

**0.0 Planning Application PLN19/0086 at 58-64 Hall Road, Warrandyte South for demolition works and the use and development of the land (including buildings and works) for a secondary college (Year 9 campus of Donvale Christian College) and vegetation removal.**

File Number:	IN19/677
Responsible Director:	Director City Planning and Community
Applicant:	Peter Weatherlake for Brand Architects
Planning Controls:	Rural Conservation Zone Schedule 3(RCZ3), Bushfire Management Overlay (BMO), Environmental Significance Overlay Schedule 3 (ESO3), Heritage Overlay Schedule 219 (HO219)
Ward:	Mullum Mullum
Attachments:	1 Legislative Requirements 2 Development Plans 3 Locality Map 4 Objectors Map

**EXECUTIVE SUMMARY**

1. This report provides Council with an assessment of Planning Permit Application PLN19/0086 submitted for a secondary school comprising the Year 9 campus of Donvale Christian College (the School's main campus is at 155 Tindals Road, Donvale). The report recommends approval of the proposal subject to permit conditions.
2. The application is being reported to Council as the application has generated significant community interest.
3. Donvale Christian College provides primary and secondary school facilities to around 1300 students from their Tindals Road campus. With numbers increasing on the main campus, the School has purchased the subject site, the former Warrandyte South Primary School in Hall Road, to provide educational facilities for its Year 9 students.
4. Warrandyte South Primary School closed in approximately 1995, and since that time the site has been used by Youth Dimension, a youth training and education organisation offering tertiary qualifications in Christianity and related principles. The intensity of teaching at the site is considerably less now, than when it was used as a primary school.
5. The proposed campus will effectively function independently from the main campus and exclusively for all Year 9 students. It will comprise 168 students and 9 staff, and operate generally between 8.40am to 3.05pm during school terms. The curriculum will be geared to provide an alternative educational experience for the students with a focus on the outdoors, the environment and innovative programmes.
6. The proposed redevelopment of the site involves the refurbishment and upgrade to existing school buildings and the addition of a new relocatable building to replace the existing former school residence in the north-east corner of the site. An existing classroom and storage shed will be demolished in the south-west

corner of the site to make way for an enlarged car park and 'kiss and drop off' area (12 vehicles). A total of 36 car parking spaces (general and staff parking spaces) will be available at the start and end of the school day. This reduces to 32 spaces for the remainder of the day, when a section of car park (4 car spaces) and kiss and drop off area (12 spaces) is blocked by bollards allowing a student play area.

7. The heritage building on site and environs will be retained and protected, including the front portion of the main building (Building 1), the entry path, memorial gates, sandstone piers, bronze plaque and the front fence for a distance of 3.0m either side of the gates.
8. A bus shuttle service is proposed between the Year 9 campus and the Donvale campus with the College providing two buses to transport students at the start and end of the school day. The buses are proposed to park in front of the adjacent Warrandyte South Community Hall on the Road Reserve, where additional road-works are proposed.
9. Notice of the application was given over a two week period which concluded on 12 June 2019. Following the submission of the Section 57A amendment (i.e. amendments to an application after notice of application is given), the application was readvertised for a two week period which concluded on 26 September 2019. The total number of objections received for the proposal is 106. Please refer to Attachment 4.
10. Having assessed the application against the provisions of the Manningham Planning Scheme, officers have concluded that the proposed use and development is appropriate under the Rural Conservation Zone and Environmental Significance Overlay which affects the site. The proposed refurbishment of existing buildings are relatively modest in the scheme of how the site is currently developed, and offer improvements to the character and appearance of the area, as well as the protection of the heritage aspects.
11. The key consideration for the proposal is amenity and commuting impacts of students to the site via private vehicles. Residents are particularly concerned with additional traffic in the local street network.
12. This report concludes that the on-site car parking improvements and the works proposed in Hall Road ensure traffic increases associated with the school use can be absorbed safely and without unreasonable amenity impacts on the surrounding community.
13. It is recommended that a Notice of Decision to Grant a Permit be issued.

## **1. RECOMMENDATION**

### **That Council:**

- A. A NOTICE OF DECISION TO GRANT A PLANNING PERMIT be issued in relation to Planning Application PLN19/0086 at 58-64 Hall Road Warrandyte South for demolition works and the use and development of the land (including buildings and works) for a secondary college (Year 9 campus of Donvale Christian College) and vegetation removal.**

### **Amended Plans**

1. Before the use and development starts, amended plans must be submitted to and approved by the Responsible Authority. When approved, the plans will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must be generally in accordance with the plans submitted with the application (Drawn by Brand Architects Ref. No. 4962 Revision 3 date supplied 5 September 2019) but modified to show:
  - 1.1 The Proposed On Street Bus Parking Plan (A003 TP3) enlarged to a suitable scale, and amended to show the following”
    - A bus ‘drop off’ bay located adjacent to the Community Hall with a concrete kerb outstand along the west side of Hall Road, adjacent to the bus parking bay. The kerb outstand is to prevent bus encroachment into the north access gravel driveway of the Community Hall;
    - A concrete path along the west side of the proposed bus bay extended north to the existing footpath access to the school;
    - A road hump at the entrance of the carpark;
    - The location and type of any bollards, signage and line marking;
    - No Stopping’ signs on the east side of Hall Road, adjacent to the proposed site;
    - School ‘Speed Zone’ signs.
    - Buses must not be parked in the bus ‘drop off and pick up’ bay located adjacent to the Community Hall beyond the designated drop off and pick up times to the satisfaction of the Responsible Authority.
  - 1.2 The new entry protruding south of the 1938 school building to be recessed behind the original building, providing for the reinstatement of the original west facing window.
  - 1.3 The width of the new covered walkway on the north side of the 1938 school building reduced where it meets the existing building so it is approximately the width of the air lock entry / exit and not attached to the 1938 school building at any point.
  - 1.4 The retention of the pair of original recessed doors, internal to the 1938 school building, that currently provide access to the building (proposed “Store 2” area on plan).
  - 1.5 A plan notation to provide that all repair and maintenance work to the original fabric of the 1938 school building should be undertaken by experienced and qualified heritage tradespeople with all work to be documented and approved before commencing work.
  - 1.6 The proposed concrete ramp between Buildings 2 and 4 to be replaced with a porous surface material and constructed at natural ground in accordance with the arboricultural report prepared by Arbor Survey dated 3 September 2019. Details of the construction methods must be provided.

- 1.7 The retention of Tree No.8, Trees 36 and Tree 37, unless specific health or structural risks can be identified and confirmed by an arborist to the satisfaction of the Responsible Authority.
- 1.8 The location of the waste bin storage area with appropriate screening measures.
- 1.9 The Building 5 Portable Relocation Logistics Plan (by Brand Architects) amended to reference that an arborist is to be on-site during the relocation of the portable building to ensure adequate vegetation protection, including Tree 2, from construction/delivery vehicles, placement of crane and protection of tree canopy.

### **School Management Plan**

2. Before the use and development starts, a School Management Plan providing an overview of the Year 9 campus operation, must be submitted to and approved by the Responsible Authority. The statement is to be provided with amended plans for consideration under Condition 1, and be consistent with the various documentation provided through the application process, the conditions of this Permit, and include details in relation to the following aspects:
  - Maximum student numbers (168 students) and staff numbers.
  - The hours of use, including 'out of traditional school hours' use.
  - An overview of activities undertaken on the site, including any occurring 'out of traditional school hours'.
  - Management and operational aspects to help limit amenity impacts on the nearby residents.
  - That a private bus service (two buses) will be provided for students to access the campus from/to the main campus (Tindals Road) before and after school and to the satisfaction of the Responsible Authority. Details of the size of the bus to be provided.
  - A traffic management plan to identify how vehicles utilising the on-site parking and "kiss and drop off" areas by school staff, visitors to the school (including during drop off and pick up times) are to be managed, including actions relating to the management of temporary bollards allowing the use of the car park on the southern side of Building 1, for student recreation outside drop off and pick up times. This plan is to be reviewed annually and appropriate amendments made to address any car parking/vehicle access issues to the satisfaction of the Responsible Authority.
  - Management of the bus drop off and collection, including circulation route for buses and measures to ensure buses do not arrive together.

