

**4.3 74-82 JELLS ROAD, WHEELERS HILL
BUILDINGS AND WORKS COMPRISING INTERNAL ROADWORKS, MODIFIED CAR
PARKING AREAS, LANDSCAPING, CONSTRUCTION OF STORAGE BUILDINGS AND
REMOVAL OF NATIVE VEGETATION
(TPA/42513)**

EXECUTIVE SUMMARY:

This application proposes modification to existing car parking and vehicle access, vegetation removal and construction of maintenance and storage buildings within the existing Caulfield Grammar School located on Jells Road in Wheelers Hill.

The application was subject to public notification. Thirty-three (33) objections to the proposal have been received.

Key issues to be considered relate to vehicle access, internal traffic movement and congestion, adequacy of car parking, proposed setbacks, residential amenity, landscaping and vegetation removal.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework and issues raised by objectors.

The reason for presenting this report to Council is the proposed development cost of \$9 million.

The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommend that Council resolve to issue a Notice of Decision to Grant a Planning Permit, subject to conditions.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Angela Hughes
RESPONSIBLE PLANNER:	James Heitmann
WARD:	Mulgrave
PROPERTY ADDRESS:	74-82 Jells Road, Wheelers Hill
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	Thirty-three (33)
ZONING:	General Residential Zone – Schedule 2
EXISTING LAND USE:	School

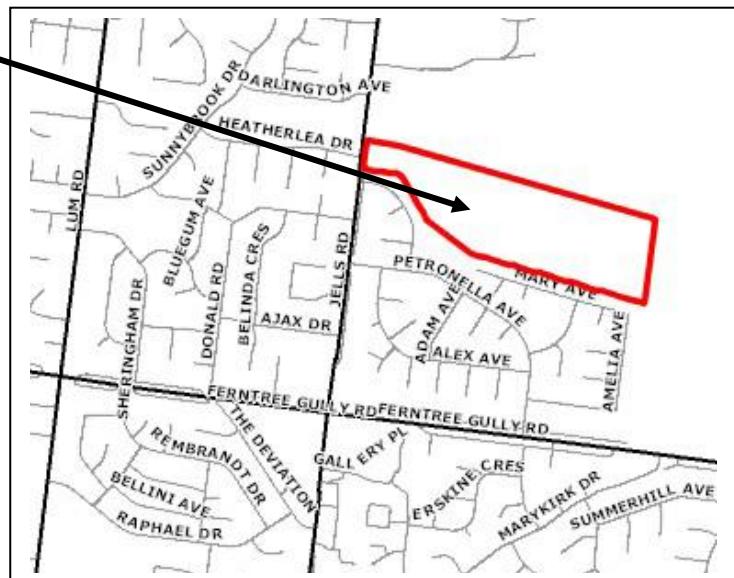
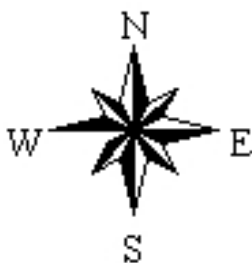
OVERLAY:	No Overlays
RELEVANT CLAUSES: <u>State Planning Policy Framework</u> Clause 10.01 (Purpose) Clause 10.02 (Goal) Clause 10.04 (Integrated Decision Making) Clause 11 (Settlement) Clause 11.04 (Metropolitan Melbourne) Clause 14.02-1 (Catchment Planning and Management) Clause 15 (Built Environment and Heritage) Clause 19 (Infrastructure)	<u>Local Planning Policy Framework</u> Clause 21 (Municipal Strategic Statement) Clause 21.04 (Residential Development) Clause 21.08 (Transport and Traffic) Clause 22.01 (Residential Development and Character Policy) Clause 22.04 (Stormwater Management Policy) Clause 22.09 (Non-Residential Use And Development In Residential Areas) <u>Particular Provisions</u> Clause 52.06 (Car Parking) Clause 52.34 (Bicycle facilities) Clause 52.17 (Native Vegetation) <u>General Provisions</u> Clause 65.01 (Decision Guidelines)
STATUTORY PROCESSING DATE:	31 December 2014
DEVELOPMENT COST:	\$9,000,000

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



74-82 Jells Road, Wheelers Hill - Buildings And Works Comprising Internal Roadworks, Modified Car Parking Areas, Landscaping, Construction Of Storage Buildings And Removal Of Native Vegetation

RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/42513)** for the buildings and works comprising internal roadworks, modified car parking areas, landscaping, construction of maintenance and storage buildings, removal of native vegetation, and alteration of access to a road in a Road Zone, Category 1, at 74-82 Jells Road, Wheelers Hill subject to the following conditions:

1. Before the development starts, three copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit.

The plans must be generally in accordance with the plans submitted with the application, but modified to show:

- a) Car parking and accessways located adjacent to residential properties on Mary Avenue provided with a minimum landscape buffer of 5 metres;
 - b) The storage area located adjacent to the southern boundary fully enclosed including provision of roller doors to the northern facade with a minimum landscape buffer of 5 metres;
 - c) The section of dual carriageway within the Senior School drop off area reduced to a single carriageway;
 - d) The Senior School car park access aisle located between the Junior School internal roundabout and the proposed pedestrian crossing to its east is to be removed and the car park layout modified accordingly;
 - e) The parallel parking area along the southern boundary of the site opposite the Senior School car park is to be suitably signposted and allocated for staff or long term parking only;
 - f) Internal signage designating staff parking and time restricted parking areas adjacent to the south-east sporting precinct.
2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
 3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
 4. Within six (6) months of works completed under this permit a review of the functional operation of the new parking areas, internal vehicle movements and access to Jells Road must be undertaken by a suitably qualified Traffic

Engineer. The review should have regard to the functional operation of the approved works and any required modification or improvements. The review should be undertaken in consultation with and to the satisfaction of Responsible Authority

5. The amenity of the area must not be detrimentally affected by the use or development, through the:
 - a) transport of materials, goods or commodities to or from the land;
 - b) appearance of any building, works or materials;
 - c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
 - d) presence of vermin;
 - e) movement of commercial vehicles within the site.
6. The occupier of the premises must ensure that any noise emanating from the premises, during and post construction, must not exceed the standards of the State Environment Protection Policies No. N1 or any other applicable noise regulations.

At the immediate request of the Responsible Authority noise testing must be taken to demonstrate compliance with EPA noise requirements. Noise testing is to be undertaken at no cost to the Responsible Authority.
7. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.
8. No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public and no odour shall be emitted from any receptacle so as to cause offence to persons outside the land.
9. Adequate provision shall be made for the storage and collection of garbage and other solid wastes and these facilities are to be located on the site to the satisfaction of the Responsible Authority.
10. The collection of waste shall only take place between the hours of 7:00am-7:00pm, Monday to Friday unless otherwise consented to in writing by the Responsible Authority.
11. Vehicle access to the sports facilities and the associated car parking within the south-east of the site is restricted to 7.00am and 7.00pm, Monday to Saturday. A gate restricting access to parking within these areas must be locked outside of the permitted hours.

12. Prior to completion of the approved works under his permit, Planning Permit No. 21195 must be amended to reflect the revised permitted hours of access approved by this permit.
13. Access to Caulfield Grammar via Georgina Street limited to pedestrians only;
14. Pedestrian access gate to Georgina Street closed after 5:30pm Monday to Friday and 1:00pm on Saturday.
15. Parking areas to be specifically signed for their intended use, to the satisfaction of the Responsible Authority.
16. Pedestrian crossings within the site are to be appropriately signed and line marked in accordance with the current design standards, to the satisfaction of the Responsible Authority.
17. Before the development permitted is completed, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
 - (a) constructed to the satisfaction of the Responsible Authority;
 - (b) properly formed to such levels that they can be used in accordance with the plans;
 - (c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
 - (d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
 - (e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.
18. Areas set aside for car parking, measures must be taken to the satisfaction of the Responsible Authority to prevent damage to fences or landscaped areas.
19. Outdoor lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.
20. The loading and unloading of goods from vehicles must only be carried out on the land.
21. Buses servicing the school must not be parked within residential streets

surrounding the subject land or used for pick and drop off of passengers and students within these areas.

22. All on-site stormwater is to be collected from hard surface areas and must not be allowed to flow uncontrolled into adjoining properties.
23. Before the development starts, a site layout plan drawn to scale and dimensioned must be approved by the Responsible Authority.

The plans must show a drainage scheme providing for the collection of stormwater within the site and for the conveying of the stormwater to the nominated point of discharge.

