

### 3 Presentation of officer reports

#### 135 Barkers Road KEW Xavier College Senior Campus

<b>Application no.:</b>	<b>DP21/002</b>
<b>Responsible director:</b>	<b>Scott Walker - Director Urban Living</b>
<b>Authorised by:</b>	<b>David Cowan - Acting Manager Strategic &amp; Statutory Planning</b>
<b>Report officer:</b>	<b>Daniela Splitgerber, Senior Planner</b>

#### Report abstract

##### Proposal

A new Development Plan for Xavier College Senior School Campus has been submitted to Council for consideration. This Development Plan is proposed to replace the approved 2006 Masterplan.

A Development Plan Overlay (DPO2) applies to this site, which specifies the need to have a development plan approved by the Responsible Authority.

Following approval of a Development Plan, separate planning permit applications are required to be lodged for each building. The design of individual buildings will be detailed in any future planning permit application stage, and pursuant to Clause 43.04-2 (DPO) of the Planning Scheme, a permit granted must be generally in accordance with the approved development plan.

The endorsement of a development plan itself does not provide any authorisation for the proposed buildings and works, and where a planning permit is required, this must be applied for after the development plan has been approved. However, it should be noted that any future planning permit application will be exempt from notice and appeal rights.

The Minister for Planning is the responsible authority for planning permit applications for the development of land for an education centre if the estimated cost of development is \$3 million or greater (Clause 72.01-1). As such, the developments outlined in the proposed Development Plan will be lodged with Department of Environment, Land, Water and Planning (DELWP) for planning permit assessment. The applications will then be referred to Council for review and comment.

Xavier College is affected by the Heritage Overlay (HO4) and is included on the Victorian Heritage Register (Ref No H893). Approval from Heritage Victoria is required for demolition and buildings and works and is a separate process, outside of the Development Plan approval process.

The new Development Plan seeks to address the site's increasing capacity needs due to the forthcoming closure of the Xavier Kostka Hall (Brighton) campus.

The Development Plan includes the following development of the site:

- Increase in the following numbers:

	<b>Existing</b>	<b>Proposed</b>
Staff	180	220
Students	990	1500
Boarders	57	100
Car Parking (School hours)	249	350-400
Car Parking (After school hours)	300	350-400

- New buildings including a Year 7 & 8 building, boarding house, teaching and learning hub and maintenance building;
- New car park under the existing Chapel Oval;
- Extension of the existing sports facility; and
- A widened crossover to Barkers Road.

Public consultation on the Development Plan has been undertaken and formal notification of the Development Plan to nearby residents and owners was carried out between (May and October 2021 - on 3 separate occasions due to amended plans).

The Development Plan application has received 42 submissions. This report outlines the details of the Development Plan and associated matters, including a summary and response to the submissions received.

Subject to the recommendations in this report, it is considered that the development proposed under this Development Plan is an appropriate response and will not unreasonably impact on the amenity of adjoining residential areas or the surrounding area.

### Issues

The following key issues are addressed in the Statutory Planning Officer's Report (Attachment 1):

- Protection of heritage places (pages 13-14, 54 and 61)
- Amenity impacts to neighbouring properties (pages 83-89)
- Loss of mature trees (pages 18-33 and pages 73-74)
- Increased parking and traffic volumes (pages 50-56, pages 75-83 and pages 91-92)
- The issues raised within the objections received (pages 93-98)

### Officer's response

Officers have assessed the Development Plan for Xavier College against the Boroondara Planning Scheme and negotiated with the applicant to address the above key issues. It is considered that the Development Plan now appropriately addresses the following matters:



### *Amenity*

Amenity impacts such as noise, overlooking and the potential visual bulk of new buildings have been thoroughly addressed in the Officer report. The proposed new buildings are adequately setback from sensitive residential interfaces (specifically to the north) and landscaping buffers are also provided to further mitigate visual bulk impacts. The proposed buildings will comply with the minimum setback requirements of ResCode and will also be required to comply with overlooking Standards.

The mandatory building height requirements of the Neighbourhood Residential Zone are not applicable to a non-residential use. Given the significant land size, combined with the siting of the proposed new buildings, potential impacts to neighbouring properties are suitably managed.

### *Heritage Protection*

The College comprises several important heritage buildings as well as other contemporary buildings and extensions. The Development Plan identifies 4 buildings for demotion, however none of these are considered to have heritage value.

The College is affected by the Heritage Overlay (HO4) and is included on the Victorian Heritage Register (Ref No H893) (*Officer Report pg 14*). To develop a heritage place which is included in the Victorian Heritage Register, approval from Heritage Victoria is required for demolition and buildings and works and is a separate process, outside of the Development Plan approval process. Once an application is lodged, Council will be provided with the opportunity to review the proposal and make a submission to Heritage Victoria.

### *Traffic and Parking*

Matters concerning traffic generation, movement to and from the school and car parking have been addressed in the Development Plan. The school currently provides 249 on-site car parking spaces and is well-connected to alternate modes of transportation. The Development Plan proposes to construct a new car park under the existing Chapel Oval to accommodate an additional 350-400 on-site car parking spaces and a dedicated drop-off and pick-up zone. The extra car parking will improve convenience in accessing the site and assist in any potential impact on the surrounding local road networks. Council's Traffic Engineers support the proposal.

The Development Plan proposes to restrict vehicle movements accessing Stratford Avenue, Gellibrand Street and Stanley Streets to the north of the school and redirect traffic towards Barkers Road and Charles Street, which will reduce impacts on local residential streets and align with existing road conditions. A signalised intersection to Barkers Road was contemplated in the proposal, however it was not supported by the Head of Transport (Department of Transport) and is therefore no longer proposed. Left-turn only movements will be mandated during peak times out of the school onto Barkers Road.

### *Trees*

Xavier College contains a number of large mature trees throughout the site. The Development Plan proposes to remove 32 existing trees and plant an additional 175 trees. Council's Arborist is generally supportive of the proposal, subject to adequate tree protection measures. An updated Development Plan will be required to address the specific protection of the Significant River Red Gum Tree (Tree No 321).

The Development Plan includes a Landscape Masterplan that ensures the Campus maintains a leafy landscaped character and provides appropriate landscaping buffers to adjoining residential interfaces, specifically to the north.

### Conclusion

It is considered that the Development Plan represents an appropriate response to the site and surroundings for the following reasons:

- The Development Plan reasonably contemplates the future of the school and is an appropriate site responsive development proposal.
- Subject to changes, reflected in the proposed conditions, the Development Plan is considered to provide an acceptable balance between accommodating the school's future development needs while moderating the impact on the surrounding residential area.

Details of the proposal, discussion of all objections and assessment against relevant controls and policies are contained in the following attachments to this report:

1. Statutory Planning Officers Report
2. Appendix A - Development Plans
3. Appendix B – Objector Location Map

## Officers' recommendation

That the Urban Planning Delegated Committee resolve to **approve the Development Plan (DP21/002)** dated October 2021 for Xavier College Senior School Campus, Kew, under the Boroondara Planning Scheme subject to the Development Plan being amended and updated prior to endorsement to include:

1. Additional notations within the Development Plan regarding Tree Protection Measures for Tree 321 - River Red Gum - *Eucalyptus camaldulensis*, which requires:
  - An ongoing maintenance program to monitor and respond to any impacts of the works on the health of the tree.
  - Provision of access panels within the reinforced slab/decking to facilitate access to the root plate area beneath, in the event that soil remediation is required.
  - Installation of irrigation beneath the slab/decking structure.
  - Installation of a soil monitoring beneath slab/decking structure.
  - Design of the slab/decking structure must allow for some natural rainfall infiltration from the turf layer above.



## STATUTORY PLANNING OFFICERS REPORT School Development Plan (Updated 18 March 2018)

<b>Application Number</b>	DP21/002
<b>Date Application Received</b>	09/03/2021
<b>Planning Officer</b>	Daniela Splitgerber
<b>Applicant</b>	Xavier College C/- Urbis
<b>Property Address</b>	135 Barkers Road, Kew
<b>Proposal</b>	Xavier College School Development Plan
<b>Zoning</b>	Clause 32.09 - Neighbourhood Residential Zone - Schedule 1
<b>Overlays</b>	<p>Clause 43.04 - Development Plan Overlay - Schedule 2 (DPO2)</p> <ul style="list-style-type: none"> <li>Pursuant to Clause 43.04-2, a permit must not be granted to construct a building or construct or carry out works until a development plan has been prepared.</li> </ul> <p>Clause 43.01 - Heritage Overlay (HO4)</p> <ul style="list-style-type: none"> <li>The land is registered with Heritage Victoria and therefore it does not form a planning permit trigger in this instance.</li> </ul> <p><i>Note: The College is affected by the Heritage Overlay (HO4) and is included on the Victorian Heritage Register (Ref No H893). Pursuant to Clause 43.01-3, no permit is required under this overlay:</i></p> <ul style="list-style-type: none"> <li><i>To develop a heritage place which is included in the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.</i></li> </ul> <p>Therefore, heritage impacts are to be considered by Heritage Victoria, rather than Council.</p>
<b>Particular Provisions</b>	<p>Clause 52.06 (Car Parking)</p> <p>Clause 52.29 (Land Adjacent to a Road Zone, Category 1)</p> <p>Clause 52.34 - (Bicycle Parking)</p>
<b>Development Plan Trigger</b>	Clause 43.04-1 (DPO), a permit must not be granted to use or subdivide land, construct a building or construct or

	carry out works until a development plan has been prepared to the satisfaction of the responsible authority.
<b>External Referrals</b>	VicRoads
<b>Aboriginal Cultural Heritage</b>	No
<b>Covenant</b>	No
<b>Potential Overland Flow?</b>	No
<b>Plans Assessed in this Report</b>	Development Plan advertised in October 2021
<b>Recommendation</b>	Approve the Development Plan, subject to conditions

## PROPOSAL

### Appendix A - Proposed Development Plan

Xavier College is a Catholic school for boys.