- Details of any external public address system and any bell system to be used.
- Details of security alarms or similar devices to be installed on the land.

**Endorsed plans**

3. The use and development as shown on the approved plans under Condition 1 and the Management Plan under Condition 2 must not be modified for any reason without the written consent of the Responsible Authority.

**Construction Management Plan**

4. Not less than 3 months before the development starts, two copies of a Construction Management Plan (CMP) must be submitted to and approved by the Responsible Authority. When approved the plan will form part of the permit.

The Construction Management Plan is to be prepared in accordance with the template within Council's Construction Management Plan Guidelines. The CMP must address:-

- Element A1: Public Safety, Amenity and Site Security
- Element A2: Operating Hours, Noise and Vibration Controls
- Element A3: Air Quality and Dust Management
- Element A4: Stormwater and Sediment Control and Tree Protection
- Element A5: Waste Minimisation and Litter Prevention
- Element A6: Traffic and Parking Management

**Waste Management Plan**

5. Not less than 3 months before the development starts, two copies of a Waste Management Plan (WMP) must be submitted and approved to the satisfaction of the Responsible Authority. When approved the plan will form part of the permit. The Plan must provide for the collection of all waste on site, and limit collection hours between 7am and 5pm Monday - Saturday.

**Implementation of Management Plans**

6. All Management Plans approved under Conditions of this Permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority.

**Native Vegetation Offset (Clause 52.17, Manningham Planning Scheme)**

7. Prior to the removal of Tree No.26, a Native Vegetation Removal Report must be provided using the online NVIM tool, and evidence that a Native Vegetation offset has been secured must be provided to the satisfaction of the responsible authority. This offset evidence must be in the form of either:
  - A credit extract allocated to the permit from the Native Vegetation Credit Register. A copy of the offset evidence will be endorsed by the Responsible Authority and form part of this permit. Or;
  - A security agreement, to the required standard, for the offset site or

sites, including a 10 year offset management plan.

Within 30 days of endorsement of the offset evidence by the Responsible Authority, a copy of the endorsed offset evidence must be provided to the Department of Environment, Land, Water and Planning (DELWP).

#### **Landscape and Offset (under ESO3) Plan**

8. Prior to the removal of any vegetation, an amended Offset and Landscape Plan prepared by Land Design Partnership LC1-Revision 4 must be submitted to the satisfaction of the Responsible Authority. The Plan must include details of:
  - a) replacement planting consistent with the requirements of the ESO3 to offset the permitted loss of vegetation. This must include the number of trees, shrubs and other plants, species mix, and density included in a Schedule of Works. The Plan must show a minimum of 12 replacement indigenous canopy trees (i.e. *Eucalyptus* naturally occurring in the relevant EVC appropriate to replanting site location). The balance (62 plants) must be indigenous species but can comprise trees, shrubs, grasses, climbers and ground covers.
  - b) where the required number and configuration of replacement plants cannot be achieved on the subject property, the permit holder must provide details of what replacement planting cannot be achieved and develop an appropriate alternative plan in consultation with Council to the satisfaction of the Responsible Authority.
  - c) methods of managing and restoring the existing vegetation to be retained included in a Schedule of Works.
  - d) methods of interim protection for newly established vegetation.
  - e) methods of protection for established vegetation where relevant.
  - f) persons responsible for implementing and monitoring the landscape plan.

#### **Landscaping Works**

9. Before the commencement of the approved use, landscaping works as shown on the approved plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

#### **Vegetation Removal**

10. No vegetation, apart from that shown on the approved plans as vegetation to be removed, may be removed, destroyed or lopped without the written consent of the Responsible Authority.
11. Tree removal must be undertaken by a suitably qualified Arborist. Care must be taken when removing any tree/s so as not to damage any adjacent trees to be retained.
12. Any pruning that is required must be undertaken by a suitably qualified Arborist who has thorough knowledge of tree physiology and pruning methods and carry out pruning to the Australian Standard AS 4973-1007 'Pruning of amenity trees'

#### **Tree Protection and Management Plan**

13. Before the submission of plans to be endorsed under condition 1, a Tree Protection and Management Plan (TPMP), setting out how the trees to be retained will be protected during construction, and which generally follows the layout of Section 5 of AS4970 'Protection of trees on development sites', must be submitted to and approved by the Responsible Authority.

When approved the TPMP will be endorsed and form part of the permit. The TPMP must include:

- A plan showing the TPZ and SRZ for all trees to be retained along with the location of protective fencing and/or areas where ground protection systems will be used.
- Details of proposed work within TPZ and Arborist supervision when this is proposed.
- A statement advising any removal or pruning of Council owned trees must be undertaken by Council approved contractor.
- A statement that Council will be notified within 24 hours of any breach of the TPMP or where damage has occurred to the tree.

14. All Vegetation Protection Fencing must be maintained in good condition until the completion of the construction works on the site to the satisfaction of the Responsible Authority.

15. The owner must ensure that all contractors/tradespersons (including demolition workers) who install services or work near trees to be retained are made aware of the need to preserve the trees and to minimize impacts on the trees through appropriate work practices.

#### **Conservation Heritage Plan**

16. Prior to any demolition works commencing on the site, a Conservation Management Plan must be submitted to and approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and form part of the permit.

The Conservation Management Plan must provide further detailed works to be undertaken to the existing building and include:-

- Details of all proposed reconstruction, restoration and any new works to the heritage building including but not limited to new windows/doors, roof, chimneys (drawn to a scale of 1:20);
- Details of all existing window/door repairs/restoration (drawn to a scale of 1:20);
- External joinery restoration;
- Details and method of any paintwork removal;
- Storage methods of any original fabric to be reused.

Works must be undertaken in accordance with the Conservation Management Plan to the satisfaction of the Responsible Authority.

#### **Drainage**

17. Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor.

18. The whole of the land including landscaped and paved areas must be graded and drained to the satisfaction of the responsible authority, to prevent ponding and to minimise overland flows onto adjoining properties.

**Effluent Disposal**

19. The development must connect and discharge all new and existing plumbing wastes at the property to a suitable septic system that is designed to treat and then contain all wastewater satisfactorily onsite, to the satisfaction of the Responsible Authority.

**Driveway and Car Parking**

20. The driveway and car parking areas shown on the approved plan must be formed to the depicted levels and must be constructed, surfaced, drained and line marked to the satisfaction of the Responsible Authority.
21. Parking areas and access lanes must be kept available for these purposes at all times (with the exception of the temporary use of the car park on the southern side of Building 1, for student recreation outside drop off and pick up times).

**Works in Hall Road (Road Reserve)**

22. Before the development starts, detailed Engineering Construction Plans showing civil works within the Hall Road Road Reserve (including bus parking area, footpath, and any associated drainage works) must be submitted for approval by the Responsible Authority.
23. Before the Engineering Construction Plan are approved under Condition 23, the following fees must be paid:
- a supervision fee equal to 2.5% of the cost of construction of the works must be paid to the Responsible Authority;
  - a plan-checking fee equal to 0.75% of the cost of construction of the drainage works must be paid to the Responsible Authority;
  - a maintenance deposit equal to 5% of the cost of construction of the works must be lodged with the Responsible Authority and retained thereafter for a minimum of three months; and
  - a maintenance deposit equal to 5% of the cost of construction of the works must be lodged with the Responsible Authority and retained thereafter for a minimum of three months; and
  - a schedule of costs for the construction of works must be submitted to the Responsible Authority.
24. Before the use commences, all civil works within the Hall Road Road Reserve must be constructed in accordance with an Engineering Construction Plan approved by the Responsible Authority.

**Amenity Protection**

25. External lighting must be designed so as to cause no loss of amenity to residents of adjoining properties, and to minimize light transfer to the vegetated areas in the western portion of the land to the satisfaction of the Responsible Authority.
26. Any air-conditioning system or plant equipment must be designed and located (with no plant equipment or air conditioning units placed on the 1938 heritage building) to ensure acoustic compliance with State



Environment Protection Policy N-1 to the satisfaction of the Responsible Authority.

