architectural design in a built form that is respectful of the existing neighbourhood character of the surrounding residential properties. The two storey built form is reflective of the two storey height of the dwellings on the land to the north within Minerva Road and of the overall two storey built form existing within the current school site, albeit set back from the street frontage. The proposed building has been designed to be well setback from the adjoining residential properties having regard for the size of the site and to avoid any overlooking potential.

Within the façade of the existing school building to Minerva Road a new Holy Spirit dove logo design will be provided as an artwork piece to identify the school buildings. While this dove logo is an identifying feature of the Holy Spirit Parish School within the Geelong community it is acknowledged as being new signage within the application plans. New feature signage is to be routed into the FC cladding of the façade of the new built to identify the building and the site as being 'Holy Spirit Parish School'.

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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

PLANNING CONTROLS

Zoning

Neighbourhood Residential Zone (Clause 32.09) – Schedule 8

The purpose of the Neighbourhood Residential Zone is:

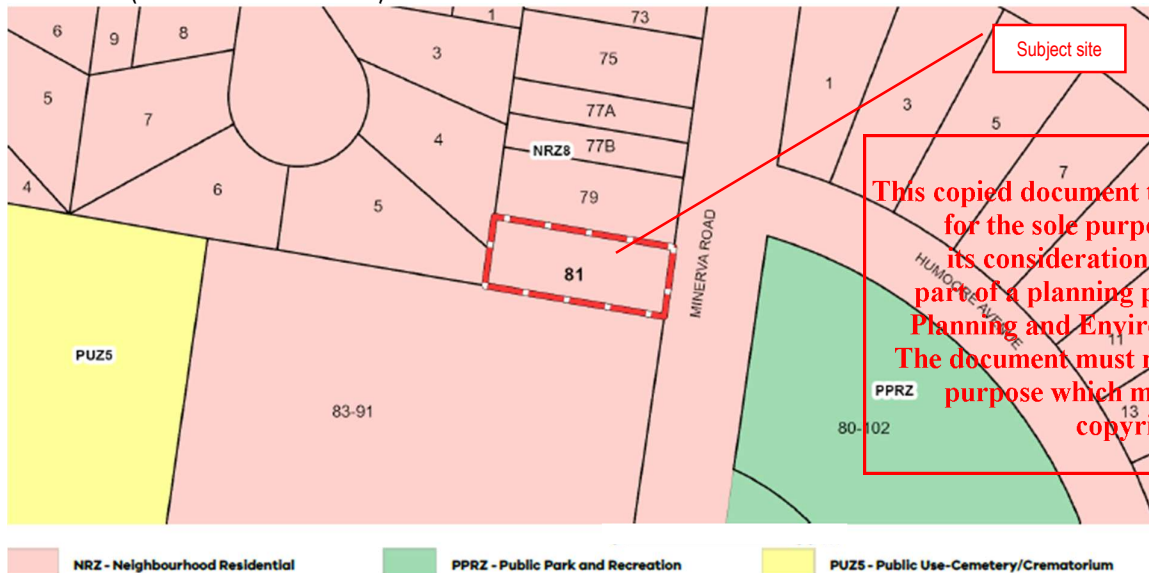
To implement the Municipal Planning Strategy and the Planning Policy Framework.

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.

ZONING MAP (SOURCE – MAPSHARE.VIC)



The use of the land is defined by the Planning Scheme as a Primary School, which is nested within the broader definition of an Education Centre. Within the table of uses at Clause 32.09-2 the use is an innominate Section 2 permit required use which falls within the 'catch all' as 'Any other use not in Section 1 or 3'. A permit is required pursuant to Clause 32.09-10 for buildings and works associated with a Section 2 use.

The minimum garden area requirements at Clause 32.09-4 and the maximum building height requirement at Clause 32.09-11 of the Zone do not apply as they relate only to the development of the land for residential purposes.

Clause 32.09-15 provides that the sign requirements for this Zone are set out within Category 3 of Clause 52.05.

Decision guidelines at Clause 32.09-14 provide the following relevant matters to be considered, as appropriate, by the responsible authority when determining the permit application:

General

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of this zone.*
- *The objectives set out in the schedule to this zone.*
- *Any other decision guidelines specified in a schedule to this zone.*

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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

- The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.

Non-residential use and development

In the local neighbourhood context:

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

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Schedule 8 to the Neighbourhood Residential Zone entitled 'Incremental Change Areas' has no implications for the proposal.