The Development Plan refers to the Xavier College Senior School located at 135 Barkers Road Kew. This Development Plan proposes to supersede the approved 2006 Masterplan.

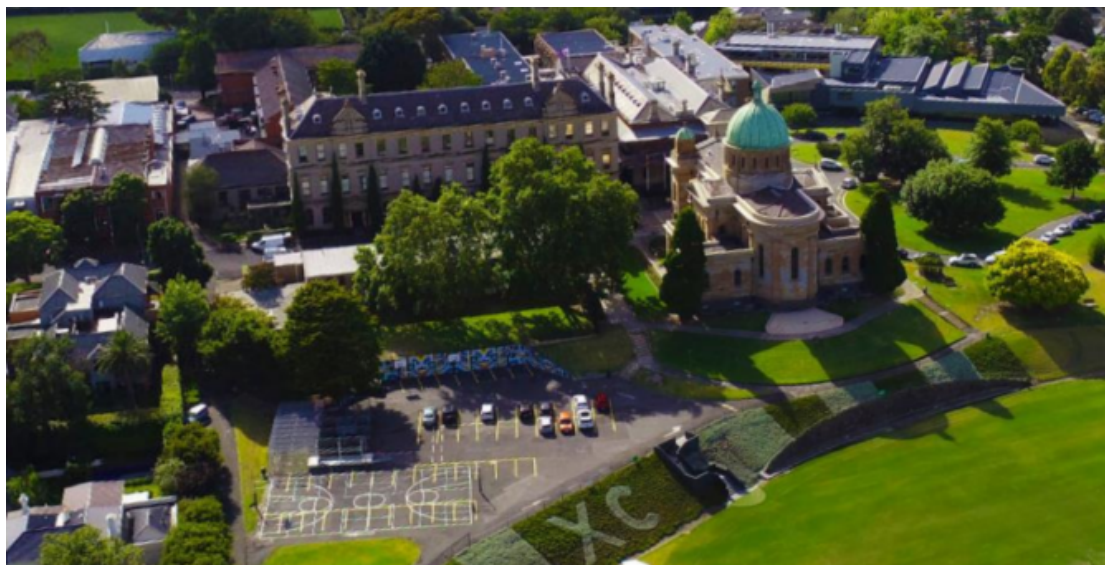


Figure 1 - The Chapel (right) and surrounds (*Source: Applicant submission*)

The Development Plan seeks to address the site's increasing capacity due to the forthcoming closure of the Xavier Kostka Hall (Brighton) campus. The Development Plan will enhance learning and teaching amenities and facilitate future opportunities for growth in an integrated manner that is accommodated on a singular campus.

The Development Plan includes the following elements:

- Increase in the following numbers:

	Existing	Proposed
Staff	180	220
Students	990	1500
Boarders	57	100
Car Parking (School hours)	249	350-400
Car Parking (After school hours)	300	350-400

- A new multi-storey building for Year 7 & 8 students (adjacent to the northern boundary, between Gellibrand Street and Stanley Street);
- New car park under the existing Chapel Oval to accommodate additional car parking requirements;
- A new multi-storey boarding house in the north-west corner of the College;
- A new multi-storey teaching and learning building to replace the existing boarding house;
- Extension of the existing sports facility;
- A new maintenance building on the western boundary;
- Inclusion of the Chapel Oval car park as a 'Priority Project 1', to be delivered in conjunction with the proposed Year 7 & 8 building;
- End of trip facilities for staff, to encourage use of alternative modes of transport;
- A widened crossover to Barkers Road. Right turns out of the site will be banned between 8am-9.30am and 2.30pm-6pm – consistent with the 40km school zones. Right turn out by busses will be excepted at all times.

## THE SITE

The campus is located on the northern side of Barkers Road and bound by Charles Street to the east.

The senior campus currently accommodates 990 students and 180 staff members. The Campus also currently accommodates 57 full time boarders.

The major teaching and associated educational facilities are located across several buildings at the north east of the site comprising of the Morris Wing, East Wing, Great Hall, and Performing Arts Centre. The Senior Boarding House is situated north of the Chapel.

The Chapel is sited on the school's highest ground level and is of historical, religious and architectural significance.

The major sports centre (Stephenson Centre) is located to the north west of the site surrounded by numerous sporting ovals and amenities like tennis courts and spectator seating.

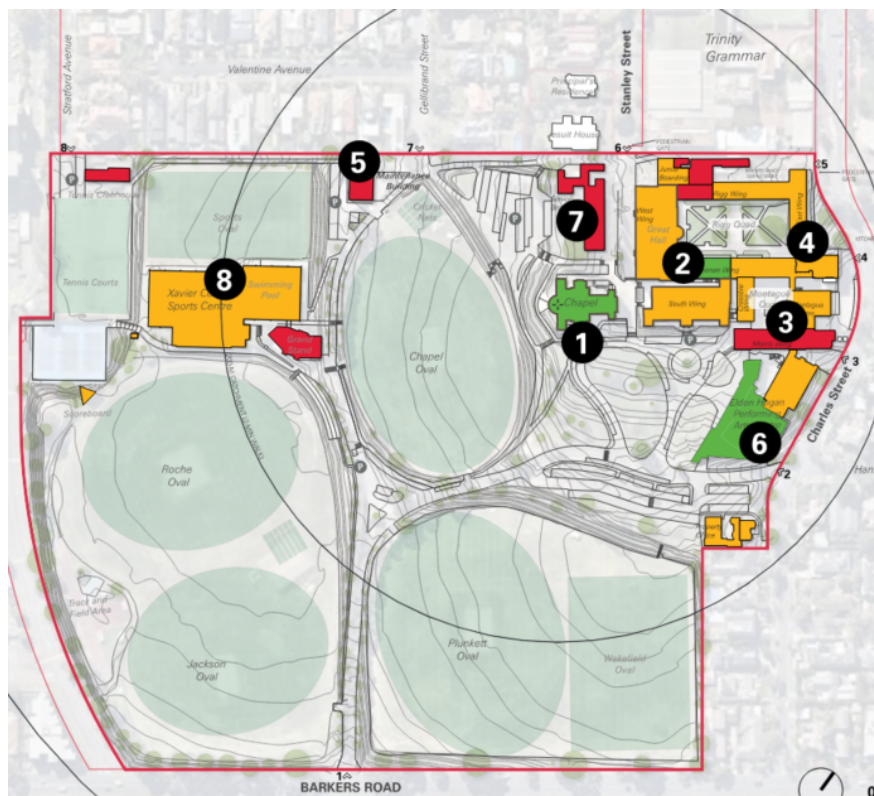


Figure 2 - Xavier College existing layout (Source: Applicant submission)

- |                          |                         |                           |
|--------------------------|-------------------------|---------------------------|
| 1. Chapel                | 2. Great Hall           | 3. Morris Wing            |
| 4. East Wing             | 5. Maintenance Building | 6. Performing Arts Centre |
| 7. Senior Boarding House | 8. Sports Centre        |                           |

Xavier College contains a number of large mature trees throughout the site.

Primary vehicle access to the Campus is via an existing crossover and driveway located to the south side of the Campus off Barkers Road. Secondary access is via Gellibrand Street and Stanley Street entrances to the north and the Charles Street entrances to the east.

The Campus currently provides 249 car parking spaces on site. The site is well connected to public transport facilities including Bus Services, Tram Routes and connections to nearby Train Stations.

<b>Width of Frontage</b>	280m (Barkers Road)
<b>Maximum Depth of Site</b>	380m
<b>Total Site Area</b>	Approximately 16 hectares
<b>Easements</b>	The site is encumbered by a 3.66 wide sewerage easement.
<b>Fall of the Land</b>	The site has a varied topography with moderate falls across several directions on the land.