27. Buildings, engineering works, fences and landscaped areas must be maintained to the satisfaction of the Responsible Authority.
28. Garbage containers must be stored out of general view to the satisfaction of the Responsible Authority.

#### **Use Conditions**

29. The activities associated with the secondary school approved under this permit are not to be undertaken outside the hours of 8.00am to 6.00pm, Monday to Friday during school terms, unless referenced in School Management Plan and approved by the Responsible Authority under Condition 2 of this Permit.
30. Without the further consent of the Responsible Authority, only Year 9 students may be taught at the secondary school.
31. No more than 168 students are to be permitted at the secondary school operating on the land at any one time.

#### **Construction Management**

32. The owner must use appropriate site management practices to prevent the transfer of mud, dust, sand or slurry from the site into drains or onto nearby roads. In the event that a road or drain is affected, the owner must upon direction of the Responsible Authority take the necessary steps to clean the affected portion of road or drain to the satisfaction of the Responsible Authority.

#### **Country Fire Authority**

33. The bushfire mitigation measures forming part of this permit or shown on the endorsed plans, including those relating to construction standards, defendable space, water supply, and access, must be maintained to the satisfaction of the responsible authority and the relevant fire authority on a continuing basis. This condition continues to have force and effect after the development authorised by this permit has been completed.

#### Bushfire Emergency Plan required

34. Prior to the use commencing, a suitably qualified person in emergency planning must prepare a Bushfire Emergency (Management) Plan in accordance with Department of Education and Training requirements in consultation with CFA.

#### Landscape plan

35. The Landscape Plan prepared by Land Design Partnership (LC1-Rev 4) must be endorsed and form part of the planning permit. When endorsed the plan must not be altered without the consent of CFA and the Responsible Authority

#### Construction Standards

36. Buildings north of the BAL-29 line indicated on the endorsed Landscape Plan must be designed and constructed to a Bushfire Attack Level of 29 (BAL-29).

All other buildings must be designed and constructed to a Bushfire Attack Level of 12.5 (BAL-12.5).

Water Supply

37. At least 10,000 litres of effective water supply for firefighting purposes must be provided on the land and which meets the following requirements:
- It must be stored in an above ground water tank constructed of concrete or metal.
  - All fixed above-ground water pipes and fittings required for firefighting purposes must be made of corrosive resistant metal.
  - It must incorporate a ball or gate valve (British Standard Pipe (BSP) 65mm) and coupling (64 mm CFA 3 thread per inch male fitting).
  - The outlet/s of the water tank must be within 4 m of the access way and be unobstructed.
  - The water supply must be readily identifiable from the building or appropriate identification signage to the satisfaction of CFA must be provided.
  - Any pipework and fittings must be a minimum of 65 mm (excluding the CFA coupling itself).

Access

38. Access must be generally in the layout as shown on the endorsed Landscape Plan and must not be altered without the consent of CFA and the Responsible Authority.

39. Vehicle access to the water supply outlet must be at least 3.5 m in width, clear of encroachments for 0.5 m wither side and for 4 m vertically.

Defendable Space

40. Defendable space must be maintained to the distances shown and in accordance with the requirements on the endorsed Landscape Plan (excluding the heritage listed area between Building 1 and the eastern boundary as well as the Septic Planting Area).

In addition, the following requirements must also be met:

- Grass must be short cropped and maintained during the declared fire danger period.
- All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period.

**Time Limit**

41. This permit will expire if one of the following circumstances apply:-
- 41.1 The development is not started within two (2) years of the date of the issue of this permit; and
- 41.2 The development is not completed within four (4) years of the date of this permit; and
- 41.3 The use is not commenced within two (2) years of the completion of the development.

The Responsible Authority may extend these periods referred to if a request is made in writing by the owner or occupier either before the permit expires or in accordance with Section 69 of the Planning and

Environment Act 1987.

**NOTES**

- A Certificate of Registration must be obtained from the Environmental Health Unit of the Responsible Authority before any sale of food from the building is permitted.
- Prior to the use commencing, the site must be connected to an appropriately designed septic system to the satisfaction of the Responsible Authority that is designed to treat and then contain all wastewater satisfactorily onsite.
- A suitably qualified zoologist/wildlife handler with current animal handling permits/licences must inspect trees prior to the removal to appropriately manage fauna identification, impact avoidance and relocation/rehousing should it be required.
- Environmental Significance Overlay Schedule 3 Offsets

**Vegetation removal and offsets required under ESO3**

DBH of tree to be removed	Total no. of native trees to be removed	Offset* per tree	Offset <sup>1</sup>
<15cm	0	1	0
15-23cm	0	5	0
24-39cm	1 (tree #36)	18	18
>40cm	2 (trees #26, #37)	30	60
Non-Victorian native trees	4 (#9, #11, #29, #34) and possibly #8	1	4-5
<b>TOTAL</b>			<b>82-83</b>

\* 'Recruitment only' offset as per Table 3.4C and Figure 7, Port Phillip and Westernport Native Vegetation Plan

**ESO3 offset requirements:** Of the required offset, a minimum 15% amounting to 12 plants must be indigenous canopy trees (i.e. *Eucalyptus* naturally occurring in the relevant EVC appropriate to replanting site location). The balance (62 plants) must be indigenous species but can comprise shrubs, grasses and ground covers. These plants can be selected from the Manningham City Council's Native Splendour or with advice from an approved indigenous nursery. Plants must be sourced from one of the indigenous plant suppliers listed in Native Splendour

- This permit does not approve any signage on the land.
- The Department of Education and Training has specific requirements for emergency management planning at schools and this includes campuses that may be at risk from bushfire. CFA welcomes the opportunity to participate in the development of such a plan for this new campus.

## 2. BACKGROUND

- 2.1 The planning permit application was lodged 22 February 2019. Following receipt of further information on 17 May 2019, the application was advertised in early June.
- 2.2 Following the advertising and referral period, a consultation meeting held on 16 July 2019.
- 2.3 On 5 September 2019, a Section 57A Amendment was lodged. It provided amended plans showing:
  - The main carpark for the school widened to the west to create an enlarged on-site 'kiss and drop' area.
  - The portable building to south of site demolished to make way for above carpark extension.
  - A revised bus stop design outside the Warrandyte South Community Hall to improve sight lines for exiting traffic from both the Community Hall and the school.
  - The existing caretakers dwelling on the school site demolished and replaced by a new portable building (that is relocated from the main school campus in Donvale).
- 2.4 The traffic report, landscape plan, arborist report, BMO report and civil drawings were all updated to reflect the changes.
- 2.5 The amended application was readvertised during September 2019.
- 2.6 The statutory time for considering a planning application is 60 days, which falls on the 19 November 2019.

## 3. THE SITE AND SURROUNDS

- 3.1 The land is the former Warrandyte South Primary School, which was closed in 1995. It has an area of approximately 1.8 hectares and is located towards the northern end of Hall Road. The site is 100m north of Kendall Road and 600m south of the intersection of Ringwood-Warrandyte Rd. The land has an 80m frontage to Hall Road, with its southern boundary wrapping around the Warrandyte South Community Hall land to the south (refer Figure 1).
- 3.2 Hall Rd is generally aligned in a north-south direction and has a two-lane cross section with grass/gravel verges/embankments on each side. In the vicinity of the subject site, Hall Road is controlled by a 50km/h speed limit.
- 3.3 The site has local historical significance comprising the main school building and front entry gates. The Warrandyte South State School was designed by the Public Works Department and constructed in 1939, together with the 1951 memorial gates, plaque and entry pathway



**Figure 1 - Site Plan**

- 3.4 The land comprises a number of existing buildings that were previously used for school purposes, with car parking areas located within the front setback. A sports oval is located in the western portion of the site generally surrounded by significant vegetation.
- 3.5 The topography of the site is sloping, falling from the road (east) to the rear of the site (west) as well as from the southernmost boundary to the northern boundary.
- 3.6 Vehicular access to the site is provided via a two-way driveway/crossover to Hall Rd.
- 3.7 The land is not connected to sewer.
- 3.8 The land is currently used as an Education Centre by Youth Dimensions, a youth training and education organisation offering tertiary education in Christianity and related aspects.
- 3.9 The land has the following direct abuttals:

Direction	Address	Description
West	543 Ringwood-Warrandyte Road, Warrandyte South	The land has an area of 2.5 hectares and has a 120.0m abuttal to the subject land. It is developed with a dwelling centrally sited on the land with a setback of approximately 85m to Warrandyte Ringwood Road and 80m to the rear boundary of the subject land. There is a significant cover of native vegetation at the rear of the dwelling.
North	48 Hall Road Warrandyte South	The land has an area of 2.02 hectares and has a 170m abuttal to the subject land. It is developed with a dwelling and outbuildings, setback approximately 110m from Hall Road and between 12m and 28m from the north-west corner of the subject land. The land is fenced into paddocks with several outbuildings and a ménage located within the front setback. There is minimal vegetation along the common boundary, with the site being located at a lower level to the subject land.
South-east	66 Hall Road Warrandyte South  (Warrandyte South Community Hall)	The Warrandyte South Community Hall adjoins the southern corner of the land, with a separate point of egress and ingress from Hall Road. It occupies an area of 2,000sq.m. There is a large gravel car park at the rear of the hall building and scattered trees.
South	549 –Ringwood-Warrandyte Road, Warrandyte South	The land has an area of 2.5 hectares and has a 118m abuttal to the subject land. It is located on the corner of Ringwood-Warrandyte Road and Kendall Road and Hall Road. The land is developed with a dwelling setback approximately 65m from Ringwood-Warrandyte Road, The rear of the land has an abuttal to both the school (150m) and Community hall (50m).

- 3.10 Land immediately opposite at 57 Hall Rd is a two hectare, vacant allotment owned by VicRoads. However there is an allotment diagonally opposite the north-east corner of the school site at 47 Hall Road which is developed with a dwelling setback approximately 24m from the Hall Road frontage.

#### 4. THE PROPOSAL

- 4.1 The site is proposed for use as a stand-alone, satellite campus for Donvale Christian College, exclusively for Year 9. Up to 168 students and 9 staff will occupy the site, generally between 8.40am to 3.05pm. These hours of operation

are designed to be slightly different to the main campus, (being 8.30am to 3.30pm), to allow for bus pick up and drop off from the main campus.

- 4.2 The Hall Road campus will effectively function independently from the main campus in Tindals Road. The curriculum will be geared to provide an alternative educational experience for the students with a focus on the outdoors, the environment and innovative programmes.
- 4.3 A bus shuttle service is proposed between the proposed Year 9 campus and the Donvale campus, with the College providing two buses to transport students at the start and end of the school day. There may also be other times when buses are required to transport students to other school or sports events during the day.

**Built form**

- 4.4 The proposed redevelopment of the site provides for the refurbishment and upgrade to existing school buildings and an addition of a new relocatable building. The existing former school residence in the north-east corner of the site will be demolished to make way for the relocatable building. An existing classroom and storage shed will be demolished in the south-west corner of the site to make way for the “kiss and drop off” area associated with the proposed extension to the car parking area. Figure 2 provides an overview of the development and references the location of Buildings referred to in the table below.
- 4.5 The heritage components of the site will be retained, including the front portion of the main building (Building 1), the entry path, memorial gates, sandstone piers, bronze plaque and the front fence for a distance of 3.0m either side of the gates.
- 4.6 The following table describes the six buildings that make up the proposed campus and their location are referenced in Figure 2:

<p><b>Building 1</b></p> <p>Main 1938 school building which is heritage listed and the additions undertaken at a later date.</p>	<p>The existing 1938 building will be retained and preserved with, some external works to the façade to make good all existing weatherboard cladding and timber double hung sash windows, original entry doors and brick chimneys. Repainting is also required.</p> <p>Partial demolition works at the rear of the original building are also proposed to remove the classrooms added as a later addition onto the original heritage building. This involves removal of floor, ceiling, wall linings and all external windows.</p> <p>The main central section of the roof of the new building is also to be raised to create clerestory windows (maximum 7.87m above natural ground level). This building is to be used as the primary teaching area in the form of large open style classrooms, staff meeting rooms with kitchen facilities and an administration area.</p> <p>The works also propose a “link” from the main heritage building to the new works at the rear, in the form of an entry/foyer/reception area. These new works clearly delineate the old heritage building from the new modern</p>
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	<p>extension. These works are generally contained to the original building footprint with the exception of decking and a storeroom on the western (rear) side of the building.</p> <p>A covered walkway (contemporary folding form) is proposed to connect buildings 1, 2 &amp; 3, to provide weather protection, with the roof lifted over the driveway zone to permit occasional service vehicle access.</p> <p>A new entry to the south façade with set down roof linked to the south wall (charcoal in colour). Building exterior repainted in cream and green to match Buildings 2, 4 and 5.</p>
<p><b>Buildings 2 and 4</b> North of main building.</p>	<p>Existing buildings are to be refurbished for general classroom spaces.</p> <p>A new concrete footpath and ramp connecting the two buildings.</p> <p>A deck and verandah is proposed on the northern side of Building 4.</p>
<p><b>Building 3</b> North side of main building</p>	<p>This is retained in its existing form and is the amenities block with toilets and cleaners room.</p>
<p><b>Building 5</b> In the location of former school residence to be demolished.</p>	<p>A new relocatable transportable building (10.3m by 9.6m) is proposed to be transported from the main campus.</p> <p>The existing house is in poor condition and contains asbestos. It had been deemed unfit for renovation, and will be demolished in accordance with building regulations (including those related to asbestos buildings). The building will be pre-fitted for science classes will be sited in a similar position to the former house.</p> <p>The new building will be transported and craned into position on site. Each module to be independently delivered via 3 separate semi-trailer trips.</p>
<p><b>Building 6</b> West of Building 4, near sports oval</p>	<p>Existing storage shed with no new internal alterations required. A new verandah awning is proposed. The small existing shed adjacent Building 6 to be unaltered.</p>

- 4.7 The existing septic system will be upgraded with a new effluent disposal field located to the south of the “kiss and drop off/pick up” area and at the rear of the Community Hall land.







**Figure 3 - Conceptual Elevations**

### **Vegetation removal**

- 4.11 An arborist report has been prepared by Arbor Survey dated 3 September 2019, and submitted as part of the application. Most trees assessed already have an existing encroachment from the buildings, car parking areas and paths.
- 4.12 The arborist has recommended, or supported, the removal of 17 trees from the site. These trees are being removed either in response to risk (primarily branch failure or poor health / structural conditions), bushfire protection, or they are located within the extended car parking area.
- 4.13 Most of these trees are exotic, Australian Native and planted specimens and are not subject to the provision of Clause 52.17 – Native Vegetation Controls of the Manningham Planning Scheme. Some are weed species. However, one tree (Tree 26), a Red Box is an indigenous specimen and subject to the State Government's offset requirements. This tree has been assessed by the arborist as having High Protection Value, but is required to be removed for the western extension of the driveway access from the car park.
- 4.14 The only new encroachment within an existing tree protection zone will be from a proposed path from Building 2 to Building 4. This path will be located within the tree protection zone of two trees (tree 16 and 18). Although there is encroachment into these trees, this is considered by the arborist to be a minor encroachment. These trees are not considered as 'lost' by the arborist, as the trees will remain viable provided the proposed footpath is constructed above the current natural ground level and has a permeable surface.