Overlays

Design and Development Overlay (Clause 43.02) – Schedule 14

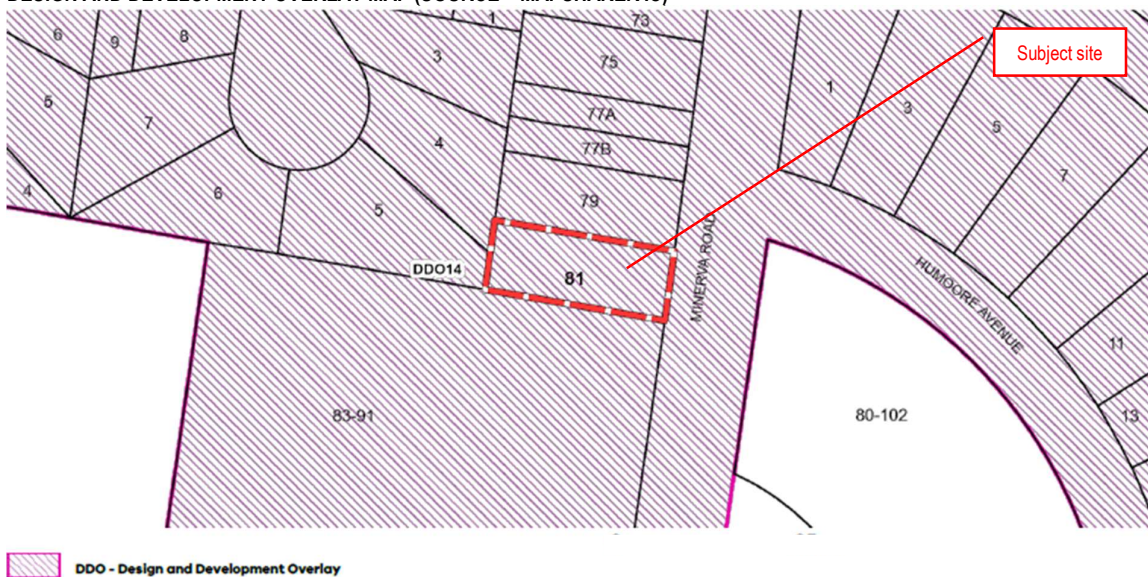
The purpose of the Design and Development Overlay is:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To identify areas which are affected by specific requirements relating to the design and built form of new development.

Clause 43.02-2 provides that a permit is required to construct a building or to construct or carry out works, unless stated otherwise within the Schedule to the Overlay. Schedule 14 to Clause 43.02 Design and Development Overlay relates to 'Dwellings over 7.5 metres in area with access to views' and provides that 'A permit is not required for buildings and works other than to construct a dwelling which is more than 7.5 metres above natural ground level (excluding any television antenna, chimney or flue) or extend a dwelling where the extension is more than 7.5 metres above natural ground level (excluding any television antenna, chimney or flue).' Therefore no planning permit is required for the proposed Primary School buildings pursuant to the provisions of the Design and Development Overlay.

DESIGN AND DEVELOPMENT OVERLAY MAP (SOURCE – MAPSHARE.VIC)





Municipal Planning Strategy

Clause 02.01 Context

The City of Greater Geelong is Victoria's largest regional municipality. Located 75 kilometres south west of Melbourne, the municipality covers an area of 1247 square kilometres comprising suburban, coastal, and country areas. Greater Geelong is bounded by the Moorabool Shire in the north, Wyndham City Council and the Borough of Queenscliffe in the east, Surf Coast Shire and Golden Plains Shire in the west, and Bass Strait to the south.

Greater Geelong is within the traditional territory of the Wathaurong Aboriginal clan groups.

Geelong is the largest regional city in Victoria and the primary service and employment hub for the G21 Geelong Region Alliance. The municipality is a popular retirement destination, particularly the coastal towns on the Bellarine Peninsula.

The municipality includes a rich diversity of flora and fauna, including rare and unique species and communities, major waterways, large coastal areas and complex freshwater and marine wetlands.

The rural areas of Geelong and its many attractions are highly valued for their contribution to the economy, liveability and amenity of the whole municipality.

Greater Geelong's heritage is a significant part of the City's attraction as a place in which to live, visit, do business and invest.

The municipality is located on the state and interstate road and rail network, providing direct links to South Australia, south-western Victoria and Melbourne. The City's infrastructure base includes Avalon Airport, the Geelong Port and major road and rail connections to Metropolitan Melbourne and Victoria's western regions.

Clause 02.02 Vision

Council's overarching vision for Greater Geelong is:

Geelong, coast, country and suburbs, is the best place to live through prosperity and cohesive communities in an exceptional environment.