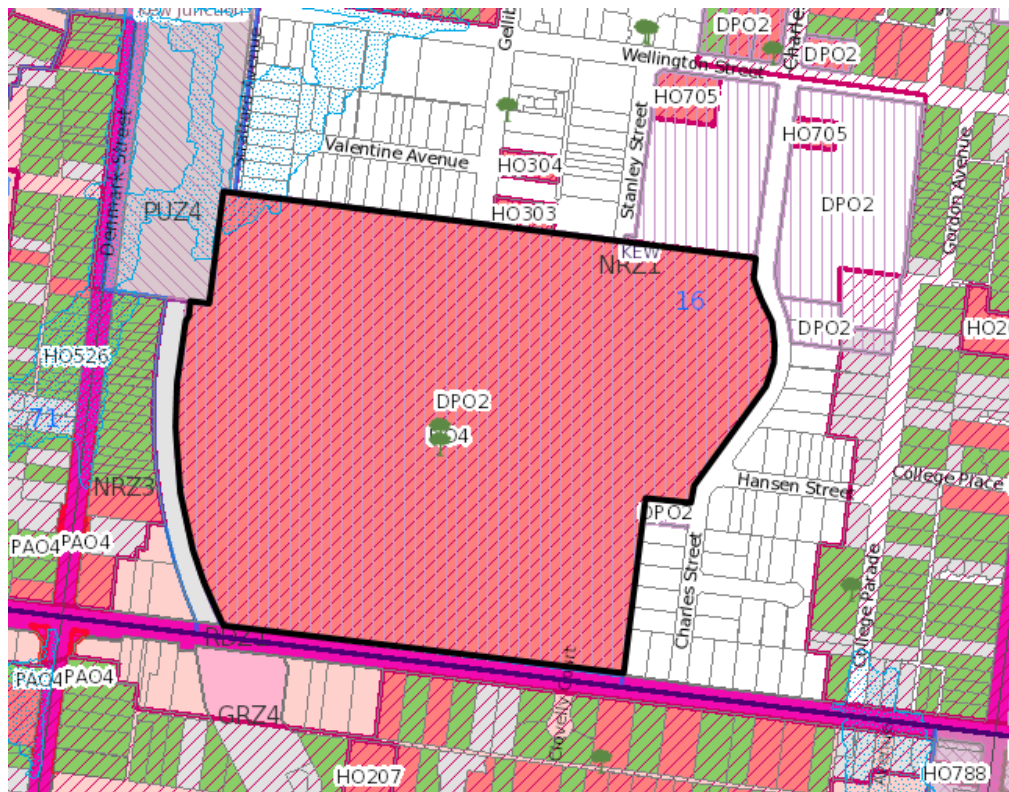
**THE SURROUNDING AREA**

Figure 3 - Zoning Aerial of Xavier College and surrounds (Source: Weave)





Figure 4 - Aerial image of the subject site and surrounding area (Source: Weave)



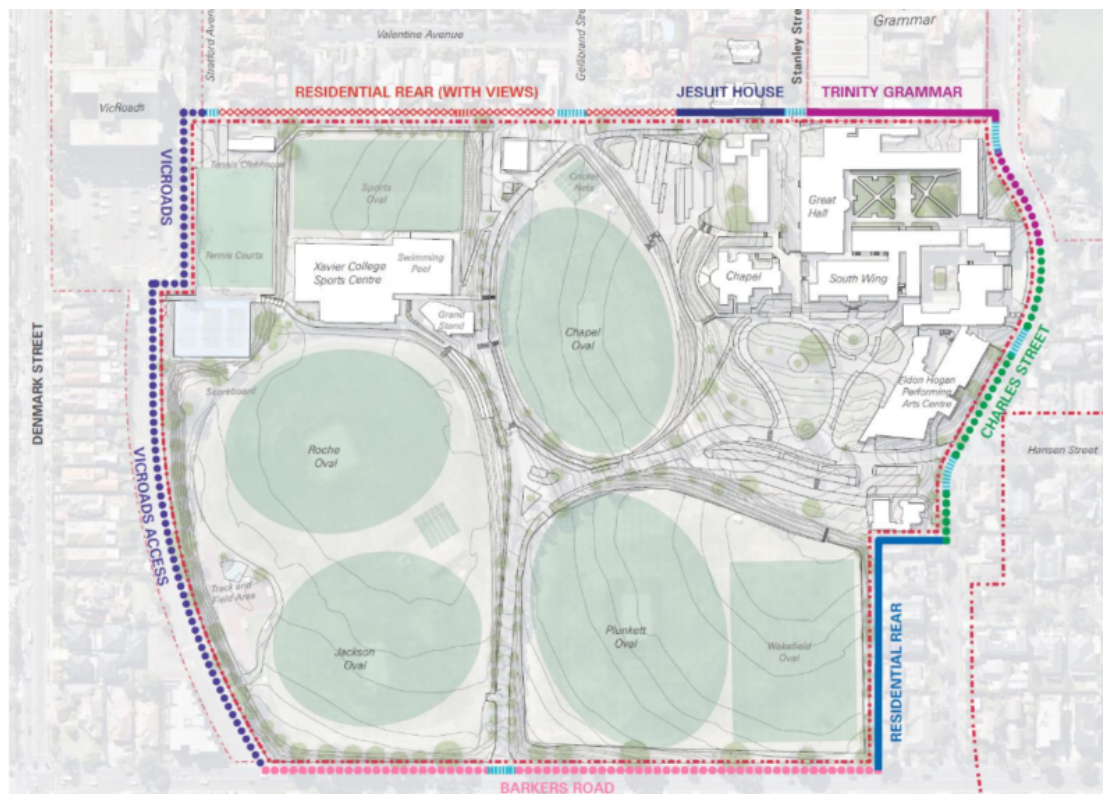


Figure 5 - Interface map (Source: Applicant submission)

## North

Immediately to the north, the road network comprises of Valentine Street, Gellibrand Street and Stanley Street. The Campus predominately abuts residential interfaces comprising of single storey and double storey dwellings. Some secluded private open space (SPOS) areas are positioned towards the Campus depending on the orientation of the street. These SPOS spaces have views to the Sports Oval and are distanced from any buildings on the site.

Stratford Avenue is located to the north-west corner of the Campus, and sits below the natural ground level of the College.

Trinity Grammar School abuts the Campus to the north east corner of the site (located east of Stanley Street).



Figure 6 - Residential Northern interface abutting Sports Oval (Source: Weave)

### East

Trinity Grammar is located to the north-east corner of the Campus. Charles Street primarily bounds the east of the site and runs in a north-south direction. Several residential properties abut the Wakefield Oval sports field towards the southern portion of the Campus.

Some secluded private open space (SPOS) areas of the abutting residential properties are orientated towards the sports field. These properties are cited above the natural ground level of these sporting fields and are distanced from any buildings on the site.



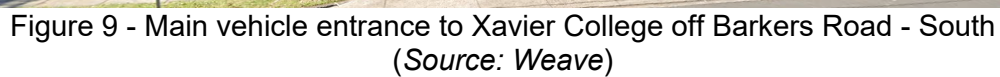
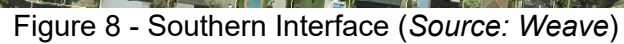


Figure 7 - Eastern interface (Source: Weave)

### **South**

To the south, Xavier College abuts Barkers Road - a Road Zone - Category 1 which runs in an east-west direction. Main vehicle access to the school is primarily via an existing driveway entrance accessible off Barkers Road.

The southern side of Barkers Road (opposite the Campus) is developed with a range of single storey residential dwellings and multi storey unit buildings, a childcare centre and medical centre. A vacant block also lies to the south west. Building stock comprises a mix of contemporary and heritage style built forms.



The Campus abuts an at-grade car park and multi storey building owned and operated by VicRoads. The car park provides a separation between the nearby residential interface and School campus sporting grounds and facilities.





Figure 10 - Western Interface (Source: Weave)

## STATEMENT OF SIGNIFICANCE

The Xavier College Senior Campus comprises several heritage buildings as follows:

*The South Wing, West Wing and Great Hall at Xavier College are of significance as a group of three substantially intact, commandingly designed educational buildings of the nineteenth century that apart from their architectural distinction, have become a Kew landmark.*



Figure 11 - South Wing (1878)

(Source: <https://foundation.xavier.vic.edu.au/content/our-heritage-buildings>)



Figure 12 - Great Hall (1890)

(Source: <https://foundation.xavier.vic.edu.au/content/our-heritage-buildings>)

*The chapel was constructed in Sydney sandstone and is a most successful and complete essays in Renaissance revival architecture. It has a commanding giant order ionic portico flanked by squat towers, and set on a high drum to the centre of the church there is a dome. The siting of the chapel on an unconstructed site on the top of a hill, the tall form of the dome, and the pleasant sandstone colour, all combine to make this a most prominent building and a Kew landmark.*



Figure 13 - Memorial Chapel (1934)

(Source: <https://foundation.xavier.vic.edu.au/content/our-heritage-buildings>)

Xavier College is affected by the Heritage Overlay (HO4) and is included on the Victorian Heritage Register (Ref No H893). Approval from Heritage Victoria is required for demolition and buildings and works and is a separate process, outside of the Development Plan approval process.