The nominated point of discharge is the existing on-site drainage system.

24. One printed copy of the plans (A3-A1 size) for the drainage works must be submitted to the Engineering Division prior to the commencement of works for record purposes.
25. Before the development starts, a construction management plan must be prepared and submitted to the Responsible Authority for approval. The plan must be to the satisfaction of the Responsible Authority. Once approved, the plan must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
 - a) measures to control noise, dust and water runoff;
 - b) prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
 - c) the location of where building materials are to be kept during construction;
 - d) site security;
 - e) maintenance of safe movements of vehicles to and from the site during the construction phase;
 - f) on-site parking of vehicles associated with construction of the development;
 - g) wash down areas for trucks and vehicles associated with construction activities;
 - h) cleaning and maintaining surrounding road surfaces;
 - i) a requirement that construction works must only be carried out during the following hours:
 - Monday to Friday (inclusive) – 7.00am to 6.00pm;
 - Saturday – 9.00am to 1.00pm;
 - Saturday – 1.00pm to 5.00pm (Only activities associated with the

erection of buildings. This does not include excavation or the use of heavy machinery.)

26. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.
27. A landscape plan prepared by a Landscape Architect, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority prior to the commencement of any works. The plan must show the proposed landscape treatment of the site including:-
- the location of all existing trees and other vegetation to be retained on site;
 - provision of canopy trees with spreading crowns located throughout the site including the major open space areas of the development;
 - planting to soften the appearance of hard surface areas such as driveways and other paved areas;
 - a schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material;
 - the location and details of all fencing;
 - the extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site;
 - details of all proposed hard surface materials including pathways, patio or decked areas;
- When approved the plan will be endorsed and will then form part of the permit.
28. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.
29. All existing vegetation shown on the endorsed plans must be suitably marked before any development starts on the site and that vegetation must not be removed, destroyed or lopped without the written consent of the Responsible Authority.
30. Prior to the commencement of any works that are permitted by this permit, all trees that are to be retained, or are located within or adjacent to any works area, shall be marked and provided with a protective barricade and

verified by an authorised officer of the Responsible Authority.

31. No building material, demolition material or earthworks shall be stored or stockpiled under the canopy line of any tree to be retained during the construction period of the development hereby permitted.
32. Prior to the commencement of the development any native vegetation offset requirements identified in accordance with Clause 52.17 of the Monash Planning Scheme must be provided to the satisfaction of the Responsible Authority.
33. Before the development starts, a Native Vegetation Offset Plan must be prepared in consultation with Department of Environment and Primary Industries and the Responsible Authority to the satisfaction of the Responsible Authority. When the Offset Plans have been endorsed by the Responsible Authority, they will then form part of the permit.

The Native Vegetation Offset Plan must include:

- (a) Appropriate offsets to compensate for the loss of native vegetation;
- (b) Include details of:
 - i. means of calculating the offsets;
 - ii. locations where offsets will be provided;
 - iii. type of offsets to be provided for each location;
 - iv. details of revegetation including the number of trees, shrubs and other plants, species mix and density;
 - v. means of interim protection for the offsets;
 - vi. methods of permanent protection for the offsets;
 - vii. details of any existing native vegetation to be retained including the methods of managing and restoring the native vegetation;
 - viii. person(s) responsible for implementing and monitoring the Native Vegetation Offset Plan;
 - ix. time frames for implementing the offset plans;
 - x. details of any earthworks, drainage and other works; and
 - xi. a Schedule of Works.
- (c) The Plan must include a method to secure the offsets, which may be by:
 - i. a requirement for the owner to enter into a section 173 agreement in respect of specified land;
 - ii. a requirement for the owner to enter a binding agreement with a specified person in order to implement aspects of the offset plan;
 - iii. a requirement for the owner to provide a bond as security for completion of any part of the offset plan.

When approved, Native Vegetation Offset Plan must be implemented

within 12 months of the commencement of works unless otherwise specified in the Plan. Maintenance and replanting of vegetation is to be undertaken if necessary until all the requisite numbers of plants are effectively established and have survived for at least 3 years.