The key land use and development aspirations that support this vision are to facilitate:

- *A prosperous economy that supports jobs and education opportunities.*
- *A fast, reliable and connected transport network.*
- *Sustainable development that supports population growth and protects the natural environment.*
- *An inclusive, diverse, healthy and socially connected community.*
- *A destination that attracts local and international visitors.*

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Clause 02.03 Strategic Directions

Clause 02.03-3 Environmental risks and amenity

Amenity

Residential

Non-residential uses can reduce the amenity of residential areas through impacts from traffic, car parking, hours of operation, appearance and noise. In order to maintain the residential character and amenity of an area it is important that non-residential uses are well-located and managed. To protect residential areas it is important to discourage the encroachment of incompatible uses.

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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

Clause 02.03-5 Built environment and sustainability

Built environment

Geelong's sense of place and identity is valued by its community. Council seeks to balance growth in the municipality while maintaining its identity by identifying areas for varying levels of change and by balancing the need for conservation and renewal. ...

Strategic directions

- Ensure that development enhances Geelong's sense of place and identity.
- Support the design and provision of healthy, walkable neighbourhoods.
- Encourage environmentally sustainable design in all development.
- Encourage all development to provide high quality urban design and landscaping.

Planning Policy Framework

Clause 11 Settlement

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Planning is to recognise the need for, and as far as practicable contribute towards

- Health, wellbeing and safety.
- Diversity of choice.
- Adaptation in response to changing technology.
- Economic viability.
- A high standard of environmental sustainability, urban design and amenity.
- Climate change adaptation and mitigation.
- Prevention of land, water, air and noise pollution.
- Protecting, conserving and improving biodiversity, waterways and other natural resources.
- Accessibility.
- Land use and transport integration.
- Waste minimisation and resource recovery.

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Planning is to prevent environmental, human health and amenity problems created by siting incompatible land uses close together.

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.

Clause 13 Environmental risks and amenity

Clause 13.05-1S Noise management

Objective

To assist the management of noise effects on sensitive land uses.

Strategy

Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.

Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.

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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

Clause 13.07-1L-01 Non-residential uses in residential zones

Policy application

This policy applies to the use or development of land for a use in section 2 of the Residential Growth, General Residential or Neighbourhood Residential Zones.

Objectives

To provide for non-residential uses that serve the needs of the local community.

To support non-residential uses that are compatible with the residential character, scale and amenity of neighbourhoods.

Location strategies

Locate non-residential uses on sites that have access to a road in a Transport Zone.

Discourage non-residential uses from locating on sites in a local access street or lane.

Locate non-residential uses where they will benefit and be convenient to local residents.

Avoid a concentration of non-residential uses where it would:

- *Create a de-facto commercial area.*
- *Isolate residential properties.*
- *Contribute to unplanned expansion of commercial or mixed use zones into surrounding residential land.*

Location policy guidelines

Consider as relevant:

- *Directing shops, offices, taverns and larger medical centres (5 or more practitioners) to commercial zones.*
- *Supporting commercial uses in residential zones within a 400 metre radius of an existing commercial zone only where the use cannot be reasonably located within the nearby commercial zone.*

Amenity strategies

Protect the amenity of the surrounding area from:

- *Noise, light and odours emitted from the site.*
- *Disturbance associated with the hours of operation.*

Manage the loading and unloading of vehicles to minimise detrimental impacts on residential amenity.

Amenity policy guidelines

Consider as relevant:

- *Encouraging non-residential uses to locate on sites where they will not unreasonably affect the amenity of the surrounding residential area due to existing conditions or locational attributes.*
- *Whether noise attenuation measures should be provided.*
- *Designing or locating all external noise sources (such as air-conditioning, heating, plant equipment etc) to minimise noise emissions to adjoining properties.*
- *Limiting loading and unloading of vehicles to between the hours of 8am and 6pm.*

Design and siting strategies

Facilitate the re-use of buildings originally built for non-residential purposes.

Site and design buildings to respect the siting and layout of adjacent buildings.

Design development to respect the existing neighbourhood character and reflect a residential scale and appearance, particularly with regard to:

- *Building and roof form.*
- *Building height and setback.*
- *Design detail (including façade articulation, verandahs, window and door style and placement).*
- *Building materials.*
- *Colours and finishes.*

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Locate air-conditioning, heating and plant equipment to avoid being visible from the public realm and adjoining properties.

Design and siting policy guideline

Consider as relevant:

- Whether development is consistent with the following objectives / standards:
 - Clause 54.03-1 Street setback.
 - Clause 54.04-1 Side and rear setbacks.
 - Clause 54.04-2 Walls on boundaries.
 - Clause 54.04-3 Daylight to existing windows.
 - Clause 54.04-4 North facing windows.
 - Clause 54.04-5 Overshadowing open space.