#### PERMIT/ DEVELOPMENT PLAN HISTORY

Council records show numerous planning permits have been issued in the past dating from 1966-2021 regarding establishing the site as an education centre, removal of vegetation, changes in uses and numerous additions and alterations to several buildings.

#### Development Plan history

Subject Site			
Application No	Date of Decision	Decision	Description of Proposal
DP04/002	2006	VCAT Approved (PA05/00197)	Xavier College Senior Campus Master Plan

Xavier College has an existing Development Plan which was endorsed in 2006 at the direction of the Victorian Civil and Administrative Tribunal ("VCAT") in accordance with Clause 43.04 of the Boroondara Planning Scheme (the "Planning Scheme").

The 2006 Development Plan enabled the following works:

- A teaching precinct in the north east corner of Campus;
- Development of the Science and performing Arts Complex to the south of Morris Wing;

- Upgrades to vehicle circulation and parking facilities;
- Upgrades to Landscaping on Campus;
- Various building and works

The projects shown on the 2006 Development Plan have been completed with the exception of the change rooms and spectators shelter to the north of Plunket Oval to be constructed into the existing embankment. There is a current VicSmart application lodged with Council for this facility.

## **RESTRICTIVE COVENANT/AGREEMENTS**

There are no Registered Restrictive Covenants on Title.

## **NOTICE OF APPLICATION**

### **Appendix B - Locality Map of Objections**

#### **17 May 2021**

The development plan was advertised on 17 May 2021 by:

- Sending notices to the owners and occupiers of adjoining land; and
- Placing signs on the land for a period of 14 days.

#### **25 May 2021**

On 25 May 2021, Xavier College conducted a public “drop-in” information session advising the neighbours of the Development plan application.

#### **19 August 2021**

Following objector responses and referral comments received, an amended Development Plan (*Section 57A Plans dated 9 August 2021*) was re-advertised on 19 August 2021.

The key changes included:

- Removal of an interim car park accessed via Stratford Avenue;
- Reduction in the height and scale of the Year 7 & 8 Building;
- Inclusion of the Chapel Oval car park as a ‘Priority Project 1’, to be delivered in conjunction with the proposed Year 7 & 8 building;
- Additional tree retention
- Proposed Barkers Road traffic signals detailing:
  - Details of the intersection design and changes to on-street parking in Barkers Road;
  - Traffic detector loops and traffic signals provided to allow for motorists to exit No. 150 Barkers Road under traffic signal control;

#### **20 October 2021**

A second amendment to the Development Plan (*Discussion Plans dated 19 October 2021*) was submitted following referral comments from the Head of Transport.



The significant changes included:

- Signalised intersection deleted and replaced with a widened crossover to Barkers Road. Right turns out of the site will be banned between 8am-9.30am and 2.30pm-6pm – consistent with the 40km school zones. Right turns out by busses will be excepted at all times;
- Retention of additional trees along the west side of the driveway accessed from Barkers Road (only 3 trees to be removed compared to 7 trees proposed to be removed);

The amended Development Plan was re-advertised on 20 October 2021.

A total of 42 objections have been received to the proposal. The grounds of objection are summarised as follows:

- Traffic congestion to local street networks
- Traffic movement entering and exiting the Campus
- Amenity impacts such as noise, overlooking and visual bulk of buildings
- Future waste management/collection methods
- Adverse impact on amenity during construction phases
- Increased noise due to increased student numbers

All objectors to the development plan were given notice of the amended development plan. No objections have been withdrawn.

## AMENDMENTS TO THE PROPOSAL

The amendments to the development plan application were lodged with Council after initial notification.

The changes are as follows:

Date Received	Amendments	Amendment Type
9 August 2021	<ul style="list-style-type: none"> <li>• Further details of the proposed Barkers Road traffic signals, including:               <ul style="list-style-type: none"> <li>- Details of the intersection design and changes to on-street parking in Barkers Road;</li> <li>- Traffic detector loops and traffic signals provided to allow for motorists to exit No. 150 Barkers Road under traffic signal control;</li> </ul> </li> <li>• Deletion of the proposed interim car park that was to be accessed via Stratford Avenue;</li> <li>• Inclusion of the Chapel Oval car park as a 'Priority Project 1', to be delivered</li> </ul>	<ul style="list-style-type: none"> <li>• Amended plans</li> </ul>

	<p>in conjunction with the proposed Year 7 &amp; 8 building;</p> <ul style="list-style-type: none"> <li>• Reduction in the overall height and volume of the Year 7 and 8 building;</li> <li>• Modifications to the envelope of the Sports Centre, to enable increased retention of existing trees to the east of the building;</li> <li>• End of trip facilities for staff, to encourage use of alternative modes of transport.</li> </ul>	
19 October 2021	<ul style="list-style-type: none"> <li>• Signalised intersection deleted and replaced with a widened crossover to Barkers Road. Right turns out of the site will be banned between 8am-9.30am and 2.30pm-6pm – consistent with the 40km school zones. Right turns out by busses will be excepted at all times;</li> <li>• Retention of additional trees along the west side of the driveway accessed from Barkers Road (only 3 trees removed compared to 7 trees removed);</li> <li>• Additional wording for the protection of the significant tree to be retained to the south of the Chapel Oval (Tree 321) in response to arborist comments.</li> <li>• Inclusion of change rooms and spectators shelter to the north of Plunket Oval to be constructed into the existing embankment. This is carried over from the 2006 Development Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Amended Plans</li> </ul>
5 November 2021	<p>Updated Traffic report to include the following changes required by Head of Transport referral comments:</p> <ul style="list-style-type: none"> <li>• Updated swept paths to Barkers Road access way</li> <li>• Traffic Group Response to DoT requests</li> <li>• Updated SIDRA assessment</li> </ul>	<p>The minor amendments did not warrant re-notification</p>

## INTERNAL REFERRALS

The Development Plan was referred to the following:

<b>Arborist</b>
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<b>PLANNING ARBORIST REFERRAL COMMENTS</b>	
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<b>APPLICATION ADDRESS:</b>	135 Barkers Road Hawthorn
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<b>APPLICATION NUMBER:</b>	<b>DP21/002</b>
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<b>DESCRIPTION OF PROPOSAL:</b>	Development Plan
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<b>SITE VISITED</b>	Yes (2 <sup>nd</sup> July 2021)
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<b>ARBORIST REPORT PREPARED BY:</b>	Civica
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<b>ARBORIST REPORT DATE:</b>	22 <sup>nd</sup> July 2021
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<b>ARBORIST REFERRAL RECOMMENDATION SUMMARY:</b>
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Supported with minor changes
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<b>SUMMARY COMMENTS:</b>
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After a meeting with the applicant and their arborist the following matters were agreed:

- Tree 196, 197, 203, 204, 205, 206, 207 would be retained in an effort to minimise tree removal on site. The applicant's arborist supported their retention and stated that they would be unlikely to be impacted by the removal of adjacent trees or the works.
- An analysis or discussion of how the hydrology of Tree 321 would be impacted by the proposed basement works.

After review of the materials provide by the applicant:

- The revised arborist report provided (Arbor Safe 22/07/21) shows Tree 196, 197, 203, 204, 205, 206, 207 to be removed. However the development plans (dated August 2021) show Tree 196, 197, 203, 204, 205, 208, 309 and 310 to be retained.
- No details of the potential impacts on Tree 321 as a result of changing the surface hydrology are provided. An addendum report provided by Civica (dated 22/07/21) provides details of an additional works proposal to construct a suspended slab over approximately 30% of the TPZ, and further detailed engineering drawing s have been provided in regards to these works.

In summary of the amended documents provided:

- Works proposed within the TPZ of Tree 321 would not be supported. Covering of the root plate with a suspended slab has potential to compromise the viability of the tree. Please see detailed comments below.
- Works within TPZ of 301 would be supported subject to works being undertaken in accordance with a TMP.
- The development plan shows the removal of Tree 169, 170, 171, 198, 200, 202, 206, 207, 296, 298, 303, 305, 306, 307, 308, 312, 313, 314, 315, 316, 317, 318, 319, 327, 362, 363, 388, and three trees on the western side of the entrance

driveway from Barkers Road. Removal of these trees is supported subject to appropriate replacement planting as detailed within Section 6.0 Landscape Master Plan (dated October 2021). The Plan proposed to plant an additional 175 (approx.) trees, resulting in a removal/replacement ratio of 1:4.5.