VicRoads conditions

34. Before the start of the development, amended plans must be submitted to and approved by the Roads Corporation. When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be generally in accordance with the Proposed Site Access Modifications Functional Layout (Project No CG130169, Sheet No T03, Revision P1, dated 26 September 2014) and annotated as but modified to show:
 - 1) Pedestrian sight triangles provided in accordance with Design Standard 1 of Clause 52.06-8 of the Monash Planning Scheme
35. Where the proposed roadworks at Jells Road, including footpath and nature strip, lie within the subject property, a widening of the road reserve will be required, at no cost to VicRoads. The developer must engage a licensed surveyor to prepare a Plan of Subdivision showing the affected land labelled "ROAD", which is to be vested in the Roads Corporation upon certification of the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the subdivider must ensure that the original Certificates of Title that issues in the name of the Roads Corporation, are posted to: VicRoads - Property Services Department, 60 Denmark Street KEW, 3101.
36. Prior to the start of construction, detailed engineering plans in conjunction with a 'Detailed Design Stage' Road Safety Audit (RSA) must be submitted to VicRoads for approval. The RSA must be undertaken by an independent VicRoads prequalified audit team and be conducted in accordance with *AustRoads – Road Safety Audit – Part 6 (2009)*. The detailed engineering plans for road works must be amended to address any issue raised in the RSA to the satisfaction of VicRoads, in consultation with the Responsible Authority, prior to the approval of the plans. When the updated detailed engineering plans are approved, additional copies must be submitted to VicRoads for surveillance purposes.
37. The preparation of the detailed engineering plans and the construction and completion of all work must be undertaken in a manner consistent with current VicRoads' policy, procedures and standards and at no cost to VicRoads. In order to meet VicRoads' requirements for these tasks the applicant will be required to comply with the requirements documented as "Standard Requirements - Developer Funded Projects" and any other requirements considered necessary depending on the nature of the work.

38. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
39. Unless otherwise agreed by VicRoads, the roadworks at Jells Road must be completed to the satisfaction of VicRoads prior to the use of the car parking areas and drop-off areas approved by this permit

Melbourne Water conditions

40. Prior to the commencement of works, drainage and engineering plans of the modified car parking and road network (in electronic format) must be submitted to Melbourne Water for our records. These plans must show road and drainage details and the 1 in 100 year flood levels for the overland flow paths within the site.
41. The buildings and works comprising of the internal road and car parking is to make provision for overland flows through the property from the upstream catchment.
42. Any road or access way intended to act as a stormwater overland flow path must be designed and constructed to comply with the floodway safety criteria.
43. No filling is to occur within the overland flow path without prior approval from Melbourne Water. Any earthworks must be done such that the volume of cutting within the overland flow path is equivalent or greater than the volume of filling.
44. A Certified Survey Plan, showing levels reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that Melbourne Water's conditions have been satisfied.
45. Prior to the commencement of works, a Site Management Plan detailing pollution and sediment control measures must be submitted to Melbourne Water for our records.
46. Prior to the development plans being endorsed and the commencement of works, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with ground and floor levels to Australian Height Datum (AHD).
47. This permit will expire in accordance with section 68 of the *Planning and Environment Act 1987*, if one of the following circumstances applies:
 - The development is not started before 2 years from the date of issue.

- The development is not completed before 4 years from the date of issue.

In accordance with section 69 of the *Planning and Environment Act 1987*, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within six months of the permit expiry date, where the development allowed by the permit has not yet started; or within 12 months of the permit expiry date, where the development has lawfully started before the permit expires.

NOTES-

1. A drainage contribution or a detention system is not required.
2. Engineering permits must be obtained altered vehicle crossings and these works are to be inspected by Council (telephone 9518 3555).
3. Building approval must be obtained prior to the commencement of the above approved works.

Melbourne Water:

4. The flood line for the property grades from 67.4 metres to Australian Height Datum (AHD) at the southern boundary down to 55.4 metres to AHD at the south eastern boundary.
5. For the purpose of the Building Code of Australia - Building in Flood Hazard Areas, Melbourne Water has determined that during a flood event that has a probability of occurrence of 1% in any one year, the maximum flow rate of flood water (velocity) will be below 1.5 metres per second.
6. If further information is required in relation to Melbourne Water's conditions shown above, please contact Land Development on telephone 9679 7517 quoting Melbourne Water's Reference 80311.
7. Preliminary land and flood level information available at Melbourne Water indicates that the above property is subject to flooding from the Jells Road/Ferntree Gully Road Drain. For a storm event with a 1% chance of occurrence in any one year, the flood line for the property grades from 67.4 metres to Australian Height Datum (AHD) at the southern boundary down to 55.4 metres to AHD at the south eastern boundary.
8. If you have any enquiries regarding Melbourne Water requirements, please contact Andrew Mellor on telephone 9679 7842 or e-mail andrew.mellor@melbournewater.com.au.