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Landscaping strategies

Provide planting on site that maintains the landscape character of the area.

Retain significant trees where practicable.

Set aside the front setback of sites for landscaping.

Provide landscape buffers between adjoining properties and areas used for access and parking on the site.

Landscaping policy guideline

Consider as relevant:

- Providing a minimum 1.5 metre landscaped buffer to separate accessways and car parking areas from adjoining residential properties.

Car parking and traffic strategies

Locate car parking areas so they do not dominate the streetscape by locating them at the side or rear of the site.

Support uses where the traffic generated by the use can be accommodated within the surrounding street network.

Support uses that can accommodate parking on site and do not create significant increases in on-street parking demand.

Clause 15 Built environment and heritage

Clause 15.01-1L-03 Signs in urban environments

Policy application

This policy applies to all urban land in the municipality.

Objectives

To encourage signs to meet the objectives of the City of Greater Geelong Sign Guidelines (February 2024).

Strategies

Encourage signs to meet the strategies of the City of Greater Geelong Sign Guidelines (February 2024).

Policy guidelines

Consider as relevant:

- Policy guidelines of the City of Greater Geelong Sign Guidelines (February 2024)

Policy documents

Consider as relevant:

- City of Greater Geelong Sign Guidelines (February 2024)

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Clause 15.01-2S Building design

Objective

To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Strategies

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Improve the energy performance of buildings through siting and design measures that encourage:

- Passive design responses that minimise the need for heating, cooling and lighting.
- On-site renewable energy generation and storage technology.
- Use of low embodied energy materials.

Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.

Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

Encourage water efficiency and the use of rainwater, stormwater and recycled water.

Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

Encourage development to retain existing vegetation.

Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

Clause 15.01-2L Environmentally sustainable development

Policy application

This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy other than where an ESD plan or framework has been previously approved.

Objective

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Strategies are provided under the following subheadings:

- General strategies
- Energy performance strategies
- Integrated water management strategies
- Indoor environment quality
- Transport strategies
- Waste management strategies
- Urban ecology strategies

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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

Policy guidelines

Non-residential

Consider as relevant:

A Sustainable Design Assessment (including an assessment using BESS, STORM, MUSIC or other methods) for:

- A non-residential building with a gross floor area between 300 square metres and 1500 square metres.
- An extension to an existing non-residential building creating between 300 square metres and 1500 square metres of additional gross floor area.

A Sustainability Management Plan (including an assessment using BESS, STORM, Green star, MUSIC or other methods) and a Green Travel Plan for:

- A non-residential building with a gross floor area of 1500 square metres or more.
- An extension to an existing non-residential building creating 1500 square metres or more of additional gross floor area.

PARTICULAR PROVISIONS

Clause 52.05 Signs

Pursuant to Clause 52.05-13 land within a Neighbourhood Residential Zone is within 'Category 3 – High amenity areas'. Within this Category a business identification sign requires a planning permit.

Decision guideline at Clause 52.05-8 include:

All signs

- The character of the area including:
 - The sensitivity of the area in terms of the natural environment, heritage values, waterways and open space, rural landscape or residential character.
 - The compatibility of the proposed sign with the existing or desired future character of the area in which it is proposed to be located.
 - The cumulative impact of signs on the character of an area or route, including the need to avoid visual disorder or clutter of signs.
 - The consistency with any identifiable outdoor advertising theme in the area.
- Impacts on views and vistas:
 - The potential to obscure or compromise important views from the public realm.
 - The potential to dominate the skyline.
 - The potential to impact on the quality of significant public views.
 - The potential to impede views to existing signs.
- The relationship to the streetscape, setting or landscape:
 - The proportion, scale and form of the proposed sign relative to the streetscape, setting or landscape.
 - The position of the sign, including the extent to which it protrudes above existing buildings or landscape and natural elements.
 - The ability to screen unsightly built or other elements.
 - The ability to reduce the number of signs by rationalising or simplifying signs.
 - The ability to include landscaping to reduce the visual impact of parts of the sign structure.
- The relationship to the site and building:
 - The scale and form of the sign relative to the scale, proportion and any other significant characteristics of the host site and host building.
 - The extent to which the sign displays innovation relative to the host site and host building.
 - The extent to which the sign requires the removal of vegetation or includes new landscaping.
- The impact of structures associated with the sign:
 - The extent to which associated structures integrate with the sign.
 - The potential of associated structures to impact any important or significant features of the building, site, streetscape, setting or landscape, views and vistas or area.