- Construction works are proposed within the Tree Protection Zone of Tree 74, 197, 300 and 301. These works would be supported subject to protection in accordance with a Tree Management Plan.
- Hard landscaping works are proposed within the Tree Protection Zone of numerous trees on the land, but the development plan does not provide specific details for these works. In principle these works are supported subject to protection in accordance with a Tree Management Plan.

#### **DETAILED COMMENTS:**

##### **Detailed Internal Arborist Comments:**

**Tree 59, 74, 173, 174, 175, 176, 177, 178, 179, 180, 197, 203, 204, 205, 208, 300, 301, 302, 309, 310, 320, 321, 322, 323, 324, 325, 328** - are proposed to be retained within the main development area.

- These trees can be retained in accordance with requirements of a TMP.

**Tree 74** - is a large canopy tree located within the front set-back of the property.

- The tree is proposed to be retained.
- The proposed site cut and driveway realignment will cause an estimated TPZ encroachment of 12%.
- This is a minor encroachment.
- The extent of encroachment is unlikely to cause significant damage to the tree that will affect its viability.

**Tree 169, 170, 171, 198, 200, 202, 206, 207, 296, 298, 303, 304, 305, 306, 307, 308, 311, 312, 313, 314, 315, 316, 317, 318, 319, 327, 362, 363, 388, and three trees on the western side of the entrance driveway from Barkers Road** - are proposed to be removed.

- Removal of these trees is supported subject to retention and protection of other trees on the property and appropriate replacement tree planting on site. The landscape plan provided proposes to plant an additional 175 (approx.) trees, resulting in a removal/replacement ratio of 1:4.5.
- A Tree Protection Local Law permit is required to remove Tree 170, 171, 206, 207, 208, 296, 298, 303, 305, 312, 313, 314, 315, 316, 317, 318, 319 and 327. Removal would be supported on the basis that these trees are not indigenous species, they do not significantly contribute to the treed streetscape character of the area, and they cannot be clearly seen from adjoining public or private property.

**Tree 209, 210, 274, 275, 276, 277, 278, 279, 280, 281, 282, 284, 289, 290, 291, 292, 293, 302, 359, 448, 449, 450, 451, 494, 495, 496, 497, 498, 499, 500, 501, 502 and 503** will not be directly impacted by the proposed development.

- These trees will require protection in accordance with an endorsed Tree Management Plan to ensure their successful retention.

**Tree 300 and 301** - are large canopy trees proposed to be retained.

- The proposed construction will cause an estimated TPZ encroachment of <10%
- This is a minor encroachment.

- The extent of encroachment is unlikely to cause significant damage to the trees that will affect their viability.
- These trees will require protection in accordance with an endorsed Tree Management Plan to ensure their successful retention.

**Tree 296 and 298** - are large canopy trees that are proposed to be removed.

- These trees were assessed to have high amenity value due to their species, health size, and location.
- The trees can be seen from the neighbouring properties and form a valuable contribution to the treed character of the area.
- The neighbourhood character statement (Precinct Statement 16) identifies the removal of large trees as a threat to the character of this neighbourhood.
- After discussion with the applicant it was identified that removal of these trees was critical to the project.
- To offset the removal of these trees, Tree 196, 197, 203, 204, 205, 309 and 310 have been retained in the revised plans and appropriate tree replacement is being provided in other parts of the property to compensate for the loss of canopy cover in the future.

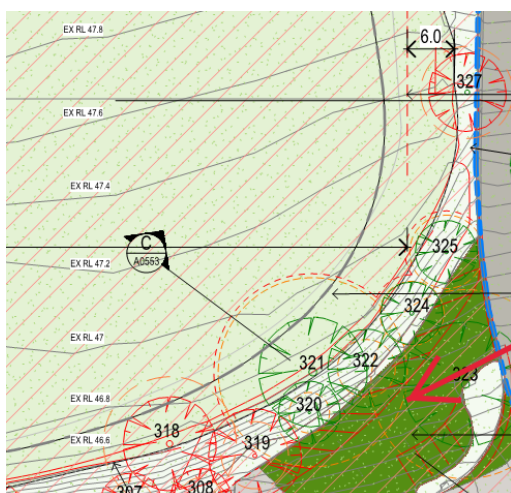
**Tree 318** - is a mature tree that overhangs the oval and is proposed to be removed.

- The tree was assessed to have declining health and its removal is supported subject to appropriate replacement canopy tree planting.
- A Tree Protection Local Law permit is required for its removal.

**Tree 321 - is a significant tree that is proposed to be retained**

- The tree is listed on the City of Boroondara Significant Tree Register and is interpreted to be remnant to the site. Review of historical aerial photography shows the tree present in 1945, and based upon its relative size in this photo it is interpreted to be greater than 100 years old.
- A basement is proposed to be constructed outside of the TPZ. The basement will be constructed "uphill" from the TPZ. An analysis or discussion of how the hydrology of Tree 321 would be impacted by the proposed basement works has not been provided by the applicant, and it is not clear as to what impacts this may have on subsurface hydrology and the accessibility of water to the roots of the tree.
- The proposed structure within the TPZ will be constructed on screw piles with the surface above existing grade by 60-81 cm. The area beneath this structure is proposed to be irrigated and mulched. All excavations are proposed to be done with hand tools or hydro-vacuum and supervised by the project arborist
- Existing areas of bitumen carpark within the TPZ are proposed to be changed to soft landscaping.
- There is concern in regards to the proposed works outside of the TPZ and the further impacts of the structure within the TPZ. Works outside of the TPZ may change hydrology for the tree, and works inside the TPZ will reduce natural rainfall infiltration and nutrient cycling. It is acknowledged that inside the TPZ irrigation mulching and routine monitoring may be able to offset any impacts, but is identified there is a risk to the ongoing viability of the tree.
- To ensure the successful retention of this tree the following must be required as a condition of the permit:
  - An ongoing maintenance program to monitor and respond to any impacts of the works on the health of the tree.

- Provision of access panels within the reinforced slab/decking to facilitate access to the root plate area beneath in the event that soil remediation is required
- Installation of irrigation beneath the slab/decking structure.
- Installation of a soil monitoring beneath slab/decking structure
- Design of the slab/decking structure must allow for some natural rainfall infiltration from the turf layer above.



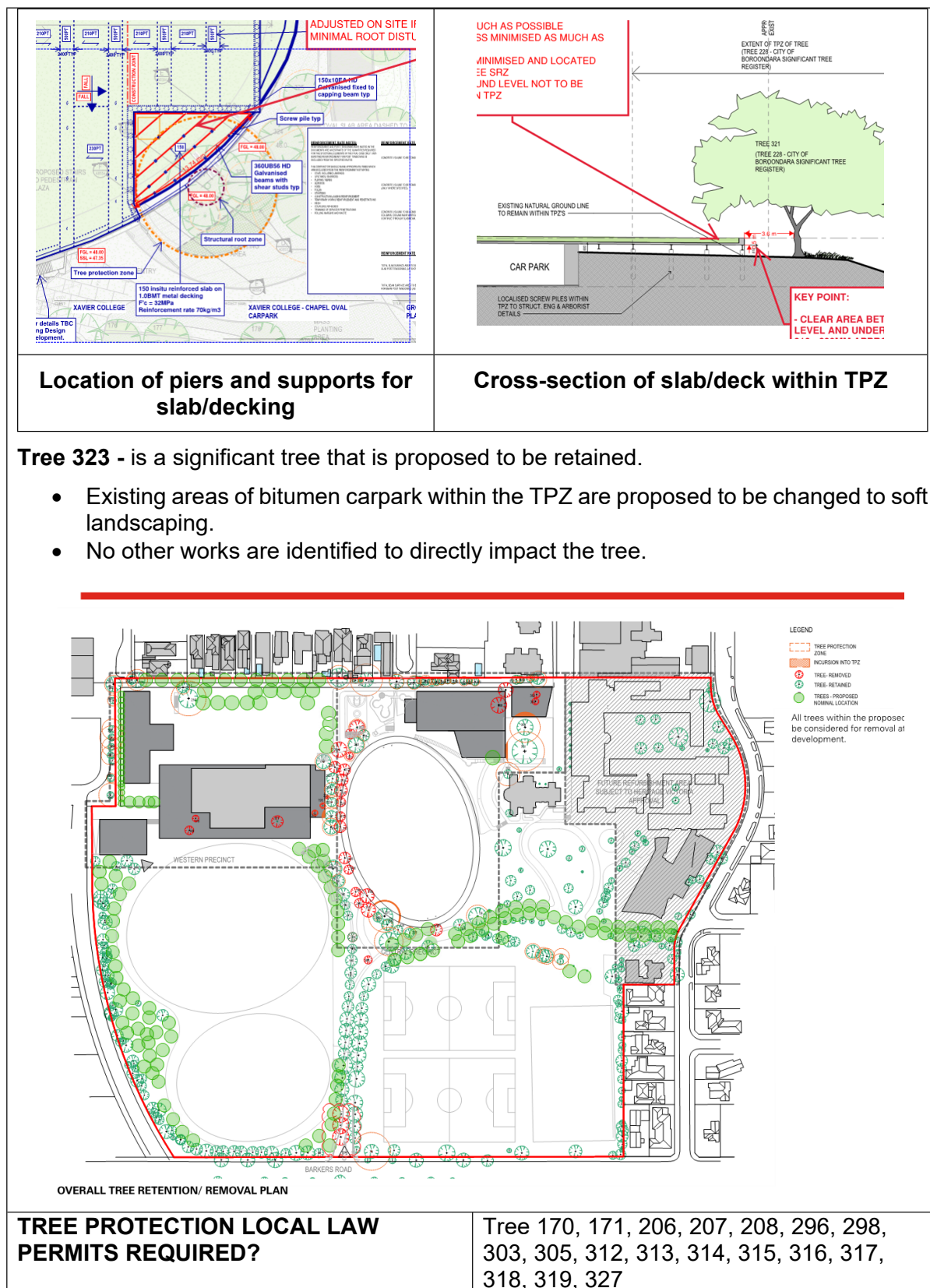
### Existing surface fall adjacent to Tree 321