BACKGROUND:**The Site and Surrounds**

The subject land is located on the eastern side of Jells Road in Wheelers Hill at the intersection Jells Road and Heatherlea Drive. The land is bounded by residential properties addressing Homestead Drive and Mary Avenue to the south and by Jells Park to the north and east. The land has an overall area 20.21 hectares and a substantial fall across the land of 52 metres from west to east. Various easements encumber the land.

Caulfield Grammar Wheelers Hill Campus was opened in 1981. The campus currently accommodates approximately 1,400 students and 160 staff. The site has a landscape setting orientated to Jells Road, school buildings located within the centre of the site and sporting facilities including tennis courts, numerous ovals and soccer pitch located in the eastern portion of the site. Existing buildings on the land are typically of a single and double storey scale and substantially setback from adjoining residential properties to the south. Vehicle access to the property is via Jells Road. Existing parking to service the school is primarily located adjacent to the southern boundary.

Relevant recent planning permit history:

Planning Permit No. 21195 issued on 14 April 1994 allowing the development of sports facilities with associated vehicle parking. The permit includes conditions requiring:

- Vehicular access to the sports facilities and the associated car parking is permitted between 8:00am and 6:00pm, Monday to Saturday.
- Access to Caulfield Grammar via Georgina Street limited to pedestrians only;
- Pedestrian access gate to Georgina Street closed after 5:30pm Monday to Friday and 1:00pm on Saturday and Sunday;
- Sunday usage of the tennis and hockey courts limited to 12:00pm (noon)-5:00pm;

Planning Permit No. 29687 issued on 27 November 2002 allowing the development and use of a 650 seat hall, 220 seat function room and chapel for the existing education centre.

Planning Permit No. 30846 was issued on 29 January 2004 allowing works to the existing fence and associated road works to create an emergency vehicle access from Georgina Street. The permit includes conditions requiring:

- The (Georgina Street) pedestrian access gate is to be locked from 5.30pm to 7.00am the following day Monday to Friday, and 1pm Saturday to 7.00am the following Monday.
- Bollards are to be provided alongside the accessway to prevent vehicles entering the landscape area along the southern boundary.

Planning Permit No. 34383 issued on 3 October 2006 allowing alterations and additions to the existing gymnasium and science buildings.

Planning Permit No. 35847 issued on 4 January 2008 allowing buildings and works (Installation of 2 x portable classroom facilities).

Planning Permit No. 36729 issued on 11 December 2008 for buildings and works (redevelopment of the existing playground and sports courts).

Planning Permit No. 38391 issued on 8 December 2010 for an internally illuminated pole sign.

Numerous permits have been issued for development of the land over time

An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 2).

PROPOSAL:

The application seeks substantial modification to the existing car park layout and access arrangements.

Key elements of the proposal can be summarised as follows:

- Dual-lane exit to Jells Road;
- Split primary and separate circulation road;
- Separate through-lanes and queue lanes on entry to drop off/pick up areas;
- Increased drop off/pick up queuing areas;
- Junior School parent and visitor parking separated from senior school parking;
- Relocation of staff parking;
- Increased parking supply to 499 parking spaces (compared to approximately 289 spaces currently);
- Provision of additional and more formalised bus facilities;
- Improvements to internal roundabout operations and capacity;
- Relocation of existing maintenance and storage facilities;
- Removal of existing vegetation within the site;
- Provision of additional landscaping throughout the site.

The majority of proposed works relate to modification of existing car park and accessways adjacent to the southern and northern boundaries.

Existing maintenance facilities are to be re-located to the north-east of the site between the existing sportsgrounds. An enclosed storage area for fuel, general waste and recyclables is proposed adjacent to the southern boundary to the rear of properties at 110-116 Mary Avenue.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

The subject site is located within a General Residential Zone 2 (GRZ2) under the provisions of the Monash Planning Scheme.