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- *The impact of any illumination:*
 - *The impact of glare and illumination on the safety of pedestrians and vehicles.*
 - *The impact of illumination on the amenity of nearby residents and the amenity of the area.*
 - *The potential to control illumination temporally or in terms of intensity.*
- *The impact of any logo box associated with the sign:*
 - *The extent to which the logo box forms an integral part of the sign through its position, lighting and any structures used to attach the logo box to the sign.*
 - *The suitability of the size of the logo box in relation to its identification purpose and the size of the sign.*
- *The need for identification and the opportunities for adequate identification on the site or locality.*
- *The impact on road safety. A sign is a safety hazard if the sign:*
 - *Obstructs a driver's line of sight at an intersection, curve or point of egress from an adjacent property.*
 - *Obstructs a driver's view of a traffic control device, or is likely to create a confusing or dominating background that may reduce the clarity or effectiveness of a traffic control device.*
 - *Could dazzle or distract drivers due to its size, design or colouring, or it being illuminated, reflective, animated or flashing.*
 - *Is at a location where particular concentration is required, such as a high pedestrian volume intersection.*
 - *Is likely to be mistaken for a traffic control device, because it contains red, green or yellow lighting, or has red circles, octagons, crosses, triangles or arrows.*
 - *Requires close study from a moving or stationary vehicle in a location where the vehicle would be unprotected from passing traffic.*
 - *Invites drivers to turn where there is fast moving traffic or the sign is so close to the turning point that there is no time to signal and turn safely.*
 - *Is within 100 metres of a rural railway crossing.*
 - *Has insufficient clearance from vehicles on the carriageway.*
 - *Could mislead drivers or be mistaken as an instruction to drivers.*

Clause 52.06 Car Parking

This clause applies to a new use. Table 1 at Clause 52.06-5 sets out the number of car parking spaces required for a Primary School use which is 1 car space to each employee that is part of the maximum number of employees on the site at any time. Clause 52.06-9 sets out the design standards for car parking including accessway widths, car parking space dimensions, gradients and landscaping.

Aboriginal Cultural Significance

The subject site is not located within an Area of Aboriginal Cultural Significance.

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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

PLANNING CONSIDERATIONS

Use

The use of the land for a Primary School, being an expansion of the existing school to the south onto the subject site at No. 81 Minerva Road is consistent with the purpose of the Neighbourhood Residential Zone 'To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations'. The existing school has a well established history on the land and the proposal provides for an extension of this existing school into the adjoining residential property. The use will not result in any unreasonable amenity impacts on the adjoining residential properties to the north or west and will operate in a manner consistent with the current school operations. No increase in the capacity of the existing school is proposed as part of the application and the new learning spaces will provide additional learning areas for the circular activities currently undertaken within the school. The new building will allow for improved learning spaces for these activities including STEM and art / craft activities as they will be able to undertake outside of the usual classroom space.

Built form

The proposal provides for an appropriate built form that delivers a contemporary architectural response for the site. The new building will sit comfortably within the existing two storey buildings adjoining to the north within the streetscape and the one and two storey established buildings within the school site. While the design will introduce a new built form to the streetscape, the new building will provide a high level of visual interest and articulation such that it will provide a positive contribution to this existing streetscape and the surrounding residential area. The external materials and colours of the proposed building will complement those of the existing school buildings and are of a muted finish. The proposed new building provides good setbacks from the existing site boundaries and will be separated from the existing school buildings by the required internal emergency services access which will provide for good spacing between the buildings when viewed from the street. The building has been designed with a 'butterfly wing' roof to provide for visual interest and allow for good north orientation to the learning spaces through the rooftop clerestory windows. The greatest height of the building is located centrally within the site and away from the adjoining residential property to the north which provides the closest dwelling to the new built form. The building has been designed to address overlooking to the adjoining residential properties through screening and window placement. There will be no unreasonable overshadowing to the adjoining residential properties resulting from the proposed built form.