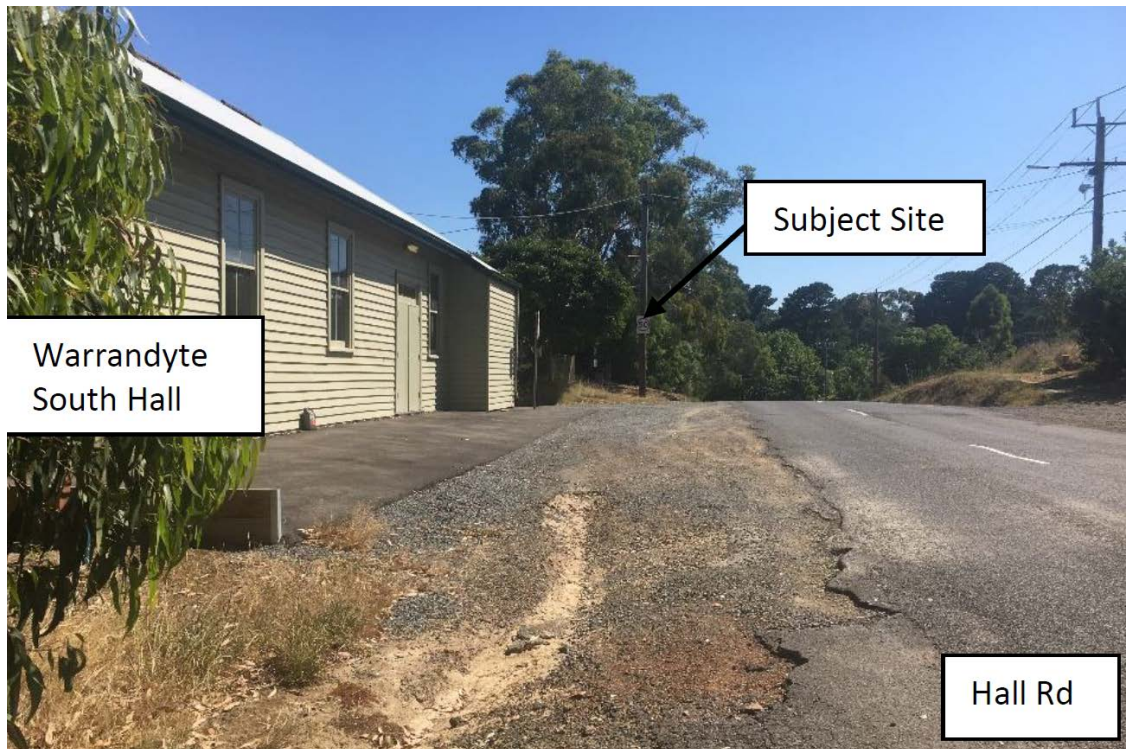
### **Landscaping**

- 4.15 A landscape plan has been prepared by Land Design partnership (Revision 4) dated 02/09/2019, and submitted to address the landscaping and vegetation management requirements of the CFA. The Plan provides details of landscaping within the defendable space area and in summary provides for the following:
- All existing fencing to be retained.
  - Existing oval to be graded to create suitable grasses surface, with existing cricket pitch retained.

- Planting within the effluent disposal field with sedges and Swamp Gum trees.
- 10,000 litre water tank at front gate entry.
- New planting along front pathway and perimeter of car parking areas.
- A feature tree within the roundabout of kiss and drop off area (Corymbia Citriodora).

### **Car parking and transport**

- 4.16 The applicant has indicated that student transport to and from the Year 9 campus and the main Tindals Rd campus will be by both chartered school bus and private vehicles.
- 4.17 The College has undertaken investigations at the main Tindals Road campus and concluded that 30% of year 9 students utilise bus services, and 3% walk or cycle. The majority of students that arrived by car were dropped off with siblings or other students. Only approximately 10% of the students that arrived by car were in single student cars.
- 4.18 For the convenience of the families, the College proposes to provide 2 buses to transport students from Donvale to the proposed Year 9 campus at the beginning and end of the school day. At present, a number of bus services provide transport for students to/from the main campus. Currently buses servicing the College have a seating capacity of 55 passengers and an overall length of approximately 12m.
- 4.19 The 2 bus services between the campuses will cater for up to 110 students and will be scheduled appropriately to ensure that only one bus is parked in front of the Community Hall adjacent to the Year 9 campus at any time. The bus services will operate in a one-way direction approaching the Year 9 Campus from the south along Hall Rd and departing to the north.
- 4.20 The land in front of the Community Hall (refer Figure 4) will be modified to provide for a student waiting area, with bollards and footpath connection to the school. The road will be widened so the whole area in front of the Hall will be sealed and formed (part is currently gravel).
- 4.21 It is intended to utilise the proposed widening to create a bus parking bay for student pick up and drop off at the start and end of the school day. The remainder of the time the parking area will service the Warrandyte South Hall. The morning drop off will occur prior to 8.40am while the afternoon pick up will occur just after the end of the school day at 3.05pm.
- 4.22 At present the speed limit along Hall Rd in the vicinity of the subject site is 50km/hr.



**Figure 4 - Proposed bus parking location in front of Warrandyte South Hall**

On Site Car Parking

- 4.23 A total of 48 car spaces, including one accessible bay, are proposed to service the Year 9 campus.
- 4.24 The existing main car park will be retained and extended to the west, providing 24 x 90 degree spaces and a 12 space pickup/drop off lane. One accessible bay is located immediately adjacent to the main building (Building 1).
- 4.25 The existing parking area in the north-eastern end of the site will provide 11 car spaces for staff.
- 4.26 It is intended to allow students to utilise some areas of the car park, including the proposed pick-up/drop-off area and adjacent car spaces between 9am and 2.15pm. During this time a total of 32 bays will be available to service staff and visitors to the site.
- 4.27 No changes are proposed to the existing vehicular access point along Hall Road which currently provides two-way fully directional movements.

Traffic Report

- 4.28 A Traffic Report prepared by MD Cubed was prepared and updated on 4 September 2019, following the S57A amendment which further rationalised the parking availability on site and introduced the “kiss and drop off” area.
- 4.29 Part 5 of the Traffic Report has concluded the following:

- A total of 47 on-site parking spaces including one accessible bay are proposed on site which is well in excess of the statutory parking

requirement of 11 spaces and is anticipated to more than adequately cater for the parking demand generated during the morning drop off and afternoon pick up.

- The overall busiest traffic period for schools is at the start of the school day, typically associated with staff arrivals, parents dropping off students on their way to work and the AM commuter peak on the road network. The afternoon school pick up period occurs outside the PM commuter peak period.
- Sidra Intersection, is a traffic analysis software package that has been used to determine the existing and future operating conditions of intersections along Hall Rd for the busiest 8-9am period.

The existing analysis indicates the intersections of Hall Rd with Ringwood-Warrandyte Rd (north and south), Colman Rd and Kendall Rd currently operate under 'good' to 'excellent' conditions. Although observations at the intersections of Hall Rd with Ringwood-Warrandyte Rd, north and south, revealed the model is conservatively overestimating delays and queues.

- It is anticipated the proposed campus is likely to generate 71 vehicles entering the site and 62 vehicles exiting as well as the proposed bus movements.

Analysis of the future operating conditions revealed the intersections surrounding the subject site have capacity to absorb additional traffic. The intersections of Hall Rd with the College driveway, Coleman Rd and Kendall Rd will operate under 'excellent' conditions. The intersection of Hall Rd with Ringwood-Warrandyte Rd (south) is listed as 'fair' while the intersection of Hall Rd with Ringwood-Warrandyte Rd (north) will continue to operate under 'very good' conditions during the 8-9am period.

## 5. LEGISLATIVE REQUIREMENTS

5.1 Refer to Attachment (Planning & Environment Act 1987, Manningham Planning Scheme, other relevant legislation policy).

5.2 A planning permit is required for the following:

- Clause RCZ (Schedule 3) - Use of the land for an Education Centre and all buildings and works associated with the Education Centre.
- Clause 42.01 Environmental Significance Overlay Schedule 3 – All buildings and works including vegetation removal.
- Clause 43.01 Heritage Overlay - Demolition works and buildings and works.
- Clause 44.06 Bushfire Management Overlay – A permit is required for buildings and works associated with an Education centre.
- Clause 52.17 Native Vegetation - The removal of native vegetation. Tree 26 is the only Victorian native species proposed for removal.

## 6. REFERRALS

### External

- 6.1 The CFA provided correspondence dated 20 September 2019 outlining no objection to the proposal subject to conditions. These include the preparation of an Emergency Plan to accord with Department of Education and Training and CFA requirements, implementation of the landscape plan, minimum construction standards, water supply and access.
- 6.2 Public Transport Victoria (VicRoads) provided correspondence dated 16 July 2019 outlining no objection to the proposal and the following comments:

*VicRoads has considered the application and notes that the property is indirectly affected by a proposal for a future Northern Arterial Road. As such, with the available information it is clear that, all the physical structure proposed by the development is outside the proposed land reservation.*

- 6.3 Clause 66.02-2 of the Planning Scheme requires the referral of an application to remove, destroy or lop native vegetation in the Detailed Assessment pathway as defined in the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017). Tree 26 has been identified as being in the Basic Assessment Pathway and does not require formal referral to DELWP.