Pursuant to the Section 2 requirements of Clause 32.08-1 a permit is required for use of land for an education centre (any other use not specified) within the General Residential Zone.

Pursuant to Clause 32.08-6 a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-1.

Overlays

Clause 44.05: Special Building Overlay

The land is subject to Special Building Overlay (Schedule 1).

Pursuant to the requirements of Clause 44.05-1 a permit is required to construct a building. The application must satisfy the requirements of Melbourne Water.

Particular Provisions

Clause 52.06: Car Parking

Prior to a new building being occupied the required parking spaces must be provided on the land or as approved by the responsible authority.

Clause 52.17: Native Vegetation

A permit is required to remove, destroy or lop native vegetation, including dead native vegetation.

Clause 52.29: Land adjacent to a Road Zone, Category 1

A permit is required to create or alter access to a road in a Road Zone, Category 1.

Clause 52.34: Bicycle Facilities

A new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

Attachment 3 details the zoning and overlays applicable to the subject site and surrounding land.

CONSULTATION:

Public Notice

Notice of the application was given in accordance with section 52 of the *Planning and Environment Act 1987* to the surrounding property owners and occupants, and along with the display of two (2) signs on the site.

Thirty-three (33) objections to the proposal were received.

Key issues raised within the objections can be summarised as:

- Landscaping;
- Vegetation removal;
- Setback/proximity of car parking and accessway to adjoining residential boundary;
- Compliance with existing permit requirements;
- Safety and efficiency of vehicle and pedestrian movements within the site;
- Noise and amenity impact on adjoining residential properties;
- Overflow car parking and traffic impacts on adjoining residential areas in Mary Avenue and Homestead Drive.

Attachment 4 details the location of objector properties.

Pre-application community information session

In February 2014 (prior to lodgement of the application) the School held an informal information session on-site to inform residents of the planning permit pending application and provide opportunity for pre-application feedback. Council officers attended the information session to answer procedural and policy related questions.

Following the community information session the initial proposal was modified to increase the setback of the roadway and roundabout, seek a collaborative approach to landscaping and fencing adjacent to adjoining properties.

Statutory Referrals

Melbourne Water

Council has received advice from Melbourne Water having regard to relevant requirements of the applicable Special Building Overlay.

The proposal satisfies applicable requirements of Melbourne Water subject to the inclusion of conditions in any permit issued.

VicRoads

The application was referred to VicRoads pursuant to the requirements of Clause 52.29.

The authority has no objection to the grant of a planning permit for the proposed development subject to conditions.

Internal Referral

The application has been referred to Council's Traffic and Drainage Engineers for comment.

DISCUSSION:

Consistency with State and Local Planning Policies

Clause 11.02 Urban Growth

The objective of Clause 11.02-1 is:

“To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.”

The proposed development subject site meets this objective by utilising existing land which is devoid of major development constraints whilst also suitable regard to neighbourhood character, off site amenity impacts and provision of education facilities to service the community.

Clause 12 Environmental and Landscape Values

This clause includes, in relation to native vegetation management (Clause 12.01-2) the objective of ensuring that permitted clearing of native vegetation results in no net loss in the contribution made by native vegetation to Victoria's biodiversity.

The permit applicant has submitted a Native Vegetation Impact Assessment (Brett Lane & Associates, February 2014) demonstrating that the application responds to this requirement through the provision of appropriate vegetation offsets forming part of the proposed landscaping works.

Clause 15.01 Built Environment and Heritage

The objective of Clause 15.01-1 is:

“To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.”

This Clause requires that development achieves architectural and urban design outcomes that contribute positively to a local urban character and enhance the public realm and minimise detrimental impacts on neighbouring properties.

Recognition should be given to the setting in which buildings are designed and the integrating role of landscape architecture.

Relevant strategies seek to:

“Promote good urban design to make the environment more liveable and attractive.

Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.

Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.”

The proposed development has appropriate regard to the adjoining context including Jells Park to the north and established residential areas to the south. The design response has suitable regard to the significant natural fall of the land and existing vegetation.

Clause 19.02-2 Education facilities

The objective seeks to assist the integration of education facilities with local and regional communities.

Planning is to recognise communities for a range of accessible community resources such as education facilities.