Planning policy

The proposal has a regard for and addresses the provisions of the Municipal Planning Strategy and the Planning Policy Framework. Consistent with the Vision for the municipality at Clause 02.02 the proposal will assist to deliver a prosperous economy that supports jobs and education opportunities and support an inclusive, diverse, healthy and socially connected community. The built form of the proposal has been well designed to protect residential amenity, consistent with Clause 02.30-3, and the use is a small expansion of the existing use of the adjoining land to the south which will not result in any unreasonable amenity impacts to the surrounding residential area. The expansion of the school site will not increase the capacity of the existing school but will seek to provide new and improved recreation and learning spaces for the current students. Consistent with Clause 02.03-5 the proposed building will deliver a high quality, environmentally sustainable, built form with good urban design and landscape outcomes that will positively contribute to Geelong's sense of place and identify and the expansion of the existing use will continue to foster healthy, walkable neighbourhoods for students, staff and school families. New landscaping will be provided for the site as detailed on the application plans. The proposal delivers on planning policy for Settlement at Clause 11 by providing for a new school building on land adjoining the existing school buildings which 'takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services'. The new building has been designed to provide for noise management through the use of appropriate internal and external materials, the building

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Proposed Holy Spirit Parish Primary School extension - 81 Minerva Road, Herne Hill

orientation and by providing good setbacks to the adjoining residential properties consistent with planning policy. The proposed use will operate during regular school hours each school term and for those regular and occasional outside school hours activities such as before and after school care and school family events. The use of the new school building and the site at No. 81 Minerva Road will be consistent with the current use of the adjoining site by the Holy Spirit Parish School.

The provisions of Clause 13.07-1L-01 Non-residential uses in residential zones apply to the proposal and require consideration of the proposal with respect to location, amenity, design and siting, landscaping, and car parking and traffic. The proposal addresses the objectives of this clause where it provides for an expansion of an existing non-residential use that serves the needs of the local community and is a use and delivers a development outcome that is compatible with the residential character, scale and amenity of the surrounding neighbourhood.

In response to the strategies and guidelines within the policy at Clause 13.07-1L-01 it is submitted that

- The site is located to the north of the existing school site which is a logical outcome to provide for the expansion of the school buildings and recreational play space opportunities. This outcome will not result in any isolated residential properties between the school buildings. The school provides Catholic education services to children who reside within the surrounding residential area. The expansion of the school site will provide benefit and be of convenience to local residents.
- No external lighting is proposed as part of the new building and the use will not result in any unreasonable noise or odour emissions from the site. It is acknowledged that the new buildings will result in a reduction in the distance that the existing adjoining property to the north is located from the school and from the noise of children at play, however as has been documented previously by VCAT decisions the noise of children at play is considered to be a joyful noise.
- There will be no change to any loading or unloading of vehicles associated with the school use which will occur to the southern end of the site where the vehicular access and car parking for the school is provided.
- The proposed new building is offset from the north side boundary and well separated from the existing school building to the south to provide for a rhythm and spacing of the building within the streetscape consistent with the character of the area, where most buildings are offset from one side boundary.
- Air conditioning condensers will be located to the rear of the new building between the proposed water tanks and the building to minimise noise impacts. These condensers are located to the rear of the secluded private open space associated with the adjoining dwellings to the west and well away from the dwellings themselves on these adjoining properties.
- The proposed new building provides a design response that delivers a contemporary built form. This contemporary built form draws reference from the pitched roof, brick and weatherboard clad dwellings in the surrounding area and the existing brick, painted brick and metal clad buildings within the school site to inform its design response. The Modinex Viroc clad streetscape façade provides for an innovative, highly articulated design outcome within the streetscape which will appear lightweight in appearance due its materiality, finished colour and the shadows created by the design. The proposed building is respectful of the existing neighbourhood character but does not seek to replicate the existing residential built form or the current school building design. The design response acknowledges that the building is associated with an established non-residential use in a residential area and is respectful of this residential context through the varying textures and colours of external materials, building setbacks and management of overall building height.
- While the building is proposed to be set forward in the streetscape of the adjoining residential property to the north and the existing school buildings it provides a high level of visual transparency at ground level within the streetscape elevation with views available through the proposed fencing to the open ground level basketball / netball court area. The first floor level streetscape elevation provides for large windows with outlook to the street, consistent with residential properties along Minerva Road.

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- To provide for a usable covered recreational basketball / netball space at ground level the building has an elevated first floor level which results in the overall 10.325 metre maximum building height to the top of the 'butterfly wing' roof design. This overall height is appropriate for a non-residential building within a residential area that is purpose built for primary school purposes as it allows for the practical and functional use of the land including during wet weather events in a built form that will not result in any detriment to the adjoining residential properties as the building is well offset from its residential boundary interfaces.
- The proposed grey and white external colours of the new building will complement the existing school buildings and are reflective of the colours and tones used within residential buildings in the surrounding residential area.
- The existing well developed street tree will partially screen the new building within the streetscape, as occurs along Minerva Road where well developed street trees are located within the Council naturestrip outside residential dwellings.
- There is no car parking associated with the new building and the existing car parking area will be improved through the on-site landscaping and layout changes.
- Landscaping opportunities will be provided around the new building and to the front of the existing school buildings.