### Internal

- 6.4 The application was referred to a number of Service Units within Council. The following table summarises the responses:

Service Unit	Comments
Infrastructure Services Unit	<p>No objection subject to standard conditions in relation to drainage, construction management plan, visibility splays, crossover construction and improvements to the proposed bus drop-off, collection area.</p> <p>This included an amended Functional layout Plan to show:</p> <ul style="list-style-type: none"> <li>• A bus 'drop off' bay located adjacent to the Community Hall with a concrete kerb outstand along the west side of Hall Road, adjacent to the bus parking bay. The kerb outstand is to prevent bus encroachment into the north access gravel driveway of the Community Hall;</li> <li>• A concrete path along the west side of the proposed bus bay extended north to the existing footpath access to the school;</li> <li>• A road hump at the entrance of the carpark;</li> <li>• The location and type of any bollards, signage and linemarking;</li> <li>• 'No Stopping' signs on the east side of Hall Road, adjacent to the proposed site;</li> <li>• School 'Speed Zone' signs;</li> </ul>

Service Unit	Comments
Environment	<p>The following comments., in summary have been received from Council's Environmental referrals officer:</p> <ul style="list-style-type: none"> <li>• Only one tree No.26 is subject to Clause 52.17 native vegetation offsets, as well as ESO replacement planting offsets prior to its removal.</li> <li>• The placement of a concrete ramp and path between Buildings 2 and 4 will substantially impact the Tree Protection Zone and Structural Root Zone for Tree Nos 8 and 16. It is recommended to remove this ramp from the plans, with access to be achieved via the existing pathway between Buildings 2 and 4. Alternatively, utilising a raised timber walkway construction, rather than concrete, may reduce impacts to trees.</li> <li>• A Native Vegetation Removal Report, is required with an Avoid and Minimise Statement and an Offset Statement, to cover the removal of Tree No. 26.</li> </ul>
Heath	<p>The proposed additions will require the facility to connect and discharge all new and existing plumbing wastes at the property to a suitable septic system that is designed to treat and then contain all wastewater satisfactorily onsite.</p> <p>A Certificate of Registration must be obtained before any sale of food from the building is permitted.</p>
Heritage	<p>Council's Heritage Advisor provided the following comments:</p> <ul style="list-style-type: none"> <li>• A link needs to be maintained between the 1938 building and the later classrooms at the rear to protect the heritage values of the earlier building. The addition of a new entry protruding south of the 1938 school building is not supported. It would be preferable for the entry to be recessed behind the original building allowing for the reinstating of an original west facing window.</li> <li>• The covered walkway is generally supported. The width of the walkway where it meets the existing building should be reduced to be approximately the width of the air lock internally. The walkway structure is not to attach toward the 1938 school building at any point.</li> <li>• The retention and making good of the brick and timber internal wall linings to the east wing rooms, where the walls are being retained, is supported. The pair of recessed doors that currently provide access to the main room should be retained.</li> <li>• The heritage citation for HO219 notes that a teacher's residence was added to the north of the site in the post-war period. No heritage significance is attributed to this building and therefore its demolition is supported from a heritage perspective. The portable classroom shown as Building 5 on drawing A002 (TP02) is of no heritage significance and its demolition is supported.</li> <li>• Proposed alterations to the Bus Stop outside the adjacent</li> </ul>

Service Unit	Comments
	<p>Community Hall (HO74) include extensions to the existing asphalt paving, installation of bollards and addition of parking signage indicating Bus Zone times. These works are minor and will not impact the heritage significance of HO74 or HO219.</p> <ul style="list-style-type: none"> <li>• The feature planting proposed within the roundabout 'kiss and drop off' zone, should include a large canopy tree of a species suitable to the site and the proposed use. This would help offset the removal of a large number of trees and other vegetation which form the setting of the culturally significant 1938 school building.</li> <li>• Tall and medium trees and medium to large shrubs should be included in the proposed landscaping for the Hall Road boundary, the southern site boundary of the carpark, and for the garden beds on either side of the significant entry path. This would help to mitigate the adverse impacts on the setting of the school resulting from (1) the removal of a large number of mature trees and other plants from within the setting of the 1938 school building, and (2) the addition of the large expanse of asphalt to the front and to the south of the 1938 school building.</li> </ul>

## 7. CONSULTATION / NOTIFICATION

7.1 The application was advertised with a sign placed on the frontage of the site and letters sent to surrounding properties, extending along the length of Hall Road. Objections were received to the proposal.

7.2 Following receipt of the Section 57A amendment, the application was readvertised. The total number of objections received to the proposal is 106.

7.3 Most objections relate to traffic and its impacts on local amenity. In summary, the grounds of objection include:

- Traffic implications arising from additional traffic on local roads, traffic congestion at intersections along Warrandyte-Ringwood Road, and delays for road users/local residents.
- Narrow widths of local roads with open drains, unsuitable for increased traffic, particularly buses.
- Traffic congestion at the entry to the school site, both in front of and within the car park and "kiss and drop off" area.
- Safety issues for students/staff arriving and departing the school, with increased traffic in the area, no footpaths and no school crossings.
- Concerns arising from "inaccurate" information/data presented in the Traffic Report submitted with the application.



- Concerns with additional traffic impacting wildlife, and emergency operations.
- Increased noise associated with the school's operation and from traffic.
- Future expansion of the site with additional buildings and students (can student numbers to be capped on this site, as is the case with the Tindals Rd campus?).
- The high bushfire danger in the area.

## 8. ASSESSMENT

- 8.1 The site is located within a semi-rural setting and already developed for educational purposes having been used for a public primary school for decades. Warrandyte South State School operated from 1906 when the original Parsons Gully School opened, only to be destroyed by fire in the 1939 Warrandyte South bushfires. It was rebuilt in 1939 as a new, one room school with additional classrooms added in the 1960's including a school residence.
- 8.2 Following the closure of the school in 1995, the land has been used by Youth Dimension, a youth training and education organisation offering tertiary education in Christianity and related aspects. It is understood student attendance is much lower than when the site operated as a primary school, and irregular in hours.
- 8.3 The use of the land for a Secondary School in the RCZ is a Section 2 use and as such the planning permit application includes the use of the land, together with the development component of the land, including demolition within the heritage site and vegetation removal. Council must give considerations to such matters as:
- Whether the use or development generates unreasonable amenity impacts for surrounding residents.
  - Whether sufficient parking is provided on site, it is designed appropriately and local traffic impacts are appropriately managed.
  - Whether the heritage significance of the place is maintained and enhanced pursuant to local planning policy requirements.
  - Whether there are any environmental impacts arising from the development under the ESO3.
  - Whether appropriate bushfire protection can be offered under the Bushfire Management Overlay.

### Use of the land

- 8.4 The site has been used for educational purposes since the early 1900's with classrooms and outbuildings being added to the original heritage listed building. This proposal largely utilises the existing intensity of buildings on site, and proposes an education use broadly consistent with the intensity of the former primary school in terms of student numbers (168 students in this proposal).

- 8.5 The upgrading of the existing building on the site, with no new significant additions, together with minimal vegetation removal, ensures the proposed use achieves many of the purposes of the RCZ3 in relation to conserving the environmental and scenic landscape qualities of the area.
- 8.6 Clause 22.20, requires uses be consistent with the policy that seeks to “*Ensure uses should not adversely affect the amenity of nearby residents by disturbance associate with hours of operation, frequency of events and expected number of visitors.*” This is a key area of consideration.
- 8.7 The other key area of consideration appears to relate to accessibility, and particularly vehicle access.
- 8.8 The numbers of those attending the state school prior to its closure is understood to be similar to the number of Year 9 students now proposed to utilise the facility. The main difference being the school’s catchment area. The Donvale Christian College has a much wider school catchment area whereas the former Warrandyte South Primary School catered for a more local ‘community’ catchment. The application provides for the school to be operating the standard school hours, with one school level on site (Year 9) and student numbers capped at the 168 students.
- 8.9 The difference in the schools catchment area drives most of the change within the proposal, including the larger car parking and “kiss and drop off” area, and the infrastructure improvements in Hall Road. This difference in catchment area is also a key concern of nearby residents.
- 8.10 Before the amenity and traffic issues are assessed, there are several other matters that can be considered relatively concisely.