### Tree 321 in location



### Tree 321 in 1945 aerial photography





**Please include the following conditions:****Amended plans required****1. Plans modified to show:**

- a) The Tree Protection Zone and Structural Root Zone of Tree Nos. 59, 74, 173, 174, 175, 176, 177, 178, 179, 180, 181, 197, 203, 204, 205, 208, 209, 210, 215, 216, 274, 275, 276, 277, 278, 279, 280, 281, 282, 284, 289, 290, 291, 292, 293, 300, 301, 302, 309, 310, 320, 321, 322, 323, 324, 325, 328, 359, 448, 449, 450, 451, 494, 495, 496, 497, 498, 499, 500, 501, 502 and 503 (as identified in the Arborist Report submitted with the application prepared by Civica (dated 22<sup>nd</sup> July 2021) drawn on all site and floor plans;
- b) Notation on all site and floor plans that Tree Nos. 59, 74, 173, 174, 175, 176, 177, 178, 179, 180, 181, 197, 203, 204, 205, 208, 209, 210, 215, 216, 274, 275, 276, 277, 278, 279, 280, 281, 282, 284, 289, 290, 291, 292, 293, 300, 301, 302, 309, 310, 320, 321, 322, 323, 324, 325, 328, 359, 448, 449, 450, 451, 494, 495, 496, 497, 498, 499, 500, 501, 502 and 503 are to be retained and protected in accordance with the endorsed Tree Management Plan required by this Permit;
- c) Any modifications to the location or layout of buildings and/or works recommended in the endorsed Tree Management Plan required by this Permit;
- d) The siting of any necessary stormwater detention pit, underground services and pits, and/or rainwater harvesting tank to be located outside any area set aside for deep-soil planting and outside the Tree Protection Zone of any trees to be retained/protected.
- e) Notation on all site and floor plans that all excavations within the Tree Protection Zone of Tree 74, 300, 301 and 321 must be undertaken with hand tools or hydro-vacuum to a minimum depth of 1 metre, and that all excavation works must be supervised, document and certified by the Project Arborist.
- f) Access panels built into the decking/slab structure within the Tree Protection Zone of Tree 321 to the satisfaction of the Responsible Authority to facilitate access to the root plate area beneath in the event that soil remediation is required.
- g) The decking/slab structure within the Tree Protection Zone of Tree 321 designed to allow for natural rainfall and irrigation into the soil beneath it to the satisfaction of the Responsible Authority.

**Landscape plan**

- a) A survey (including botanical names) of all existing trees to be retained and of those to be removed. The intended status of the trees shown on the landscape plan must be consistent with that depicted on the development layout plan;
- b) All hard surfaces proposed within the Tree Protection Zone of Tree Nos. 196, 197, 203, 204, 205, 309 and 310 (as identified in the Arborist Report submitted with the application Civica (dated 22<sup>nd</sup> July 2021) must be constructed of permeable materials; be constructed above current grade; and be constructed on foundations that maintain appropriate permeability for each tree, to the satisfaction of the Responsible Authority;
- c) Detailed construction specifications for all permeable surfaces that include cross-section diagrams;



- d) An ongoing tree maintenance program to ensure the successful management of Tree 321 and 323. The maintenance program must include installation of mulch and supplementary irrigation within the Tree Protection Zone, and monitoring of soil conditions (moisture, pH) beneath the slab/decking structure.
- e) Thirty (30) canopy trees (minimum 2 metres tall when planted and must achieve a minimum mature height of 13 metres and canopy spread of 7 metres) on the property;
- f) Twenty (20) small trees (minimum 2 metres tall when planted and must achieve a minimum mature height of 7 metres and canopy spread of 5 metres) on the property;
- g) All trees must comply with Australian Standard AS2303:2015 - Tree Stock for Landscape Use;
- h) All canopy trees must be planted by an AQF Level 3 Qualified Arborist, Landscape Gardener or Horticulturist;
- i) All canopy trees must be planted more than 2 metres away from any structures, paving, decking, property boundaries, easements, existing trees or shrubs;
- j) All small trees must be planted more than 1 metre away from any structures, paving, decking, property boundaries, easements, existing trees or shrubs;

### **Tree Management Plan**

2. Concurrent with the submission of amended plans required by Condition 1 of this Permit and prior to any demolition or site works, a Tree Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Tree Management Plan must be prepared by a minimum AQF Level 5 qualified and experienced Arborist in relation to the management and maintenance of Tree Nos. 59, 74, 173, 174, 175, 176, 177, 178, 179, 180, 181, 197, 203, 204, 205, 208, 209, 210, 215, 216, 274, 275, 276, 277, 278, 279, 280, 281, 282, 284, 289, 290, 291, 292, 293, 300, 301, 302, 309, 310, 320, 321, 322, 323, 324, 325, 328, 359, 448, 449, 450, 451, 494, 495, 496, 497, 498, 499, 500, 501, 502 and 503 (as identified in the Arborist Report submitted with the application prepared by Civica (dated 22<sup>nd</sup> July 2021). The Tree Management Plan must make specific recommendations in accordance with the Australian Standard AS4970: 2009 - Protection of Trees on Development Sites and detail the following to ensure that all retained trees remain healthy and viable during construction:
  - a) A Tree Protection Plan drawn to scale that shows:
    - i. Tree Protection Zones and Structural Root Zones of all trees to be retained;
    - ii. All tree protection fenced off areas and areas where ground protection systems will be used;
    - iii. The type of foundations (illustration or notation) within each Tree Protection Zone;
    - iv. Any services to be located within the Tree Protection Zone and a notation to state that all services will either be located outside of the Tree Protection Zone, bored under the tree protection zone, or installed using hydro excavation under the supervision of the project arborist; and
    - v. A notation to refer to the Tree Management Plan for specific detail on what actions are required within the Tree Protection Zone.

- b) Details of how the root system of any tree to be retained will be managed. This must detail any initial non-destructive trenching and pruning of any roots required to be undertaken by the project arborist; and details of how any permeable surfaces within the Tree Protection Zone of retained trees will be constructed;
- c) Supervision timetable and certification of tree management activities required by the Project Arborist to the satisfaction of the Responsible Authority;
- d) All remedial pruning works that are required to be performed on trees during demolition and development of the site. The pruning comments must reference Australian Standards 4373:2007, Pruning of Amenity Trees and a detailed photographic diagram specifying what pruning will occur.
- e) The recommendations contained in the approved Tree Management Plan must be implemented to the satisfaction of the Responsible Authority and any changes to the endorsed Tree Management Plan will require written authorisation from the Responsible Authority.

#### **Tree Management Plan and Construction Management Plan**

- 3. If a Construction Management Plan is required as a condition of this permit it must be in accordance with the Tree Management Plan and Tree Protection Plan.

#### **Contractors to be advised of trees to be retained and protected**

- 4. The owner and occupier of the site must ensure that, prior to the commencement of buildings and works, all contractors and tradespersons operating on the site are advised of the status of trees to be retained and protected as detailed in the endorsed Tree Management Plan and are advised of any obligations in relation to the protection of those trees.

#### **Regulation of activities in Tree Protection Area**

- 5. No vehicular or pedestrian access, trenching or soil excavation is to occur within the Tree Protection Area as detailed in the endorsed Tree Management Plan without the prior written consent of the Responsible Authority. No storage or dumping of tools, equipment or waste is to occur within the Tree Protection Zone.