Municipal Strategic Statement

Clause 21.03-5 A vision for Monash

“The Garden City Character is a core value held by Council and is an important consideration in all land use and development decisions. Planning decisions should seek outcomes which continue to contribute to, consolidate and enhance this character and image.

The Garden City vision aims to maintain and enhance the established canopy treed environment throughout the municipality, continuing its significance in defining the character of Monash. This vision covers all land use types including residential, industrial, business, commercial, public land, special purpose, transport and open space areas.”

New development should have regard for overarching Garden City Character principals consistent with Council policy. The provision of appropriate landscaping elements in new development is fundamental in implementing these policies.

The proposed development will facilitate an outcome that is consistent with the purpose of the General Residential zoning of the land through the provision of

additional educational facilities are of benefit to the community generally and are appropriately sited and designed to suitably integrate with the School campus and the surrounding area.

Non-Residential Uses and Development in Residential Areas Policy

Objectives of Clause 22.09-1 seek:

“To ensure that development is appropriate having regard to the residential environment of the surrounds and that the amenity of the neighbourhood is not adversely affected by a business conducted in a residential area.

To ensure that all built form in residential areas is respectful of residential character.

To ensure that adequate and well-located vehicle parking is provided for all new developments.”

Critical in determining the appropriateness of the expanded use is to minimise and mitigate the impact of the use on adjoining residential amenity and ensuring the built form suitably integrates with the surrounding residential context.

The subject land has a long established use as a school. The use is well established and a significant asset to the wider community. The large size of the land provides the opportunity for well considered expansion and opportunities to improve existing conditions on site. Traffic congestion within the site and surrounding area at peak pick up and drop off times has been an ongoing issue for the school. The proposed works seek to mitigate and improve existing conditions.

Appropriate conditions can be specified should a permit be issued to ensure ongoing compliance with EPA noise regulations minimise amenity impacts on surrounding properties such as noise.

Setback of Accessway and Car Park

The majority of car park and redesigned accessway works are to be located adjacent to the southern boundary. The provision of the main car parking area in this location is appropriate given the topography of the land and location of existing buildings within the centre site. The provision of car parking adjacent to the southern boundary provides a low scale built form adjacent to the adjoining residential interface resulting in generous building setbacks of 30-50 metres and the ability for substantial native landscaping treatment consistent with the neighbourhood character of the surrounding area.

The applications proposes minimum setback of car park and accessway areas adjacent to adjoining residential areas is to be reduced from 8-16 metres (existing) to 3-5 metres (proposed). Car parking areas with a 3 metre are located along Mary Avenue. Following pre-application consultation with residents the school modified the proposal to provide increased setbacks and landscaping

along the southern boundary. Minimum setbacks could be increased to 5 metres adjacent to the southern boundary to provide for more substantial landscaping buffers adjacent to adjoining residential areas.

The location of an enclosed storage area for fuel, general waste and recyclables adjacent to the southern boundary to the rear of properties at 110-116 Mary Avenue is appropriate. Conditions propose increased setback of 5.0 metres to the southern boundary and require the structure will to be fully enclosed. The location has been selected having regard to the access requirements of waste collection vehicles. Conditions on the permit will specify appropriate collection times and generally amenity requirements.

Vegetation Removal

As a result of the proposed works some native vegetation is required to be removed.

A review of historic aerial photos dating back to the 1950's identifies that the land was substantially cleared previously and the majority of on-site vegetation has been planted forming part of landscaping works associated with the school.

A Native Vegetation Impact Assessment Report (February 2014) prepared by Brett Lane and Associates was submitted with the application in relation to the proposed works and required vegetation removal.

The key findings of the Report are as follows:

- The proposed removal of native vegetation is assessable under the low risk assessment pathway.
- The Wheelers Hill Campus supports 0.617 hectares of Valley Heathy Forest (EVC 127) and 8 scattered trees.
- The proposed car park expansion works would result in the removal of 0.191 hectares of Valley Heathy Forest and 4 scattered trees, which equate to 0.280 hectares of native vegetation. The overall loss equates to 0.026 general biodiversity equivalence units.
- A planning permit is required under Clause 52.17 of the Monash Planning Scheme for the proposed removal of native vegetation.
- The proposal will not be referred to DEPI since it involved the removal of less than 0.5 hectares of native vegetation.

The required credits can be provided by permit condition and are likely to be provided through additional planting on-site.