Environmental issues (including vegetation removal)

- 8.11 The relevant decision guidelines of the Rural Conservation Zone Schedule 3 require an assessment of the environmental impacts of the building and works on the biodiversity of the land, and the protection and enhancement of the natural environment of the area.
- 8.12 The decision criteria in Environmental Significance Overlay Schedule 3 build on this further. They include objectives to “*avoid the removal of Victorian native vegetation, provide appropriate offsets, protect nearby and adjacent Biosites and avoid fragmentation of flora and fauna habitat.*”
- 8.13 The refurbishment of the existing school building, and also the new portable science building replacing the former school house, are already on disturbed land within the school site. The buildings will remain within a landscaped setting. Further, the majority of the significant native vegetation on site, is at the rear of the land, and will not be impacted.
- 8.14 The tree proposed to be removed (Tree No.26) is associated with improving the car parking area at the front of the site, and for the “kiss and drop off” area. The remainder of the vegetation being removed is largely exotic species and some weeds. Only one tree is indigenous,(Tree No. 26) and it will require offsetting under State native vegetation controls (Clause 52.17 of the Planning Scheme) and offset locally under the ESO3 control.

- 8.15 The loss of some larger trees will be compensated by the planting of many additional trees and shrubs, particular around the enlarged car park. However some planting is limited due the BMO vegetation management requirements. The appropriate choice of plant species should result in an improved habitat for native fauna including birds, which has been raised as a concern of nearby residents.
- 8.16 The proposed Landscape Plan shows re-landscaping around the building and car park with native species which offers positive environmental outcomes. The proposed landscaping has been accepted by the CFA in the context of not unreasonably increasing bushfire risk.
- 8.17 The proposed refurbishment of school buildings and development of the car park will not have a significant impact on adjoining properties. It is expected that the site will be well maintained and that pest species will be controlled through the implementation of a Land Management Plan.
- 8.18 Drainage run-off and effluent disposal can also be controlled though conditions.

#### Heritage

- 8.19 The proposal has been considered by Council's Heritage Advisor and assessed against the relevant decision guidelines of the Heritage Overlay and Clause 22.03 –Cultural Heritage Policy.
- 8.20 The Statement of Significance specifies the extent of heritage significance being the 1939 school building (excluding the latter additions) and all the land between the school and Hall Road, including the entry path and the memorial gates and the front fence to a minimum distance of 3.0m to either side of the gates.
- 8.21 The pedestrian entry gates, pathway and plaque at the Hall Road entry are being retained and conserved.
- 8.22 The proposed refurbishment of school buildings includes internal alterations to the 1939 school house, external additions including new entrance ramps and an entry on the southern elevation, and alterations to the c.1960's classrooms at the rear of the 1939 school house that include internal alterations, a new roof with clerestory windows, the addition of a covered deck area and the addition of a store room.
- 8.23 According to Council's Heritage Advisor, the proposed new entry and associated ramp extends south of the existing footprint of the original school building, and this will distort a clear understanding of the building's original extent and façade and diminish the cultural significance of the place. It has been suggested that it would be preferable for the new entry to be recessed behind the 1939 school building allowing for a west facing window to be reinstated as shown on the original drawings. This change will create a more defined delineation between the original and new fabric and assist to protect the cultural significance of the place in accordance with Council Policy.
- 8.24 The other recommended changes to the built form include the width of the walkway where it meets the existing building reduced to be approximately the width of the air lock internally and the walkway structure not attached to the 1938 school building at any point. The pair of recessed doors that currently provide access to the main room are also recommended to be retained.

- 8.25 The Heritage Advisor raises no concerns with the other building works occurring on site, and has accepted the proposed colour scheme and material selection as indicated on the external finishes schedule provided by Brand Architects
- 8.26 It was noted that all repair and maintenance work to the original fabric of the place should be undertaken by experienced and qualified heritage tradespeople with all work to be documented and approved before commencing work.
- 8.27 The Heritage Advisor has also raised concerns with the extent of vegetation removal. The Statement of Significance includes the land between the front of the 1938 school building and the Hall road frontage. However the arborist has assessed Trees 8 and 11 as being in poor condition, with decay in main trunks and not worthy of retention.

#### Bushfire Protection

- 8.28 In relation to bushfire protection measures to be implemented as part of this development, the CFA has reviewed the Bushfire Management Statement submitted as part of the application.
- 8.29 The CFA has is no objection subject to the mandatory condition and conditions requiring an Emergency Fire plan, minimum construction standards and the endorsement of a Landscape Concept Plan, water supply and access arrangements.

#### Design and Siting Issues

- 8.30 The relevant decision guidelines of the Rural Conservation Zone requires consideration of the need to “*minimise any adverse impacts of siting, design, height, bulk, colours and materials to be seen from vantage points including landscape features, major roads and vistas.*”
- 8.31 The ESO3 requires “*building design and siting to be in keeping with the bushland character of the area, and an assessment of whether the external building finishes and colours are non-reflective and blend with the natural environment.*”
- 8.32 The development on site is limited to building refurbishments, a new classroom in place of the former school residence, and minor works associated with a covered walkway and access ramps etc. There are no significant earthworks being undertaken on site.
- 8.33 None of the changes are expected to have a significant impact, other than a slight improvement and modernisation, to the broader landscape environs of the site.
- 8.34 There are no adjacent properties with a direct view to the site. The property north of the site has a northern outlook away from the site. The property north east (on the opposite side of Hall Road) also has a northern outlook away from the site, or views south-east towards a pool where the dwelling itself restricts views to the site. The neighbouring property to the south and west continue to have views to bushland, including sections at the rear of the property.
- 8.35 Overall, the materials of construction, scale of the buildings and landscape setting ensures no adverse impacts result from the refurbishment of school buildings necessary to ensure the proposed secondary school use can occur.

**Key issues of Amenity, Traffic and Car Parking**

- 8.36 It is evident that all involved in the application are accepting that transport is a key issue. The means of commuting for students of this proposal are quite different to the means of commuting for the former local primary school, or the current tenant occupying the site. In comparison to when the site operated as the local primary school, the student catchment area is considerably larger for Donvale Christian College, meaning a different approach to site management is need.
- 8.37 The application responds to this through providing an enlarged car parking area, a new “kiss and drop off” area and improvements on Hall Road that will allow a bus to park in front of the Warrandyte South Community Hall at the start and end of the school day. Local residents are looking for assurance that the roads can carry the additional vehicle without unreasonably impacting their commute or causing danger.
- 8.38 Council’s Traffic Engineers have reached the position that they are satisfied with the proposed methods to manage student commuting based on the on-site and off-site (Hall Road) improvement proposed in the Section 57A amendment, subject to functional layout plans being provided, and some slight additional changes such as kerbing introduced to Hall Road in front of the Community Hall.
- 8.39 Clause 52.06 of the Manningham Planning Scheme provides the statutory parking requirements for secondary schools at a rate of “1.2 spaces to each employee that is part of the maximum number of employees on the site at any time”.
- 8.40 Application of the statutory parking rate to the proposed maximum number of employees on the site (being 9 teachers), equates to a car parking requirement of 11 spaces. The proposal is well in excess of this requirement with 36 car parking spaces plus 12 “kiss and drop off” spaces, equating to a total of 48 car spaces..
- 8.41 The school has sought to provide 6 bicycle space for students, although there remains plenty of areas for additional hoops should more students’ cycle.
- 8.42 The School has estimated that approximately 60% of students are likely to arrive/depart by a bus service operated by the school and approximately 30% of students are likely to arrive/depart by private vehicles (noting that some vehicle will have multiple number of students, whilst other vehicles will continue to the main campus to drop off or collect siblings).
- 8.43 The plans submitted with the application show dedicated staff parking for 11 vehicles, an enlarged car parking area for 24 vehicles, a dedicated disability space, and a new “kiss and drop off” facility featuring 12 drop-off / collection spaces.
- 8.44 Council’s Traffic Engineers have assessed the number and layout of the car parking on-site and have raised no concerns. The additional car parking is appropriately sited and designed with paths leading to the entry of the new building. It will function appropriately, and is a considerable improvement to the original design that included more crowded parking and drop off area without the dedicated “kiss and drop off” facility. It is noted that there is no change to the access arrangements from/into Hall Road, and this is considered acceptable also.