#### **Documentation and Certification by Project Arborist**

- 6. a) Prior to the commencement of any site works, including demolition and excavation, the Responsible Authority must be provided with evidence that a project arborist has been engaged as part of the ongoing consultant team to oversee the design and construction, and to ensure the development does not have a detrimental impact on the ongoing health and stability of the trees to be retained. The project arborist must hold suitable qualifications and experience to the satisfaction of the Responsible Authority. Evidence of the appointment of the project arborist must be submitted to the satisfaction of the Responsible Authority (quoting the Planning Permit number and site address, emailed to [Boroondara@boroondara.vic.gov.au](mailto:Boroondara@boroondara.vic.gov.au)) not less than seven (7) days before the commencement of works on site.
- b) Prior to the commencement of any site works, including demolition and excavation, a timetable for the supervision and certification of tree management activities which is to the satisfaction of the Responsible Authority must be prepared by the project arborist and submitted to the Responsible Authority for approval. A

signed and dated copy of each stage of the supervision timetable certified by the project arborist (quoting the Planning Permit number and site address, emailed to [Boroondara@boroondara.vic.gov.au](mailto:Boroondara@boroondara.vic.gov.au)) must be submitted to the Responsible Authority not more than seven (7) days following the completion of each stage.

### **Planner's Comments:**

The Development Plan proposes to remove 32 existing trees and plant an additional 175 trees (approximately). Tree removal and retention details are outlined below:

#### **Arbitrary Trees and Barkers Road entrance**

The development plan shows the removal of Trees 169, 170, 171, 198, 200, 202, 206, 207, 296, 298, 303, 305, 306, 307, 308, 312, 313, 314, 315, 316, 317, 318, 319, 327, 362, 363, 388. Three (3) additional trees on the western side of the entrance driveway from Barkers Road to facilitate widening of the accessway will also be removed.

It is noted, a Tree Protection Local Law permit is required to remove Trees 170, 171, 206, 207, 208, 296, 298, 303, 305, 312, 313, 314, 315, 316, 317, 318, 319 and 327. The majority of these trees about the western side of the Chapel Oval with the exception of Trees 170 & 171 located to the south of the Sports Centre and Trees 296 & 298 located west of the proposed Learning and Teaching Building.

Council's arborist states: *Removal would be supported on the basis that these trees are not indigenous species, they do not significantly contribute to the treed streetscape character of the area, and they cannot be clearly seen from adjoining public or private property*". The removal of any of these trees will therefore be assessed at the time a Local Law permit for removal is submitted to Council.

It is acknowledged, Tree 296 (English Oak - *Quercus robur*) and Tree 298 (Golden Monterey Cypress - *Hesperocyparis macrocarpa*) are large canopy trees with high amenity value that contribute to the overall treed character of the area. However, the removal of these trees is critical to the Development Plan and supported by Council's Arborist given the retention of other numerous trees on site and appropriate replacement planting throughout the Campus. The replacement planting will be implemented to contribute to the future treed environment of the neighbourhood.

Council's arborist is supportive of all proposed tree removals subject to appropriate replacement tree planting. The Landscape Masterplan adequately demonstrates replacement planting locations of approximately 175 additional trees within the Campus resulting in a removal/replacement ration of 1:4.5 that will positively contribute to the landscape character of the Campus and its surrounds.

It is noted Trees 209, 210, 274, 275, 276, 277, 278, 279, 280, 281, 282, 284, 289, 290, 291, 292, 293, 302, 359, 448, 449, 450, 451, 494, 495, 496, 497, 498, 499, 500, 501, 502 and 503 will not be directly impacted by the proposed development. These trees are scattered throughout the Campus grounds and primarily border the western

and northern interfaces. A Tree Management Plan can manage the protection of these trees to ensure they are retained successfully.

Minor encroachment works within the Tree Protection Zone of Tree 197 (Spotted Gum - *Corymbia maculata*) located between the Chapel Oval and Sports Centre is supported and not expected to compromise the health of the tree.

Tree 74 ((Spotted Gum - *Corymbia maculata*) is a large canopy tree located on site to the eastern side of the main driveway off Barkers Road. Construction works proposed to realign the driveway as part of widening the access way will result in a minor encroachment of 12%. This encroachment is supported by Council's Arborist given it is unlikely the tree will be adversely affected by the proposed works. A Tree Management Plan can manage the protection of this tree to ensure it is not adversely impacted and protected.



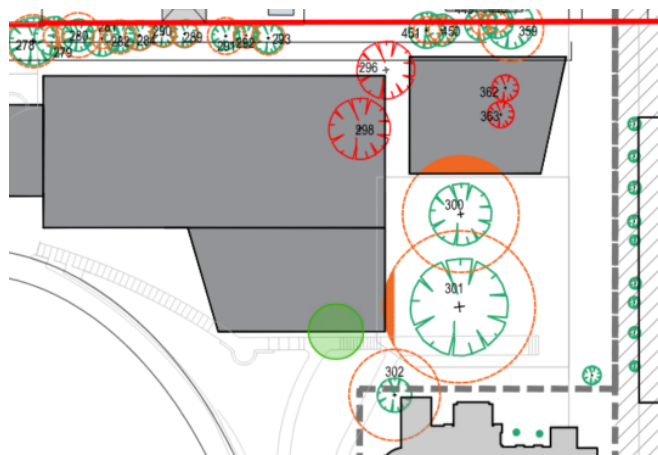
**Above:** Trees close to Barkers Road entrance

#### Tree 300 (London Plane - *Platanus x acerifolia*)

The new Learning and Teaching Building is located to the north of Tree 300. The proposed encroachment to this large canopy tree is considered to be minor (less than 10%) and not result in any significant damage or hinder the viability of the tree. Tree protection measures could form part of a Tree Management Plan to ensure this tree is retained and protected.

#### Tree 301 (London Plane - *Platanus x acerifolia*)

Tree 301 is located to the east of the proposed Year 7 & 8 Building. Works within Tree Protection Zone of 301 would be supported subject to works being undertaken in accordance with a Tree Management Plan to ensure its future viability.



**Above:** Location of canopy trees 296, 298 300 & 301



**Above:** Photo of Tree 300 & 301

### Tree 321 (River Red Gum - *Eucalyptus camaldulensis*)

Tree 321 is listed on the City of Boroondara Significant Tree Register. It is located toward the south-west bend of the Chapel Oval within close proximity to the proposed underground car park entrance. The basement car park is proposed to be constructed outside the Tree Protection Zone of Tree 321 and the bitumen carpark currently within the Tree Protection Zone will be returned to soft landscaping.

Council's Arborist indicates insufficient information has been submitted as to what impacts the construction of the basement car park may have on the subsurface hydrology and accessibility of water to the roots of Tree 321.

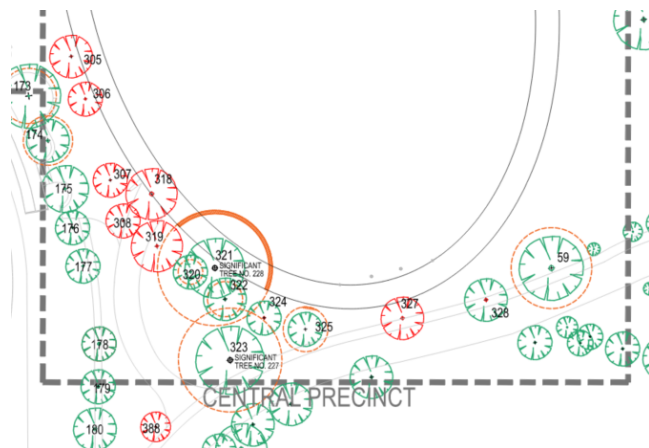
As noted:

*There is concern in regards to the proposed works outside of the TPZ and the further impacts of the structure within the TPZ. Works outside of the TPZ may change hydrology for the tree, and works inside the TPZ will reduce natural rainfall infiltration and nutrient cycling. It is acknowledged that inside the TPZ irrigation mulching and routine monitoring may be able to offset any impacts, but is identified there is a risk to the ongoing viability of the tree.*

To ensure the successful retention of this tree, the following must be included in the Development Plan.

- An ongoing maintenance program to monitor and respond to any impacts of the works on the health of the tree.
- Provision of access panels within the reinforced slab/decking to facilitate access to the root plate area beneath in the event that soil remediation is required
- Installation of irrigation beneath the slab/decking structure.
- Installation of a soil monitoring beneath slab/decking structure
- Design of the slab/decking structure must allow for some natural rainfall infiltration from the turf layer above.

The above requirements are included in the officer recommendation for inclusion in the Development Plan prior to its endorsement.



Tree 321 (Identified as Tree 228 on Boroondara's Significant Tree Register)

**Above:** Location of Tree 321

#### Tree 323 (River Red Gum - *Eucalyptus camaldulensis*)

Tree 323 is listed on the City of Boroondara Significant Tree register and is to be retained and protected. The tree is located south of the Chapel Oval. No works are proposed to be conducted within close proximity of this tree. A Tree Management Plan would the continued retention and protection of this tree.