The design and siting guidelines within the policy at Clause 13.07-1L-01 also make reference to several objectives and standards within Clause 54 which relate to dwelling siting and are sought to be achieved for non-residential development in residential areas. The proposal provides the following response to the standards of the relevant objectives:

Objectives	Standard	Assessment
<p>Clause 54.03-1 Street setback objective</p> <ul style="list-style-type: none"> ▪ To ensure that setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site. 	<p>Standard A3 Walls of buildings should be setback from streets the distance specified in the Schedule to the Zone or Table A1.</p> <p>Table A1 provides for a front setback: Development context: There is an existing building on both the abutting allotments facing the same street, and the site is not on a corner.</p> <p>Minimum setback from front street: The average distance of the setbacks of the front walls of the existing buildings on the abutting allotments facing the front street or 9 metres, whichever is the lesser.</p>	<p>The new building is proposed to sit forward of the adjoining buildings within the streetscape. The building will provide the northern interface of the school site with the adjoining residential area and in this regard the setback is considered appropriate as it provides a good use of the land for a primary school building while the building design provides a highly transparent front façade and delivers a well-articulated building form that will provide a positive contribution to the streetscape character.</p>

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Objectives	Standard	Assessment
<p>Clause 54.04-1 Side and rear setbacks objective</p> <ul style="list-style-type: none"> To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. 	<p>Standard A10 A new building not on, or within 200mm of boundary should be setback from side or rear boundaries:</p> <ul style="list-style-type: none"> The distance specified in the Schedule to the Zone; or 1m, plus 0.3m for every metre height over 3.6m up to 6.9m, plus 1m for every metre height over 6.9m. 	<p>The proposed building is provided with good setbacks from the north and west boundaries of the site to the adjoining residential properties. The ground level wall to the north boundary is set back 2.098 metres and the learning space walls are setback 6.009 metres. Save for the lift shaft walls these setbacks meet with the outcomes sought by this standard and objective. The setbacks to the rear west boundary are less than that which would be required for a residential building on the land, however it is submitted that the proposed setbacks are appropriate as they provide a good sense of spacing around the building and the wall heights will not result in any detrimental impact on the adjoining residential properties to the west, particularly as the new school building is to the rear of the secluded private open space areas of these adjoining properties in Buna Court.</p>
<p>Clause 54.04-2 Walls on boundaries objective</p> <ul style="list-style-type: none"> To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. 	<p>Standard A11 A new wall on or within 200mm of a side or rear boundary of a lot, or a carport on or within 1m of a side or rear boundary should not abut the boundary for a length of more than:</p> <ul style="list-style-type: none"> 10m plus 25% of the remaining length of the boundary of an adjoining lot; or the length of an existing or simultaneously constructed wall or carport; <p>whichever is the greater.</p> <p>A new wall or carport may fully abut a side or rear boundary where the slope and retaining walls would result in the effective height of the wall or carport being less than 2m on the abutting property boundary.</p> <p>A building on a boundary includes a building up to 200mm from a boundary.</p> <p>New wall on or within 200mm of a side or rear boundary of a lot, or a carport on or within 1m of a side or rear boundary should not exceed an average of 3.2m height, with no part higher than 3.6m, unless abutting a higher existing or simultaneously constructed wall.</p>	<p>No walls are proposed to be built to a side or rear boundary.</p>

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Objectives	Standard	Assessment
<p>Clause 54.04-3 Daylight to existing windows objective</p> <ul style="list-style-type: none"> To allow adequate daylight into existing habitable room windows. 	<p>Standard A12</p> <ul style="list-style-type: none"> Buildings opposite an existing habitable room window should provide for a light court to the existing window, of at least 3m² and 1m clear to the sky. The area may include land on the abutting lot. Walls or carports more than 3m height opposite an existing habitable room window should be setback from the window at least 50% of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window. <p>Note: Where the existing window is above ground level, the wall height is measured from the floor level of the room containing the window.</p>	<p>The proposed building is set back from the windows in the adjoining dwelling to the north greater than 50% of the wall height of the new building in this location and complies with the daylight to existing windows standard.</p>
<p>Clause 54.04-4 North Facing windows objective</p> <ul style="list-style-type: none"> To allow adequate solar access to existing north facing habitable room windows. 	<p>Standard A13</p> <p>If a north-facing habitable room window of an existing dwelling is within 3m of a boundary of an abutting lot, a building should be setback:</p> <ul style="list-style-type: none"> 1m, plus 0.6m for every metre height over 3.6m up to 6.9m, plus 1m for every metre height over 6.9m, for a distance of 3m from the edge of each side of the window. <p>Note: A north facing window is a window with an axis perpendicular to its surface orientated north 20 degrees west to north 30 degrees east.</p>	<p>There is no dwelling to the south side of the proposed new school building.</p>
<p>Clause 54.04-5 Overshadowing open space objective</p> <ul style="list-style-type: none"> To ensure buildings do not unreasonably overshadow existing secluded private open space. 	<p>Standard A14</p> <ul style="list-style-type: none"> Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75%, or 40m² with a minimum dimension of 3m, whichever is the lesser area, or the secluded open space should receive a minimum of 5 hours sunlight between 9am and 3pm at 22 September. If existing sunlight to the secluded private open space of a dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced. 	<p>As illustrated by the shadow diagrams prepared by Minx Architecture the proposed new building will not unreasonably overshadow the private open space areas of the adjoining residential properties to the west.</p>