Car Parking and Access

Caulfield Grammar engaged Cardno (traffic engineers) to undertake a series of site inspections during the critical morning and afternoon peak drop off/pick up periods to observe and appreciate existing traffic patterns and operations.

Observations paid attention to congestion associated with student drop off and pick up areas and the Jells Road access.

Traffic engineering assessment identified:

- Significant queuing occurred at the junior school drop off and pick up area extending to Jells Road;
- The Jells Road roundabout experienced extended periods (up to 10 minutes) of stationary traffic due to internal queuing that in turn blocked through traffic including public bus services;
- Buses were required to travel along the wrong side of the road to avoid the queues generated by drop off/pick up traffic;
- Drop off/pick up parking areas were utilised for long stay parking therefore reducing the ability to rapidly service drop off/pick up traffic;
- Pedestrian movements are limited and generally confined to the school grounds. The limited number of pedestrians were observed to utilise the available paths and crossings;
- Persistent double parking was observed in the drop off/pick up, staff parking and visitor areas;

Based on the surveyed traffic volumes, queues and on-site observations it was identified that the existing congestion observed during drop off/pick up times is due to the limited availability of drop off/pick up facilities.

The traffic plan seeks to address the key concern of the Jells Road roundabout operation as well as general improvements to internal traffic circulation and flow with particular consideration of drop off/pick up activity.

The traffic plan includes:

- A primary and separate circulation road;
- Dual lane exit to Jells Road;
- Separate through lanes and queue lanes on entry to drop off/pick up areas;
- Increased drop off/pick up queuing areas;
- Junior school parent/visitor parking separated from senior school parking;
- Relocation of staff parking;
- Increased parking supply to 499 spaces from the existing supply of 289 spaces;
- Refurbishment of existing bus terminal facilities; and
- Improvements to internal roundabout operations and capacity.

Objectors expressed concern regarding congestion impacts along Jells Road and overflow traffic and car parking impacts on surrounding residential areas including Homestead Drive, Sundowner Court, Petronella Avenue and Mary Avenue. Parking and traffic issues within adjoining residential areas are further

exacerbated as a result of Jells Park Primary School being located immediately adjacent Caulfield Grammar with common peak traffic times. Council traffic engineers have awareness of parking and traffic issues in the area and implemented additional parking restrictions in some areas. The proposed works are intended to address existing parking and traffic issues.

Access arrangements to Jells Road have been undertaken in consultation with VicRoads who consent to the proposal subject to conditions.

Council traffic engineers have assessed the proposal which provides for additional on-site car parking provision and improved access arrangements being acceptable subject to minor modification. Upon completion of the proposed works and implementation of the new car parking and access arrangements a review should be undertaken to identify any additional minor improvements required. Additional review of on-street car parking controls on surrounding streets should be undertaken upon completion and implementation of the works. A condition requiring review of the functional operation of the proposed is within 6 months of completion of the works.

Existing Permit Conditions

Planning Permit No. 21195 issued 14 April 1994 currently restricts vehicle access to car parking areas adjacent to the east of the site restricted to 8:00am-6:00pm, Monday to Saturday.

The school seek a condition stating that vehicular access to the sports facilities and the associated car parking is permitted between 7.00am and 7.00pm, Monday to Saturday.

The proposed increased hours are considered appropriate given the context and interface.

Planning Permit No. 21195 will require further amendment to reflect the revised permitted hours of access.

Existing requirements relating to pedestrian access only via Georgina Street and locking of the Georgina Street gate after 5:30pm Monday to Friday and 1:00pm on Saturday and Sunday are to be maintained should a permit be granted.

Construction Management

A construction management plan including details of staging of construction works and construction vehicle access traffic management detail will be a permit requirement. Construction management plan requirements will seek to minimise amenity impacts of the proposed development on the surrounding area.

Noise

Appropriate conditions relating to noise impacts and the requirement to comply with relevant EPA requirements will be placed on any permit that is to issue.

CONCLUSION:

The proposal is appropriate given the zoning of the land and the design response generally consistent with the objectives and requirements of relevant state and local policies. The proposed works will provide for improved car parking and access to complement the existing education centre and service the wider surrounding area. The design response is generally site responsive and will not result in any unreasonable amenity impacts on the surrounding properties. The proposal should be approved subject to conditions.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (November 2012).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.