- 8.45 The Engineers are comfortable with the “kiss and drop off” facility and 6 car parking spaces being closed to traffic by bollards outside the start and end of the school day, to enable this area to be used for student recreation.
- 8.46 There is no reliance from the school to utilise the Warrandyte South Community Hall for parking at the start or end of the day, although it is noted the carpark of the hall is freely available for this purpose presently. Council may change this arrangement at anytime should any parking impact the use of the hall.
- 8.47 The School is proposing improvements in front of the Warrandyte South Community Hall to safely allow the parking of buses within the Road Reserve to allow the students to be dropped off and collected. This includes establishing a dedicated safe area for students with bollards, and sealing a portion of the Road Reserve currently unconstructed.
- 8.48 Subject to minor changes, and functional layout plans, Council’s Traffic Engineers are accepting of this arrangement. It is acknowledged that the school has limited areas on-site to turn and manoeuvre buses, and that the works in Hall Road provide benefit to the community outside the limited time the school will utilise the space for bus parking.
- 8.49 The changes to the Hall Road bus parking arrangements are:
- A bus “drop off” bay located adjacent to the Community Hall with a concrete kerb outstand along the west side of Hall Road, adjacent to the bus parking bay. The kerb outstand is to prevent bus encroachment into the north access gravel driveway of the Community Hall;
  - A concrete path along the west side of the proposed bus bay extended north to the existing footpath access to the school;
  - A road hump at the entrance of the carpark;
  - The location and type of any bollards, signage and line marking;
  - ‘No Stopping’ signs on the east side of Hall Road, adjacent to the proposed site;
  - Time based school ‘Speed Zone’ signs.
- 8.50 It is considered that the above changes will allow safe access for all students associated with the school and protects sight lines to the point of ingress/ egress for users of both the school and community hall.
- 8.51 It is noted that students arriving by bus under the above changes will be directed away from the car park and via footpath to be constructed, through to the existing heritage entry to the school. This may require some maintenance and improvement to the heritage fabric of the entry gates and entry path. It is noted the Heritage Overlay includes an exemption from planning permission where works, repairs and routine maintenance do not change the appearance of a heritage place and are carried out to the same details, specifications and materials.
- 8.52 The Traffic report submitted by M Cubed, and the traffic counts undertaken by Council between 16/8/2019 until 23/08/2019, support the conclusion that the level

of traffic movement along Hall Road including those entering and exiting the school are not expected to cause any significant delays or traffic hazards and there will be negligible impacts on the efficiency of nearby intersections including those on Ringwood-Warrandyte Road. The report concludes the use will generate up to 71 additional vehicle movements during the morning peak entering Hall Road, with a further 62 additional vehicle movement departing.

- 8.53 The main car park allows for waste collection to occur on-site. This will be managed through a condition requiring a Waste Management Plan. Collection must occur outside the start and end of the school day to avoid peak times.
- 8.54 In terms of the proposed use, it is considered that a one year level campus for secondary school students has the potential to be a compatible use adjacent to residences on the neighbouring allotments which are in excess of 2 hectares in area, and have dwellings cited away from the proposed school activity. The distance will limit issues relating to noise transfer and general activity. Further, the structured nature of the proposed use, with set commencement times and long periods of no-activity provides the broader community certainty in relation to activity and quiet times (during evenings, at night and over school holidays).

### **Objector issues / concerns**

#### Traffic issues

- 8.55 The main concerns with objectors are traffic issues arising from additional traffic on local roads, traffic congestion at intersections along Warrandyte-Ringwood Road and at the school entry, delays for road users/local residents and safety issues for students/, with increased traffic in the area, no footpaths and no school crossing proposed. The narrow widths of local roads with open drains, has also been raised as being unsuitable for increased traffic particularly buses and potential for Traffic congestion at the entry to the school site, both in front of and within the car park and "kiss and drop off" area.
- 8.56 As previously discussed in the report, Council's Traffic Engineers have assessed the number and layout of the car parking on-site and have raised no concerns. The additional car parking is appropriately sited and designed with paths leading to the entry of the new building. It will function appropriately, and is a considerable improvement to the original design that included more crowded parking and drop off area without the dedicated "kiss and drop off" facility. The Engineers are comfortable with the "kiss and drop off" facility and 6 car parking spaces being closed to traffic by bollards outside the start and end of the school day, to enable this area to be used for student recreation.
- 8.57 The School is proposing improvements in front of the Warrandyte South Community Hall to safely allow the parking of buses within the Road Reserve to allow the students to be dropped off and collected. This includes establishing a dedicated safe area for students with bollards, and sealing a portion of the Road Reserve currently unconstructed.
- 8.58 Subject to minor changes, and functional layout plans, Council's Traffic Engineers are also accepting of the arrangement proposing improvements in front of the Warrandyte South Community Hall to safely allow the parking of buses within the Road Reserve to allow the students to be dropped off and collected.

- 8.59 Council's engineers have supported the proposal subject to an amended Functional layout Plan which would address several concerns of the objectors: This requires the following to be implemented and will form part of conditions of approval:
- A bus 'drop off' bay located adjacent to the Community Hall with a concrete kerb outstand along the west side of Hall Road, adjacent to the bus parking bay. The kerb outstand is to prevent bus encroachment into the north access gravel driveway of the Community Hall;
  - A concrete path along the west side of the proposed bus bay extended north to the existing footpath access to the school;
  - A road hump at the entrance of the carpark;
  - The location and type of any bollards, signage and line marking;
  - "No Stopping" signs on the east side of Hall Road, adjacent to the proposed site;
  - School "Speed Zone" signs.
- 8.60 It is considered that this arrangement will allow safe access for all vehicles associated with the school and protects sight lines to the point of ingress/ egress for both the school and community hall are good and egressing vehicles.
- 8.61 There were also concerns raised regarding the data presented in the Traffic Report submitted with the application. However independent traffic counts have been undertaken by Council between 16/8/2019 until 23/08/2019, and these support the conclusion in the submitted traffic report that the level of traffic movement along Hall Road including those entering and exiting the school are not expected to cause any significant delays or traffic hazards and there will be negligible impacts on the efficiency of nearby intersections including those on Ringwood-Warrandyte Road.

Proposed student numbers, potential noise and future expansion

- 8.62 Future expansion of the site with additional buildings and students, has been raised as a concern by objectors. The application is for a one school year level (Year 9) with student numbers to be capped at 168 on this site. This is to be reflected in the conditions of use of this approval.
- 8.63 It is considered that a one year level campus for secondary school students is compatible use adjacent to a residences on the neighbouring allotments which are in excess of 2 hectares as far as school amenity is concerned and this also limits issues relating to noise transfer and general activity.
- 8.64 Being a senior school class level it is expected that students will not generate a significant level of noise when socialising outside of classrooms. General noise from play and outdoor sport activity is likely, with the main potential for impact occurring from either the oval at the rear or the use of the recreation area with basketball ring in the front car parking area.
- 8.65 The general layout of the school campus is also utilising existing buildings, apart from the new relocatable building which is purpose fitted for the science room.



- 8.66 General noise from servicing activities and traffic movements is likely from the use of the turn-around area on the southern side of the multi-purpose hall. However, such noise is likely to be spasmodic and should not be a major source of concern.

Bushfire Protection

- 8.67 The CFA has no objection to the proposal subject to conditions. These include the preparation of an Emergency Plan to accord with Department of Education and Training and CFA requirements, implementation of the landscape plan, minimum construction standards, water supply and access.

**9. DECLARATION OF CONFLICT OF INTEREST**

- 9.1 No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.