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Consistent with Clause 15.01-1L-03 the proposed size and location / siting of the business identification signs for the school buildings meet with the strategies and guidelines for signage within high amenity areas as set out within Council's signage guidelines document. The signs will not dominate the streetscape, obscure views through the buildings or have any detrimental impact on access to daylight. The signs are fully integrated into the built form of the buildings and relate to the site on which they are located.

The proposal provides a good response to the objective and strategies of Clause 15.01-2S Building design, and the new building will provide a positive contribution to the local context, will enhance the public realm, and provides an environmentally sustainable outcome. The proposed building responds and contributes to the strategic and cultural context of its location; minimises any potential detrimental impact of development on neighbouring properties, the public realm and the natural environment; delivers energy efficiencies; enhances the function and amenity of the public realm; and provides an interface with the public realm that supports personal safety, perceptions of safety and property security.

A Sustainable Management Plan has been prepared for the proposed development in accordance with the provisions of Clause 15.01-2L Environmentally sustainable development.

Signage

In terms of signage, the permit application shows one sign on the new building identifying the school name and one sign on the existing building providing the Holy Spirit Parish School dove logo.

These signs provide for minimal identification of the school buildings and their size / scale and design will complement the buildings with which they are associated. Consistent with the design guidelines for signs at Clause 52.05-8 the simple design and small scale nature of the proposed signs are sensitive to the residential character of the surrounding area and the signs will not result in any unreasonable cumulative impact of signs along Minerva Road. The signs will not impact on any views or vistas or dominate the skyline. The signs are in proportion to their setting and will provide good identification opportunities for the school. The signs are not intended to be illuminated or floodlit. The signs will not impact on road safety.

Car parking

As identified within the Traffic Impact Assessment Report prepared by Salt³ Traffic Engineers, there is no increase in staff or student numbers associated with the new building and therefore no requirement to provide additional car parking or bicycle parking. In this regard it is noted that the application plans provide for one additional on-site car parking space.

Environmental Sustainable Design

The Sustainable Management Plan prepared by Efficient Energy Choice for the proposed building sets out parameters including energy efficiency, building material fabric, water efficiency and stormwater management, waste management, indoor environmental quality, transport and urban ecology.

Vegetation

The Arborist report prepared for the land at No. 81 Minerva Road identifies that there are two trees on the land. These trees are not protected by any vegetation controls under the Greater Geelong Planning Scheme. These two trees have been identified as being of 4.0 metres in height each with Tree 1 a *Prunus armeniaca* and Tree 2 a *Callistemon viminalis*. The proposal does not seek to retain either of these trees which are not considered to be significance to the site or the broader residential area.

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CONCLUSION

Minx Architecture have prepared a well-thought out and well-designed site responsive, innovative and highly articulated new building for the subject site at No. 81 Minerva Road that will allow for the expansion of the existing Holy Spirit Parish School onto this site through the relevant planning permissions for use and development. The proposed building will provide a positive contribution to the streetscape and the broader surrounding residential area. The building has been designed to avoid any offsite amenity impacts on the adjoining residential properties to the north and west. The proposed building will provide a much needed covered recreational play area for the school students and new learning spaces. No increase in staff or student capacity at the school is proposed with the new building. The proposed signage is modest in design and sufficiently appropriate to identify the school use of the land. The new car parking and landscaping works to the existing school buildings are appropriate and will provide for an improved streetscape presentation for the school.

Overall the proposed use and development of the land responds well to the planning policy, zone and particular provisions of the Greater Geelong Planning Scheme. Accordingly it is respectfully requested that a planning permit is granted for proposal as submitted.

Tania Panozzo
Town Planner
T-Plan

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