In summary, Council's Arborist is generally supportive of the proposal, subject to adequate tree protection measures. An updated Development Plan will be required to address the specific protection of Tree 323. The other recommended conditions as below will be included in Council's referral correspondence to DEWLP, the responsible authority for issuing the Planning Permits to enact the Development Plan.

#### **Amended plans required**

Plans modified to show:

- a) The Tree Protection Zone and Structural Root Zone of Tree Nos. 59, 74, 173, 174, 175, 176, 177, 178, 179, 180, 181, 197, 203, 204, 205, 208, 209, 210, 215, 216, 274, 275, 276, 277, 278, 279, 280, 281, 282, 284, 289, 290, 291, 292, 293, 300, 301, 302, 309, 310, 320, 321, 322, 323, 324, 325, 328, 359, 448, 449, 450, 451, 494, 495, 496, 497, 498, 499, 500, 501, 502 and 503 (as identified in the Arborist Report submitted with the application prepared by Civica (dated 22<sup>nd</sup> July 2021) drawn on all site and floor plans;
- b) Notation on all site and floor plans that Tree Nos. 59, 74, 173, 174, 175, 176, 177, 178, 179, 180, 181, 197, 203, 204, 205, 208, 209, 210, 215, 216, 274, 275, 276, 277, 278, 279, 280, 281, 282, 284, 289, 290, 291, 292, 293, 300, 301, 302, 309, 310, 320, 321, 322, 323, 324, 325, 328, 359, 448, 449, 450,



451, 494, 495, 496, 497, 498, 499, 500, 501, 502 and 503 are to be retained and protected in accordance with the endorsed Tree Management Plan required by this Permit;

- c) Any modifications to the location or layout of buildings and/or works recommended in the endorsed Tree Management Plan required by this Permit;
- d) The siting of any necessary stormwater detention pit, underground services and pits, and/or rainwater harvesting tank to be located outside any area set aside for deep-soil planting and outside the Tree Protection Zone of any trees to be retained/protected.
- e) Notation on all site and floor plans that all excavations within the Tree Protection Zone of Tree 74, 300, 301 and 321 must be undertaken with hand tools or hydro-vacuum to a minimum depth of 1 metre, and that all excavation works must be supervised, document and certified by the Project Arborist.
- f) Access panels built into the decking/slab structure within the Tree Protection Zone of Tree 321 to the satisfaction of the Responsible Authority to facilitate access to the root plate area beneath in the event that soil remediation is required.
- g) The decking/slab structure within the Tree Protection Zone of Tree 321 designed to allow for natural rainfall and irrigation into the soil beneath it to the satisfaction of the Responsible Authority.

### **Landscape plan**

- a) A survey (including botanical names) of all existing trees to be retained and of those to be removed. The intended status of the trees shown on the landscape plan must be consistent with that depicted on the development layout plan;
- b) All hard surfaces proposed within the Tree Protection Zone of Tree Nos. 196, 197, 203, 204, 205, 309 and 310 (as identified in the Arborist Report submitted with the application Civica (dated 22<sup>nd</sup> July 2021) must be constructed of permeable materials; be constructed above current grade; and be constructed on foundations that maintain appropriate permeability for each tree, to the satisfaction of the Responsible Authority;
- c) Detailed construction specifications for all permeable surfaces that include cross-section diagrams;
- d) An ongoing tree maintenance program to ensure the successful management of Tree 321 and 323. The maintenance program must include installation of mulch and supplementary irrigation within the Tree Protection Zone, and monitoring of soil conditions (moisture, pH) beneath the slab/decking structure.
- e) Thirty (30) canopy trees (minimum 2 metres tall when planted and must achieve a minimum mature height of 13 metres and canopy spread of 7 metres) on the property;

- f) Twenty (20) small trees (minimum 2 metres tall when planted and must achieve a minimum mature height of 7 metres and canopy spread of 5 metres) on the property;
- g) All trees must comply with Australian Standard AS2303:2015 - Tree Stock for Landscape Use;
- h) All canopy trees must be planted by an AQF Level 3 Qualified Arborist, Landscape Gardener or Horticulturist;
- i) All canopy trees must be planted more than 2 metres away from any structures, paving, decking, property boundaries, easements, existing trees or shrubs;
- j) All small trees must be planted more than 1 metre away from any structures, paving, decking, property boundaries, easements, existing trees or shrubs;

### **Tree Management Plan**

Concurrent with the submission of amended plans required by Condition 1 of this Permit and prior to any demolition or site works, a Tree Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Tree Management Plan must be prepared by a minimum AQF Level 5 qualified and experienced Arborist in relation to the management and maintenance of Tree Nos. 59, 74, 173, 174, 175, 176, 177, 178, 179, 180, 181, 197, 203, 204, 205, 208, 209, 210, 215, 216, 274, 275, 276, 277, 278, 279, 280, 281, 282, 284, 289, 290, 291, 292, 293, 300, 301, 302, 309, 310, 320, 321, 322, 323, 324, 325, 328, 359, 448, 449, 450, 451, 494, 495, 496, 497, 498, 499, 500, 501, 502 and 503 (as identified in the Arborist Report submitted with the application prepared by Civica (dated 22<sup>nd</sup> July 2021)). The Tree Management Plan must make specific recommendations in accordance with the Australian Standard AS4970: 2009 - Protection of Trees on Development Sites and detail the following to ensure that all retained trees remain healthy and viable during construction:

- a) A Tree Protection Plan drawn to scale that shows:
  - vi. Tree Protection Zones and Structural Root Zones of all trees to be retained;
  - vii. All tree protection fenced off areas and areas where ground protection systems will be used;
  - viii. The type of foundations (illustration or notation) within each Tree Protection Zone;
  - ix. Any services to be located within the Tree Protection Zone and a notation to state that all services will either be located outside of the Tree Protection Zone, bored under the tree protection zone, or installed using hydro excavation under the supervision of the project arborist; and
  - x. A notation to refer to the Tree Management Plan for specific detail on what actions are required within the Tree Protection Zone.
- b) Details of how the root system of any tree to be retained will be managed. This must detail any initial non-destructive trenching and pruning of any roots required to be undertaken by the project arborist; and details of how any permeable surfaces within the Tree Protection Zone of retained trees will be constructed;



- c) Supervision timetable and certification of tree management activities required by the Project Arborist to the satisfaction of the Responsible Authority;
- d) All remedial pruning works that are required to be performed on trees during demolition and development of the site. The pruning comments must reference Australian Standards 4373:2007, Pruning of Amenity Trees and a detailed photographic diagram specifying what pruning will occur.
- e) The recommendations contained in the approved Tree Management Plan must be implemented to the satisfaction of the Responsible Authority and any changes to the endorsed Tree Management Plan will require written authorisation from the Responsible Authority.

### **Tree Management Plan and Construction Management Plan**

If a Construction Management Plan is required as a condition of this permit it must be in accordance with the Tree Management Plan and Tree Protection Plan.

### **Contractors to be advised of trees to be retained and protected**

The owner and occupier of the site must ensure that, prior to the commencement of buildings and works, all contractors and tradespersons operating on the site are advised of the status of trees to be retained and protected as detailed in the endorsed Tree Management Plan and are advised of any obligations in relation to the protection of those trees.

### **Regulation of activities in Tree Protection Area**

No vehicular or pedestrian access, trenching or soil excavation is to occur within the Tree Protection Area as detailed in the endorsed Tree Management Plan without the prior written consent of the Responsible Authority. No storage or dumping of tools, equipment or waste is to occur within the Tree Protection Zone.

### **Documentation and Certification by Project Arborist**

- a) Prior to the commencement of any site works, including demolition and excavation, the Responsible Authority must be provided with evidence that a project arborist has been engaged as part of the ongoing consultant team to oversee the design and construction, and to ensure the development does not have a detrimental impact on the ongoing health and stability of the trees to be retained. The project arborist must hold suitable qualifications and experience to the satisfaction of the Responsible Authority. Evidence of the appointment of the project arborist must be submitted to the satisfaction of the Responsible Authority (quoting the Planning Permit number and site address, emailed to [Boroondara@boroondara.vic.gov.au](mailto:Boroondara@boroondara.vic.gov.au)) not less than seven (7) days before the commencement of works on site.
- b) Prior to the commencement of any site works, including demolition and excavation, a timetable for the supervision and certification of tree management activities which is to the satisfaction of the Responsible Authority must be prepared by the project arborist and submitted to the Responsible Authority for approval. A signed and dated copy of each stage of the supervision timetable certified by the project arborist (quoting the Planning Permit number and site address, emailed to

[Boroondara@boroondara.vic.gov.au](mailto:Boroondara@boroondara.vic.gov.au)) must be submitted to the Responsible Authority not more than seven (7) days following the completion of each stage.

## Urban Design

### URBAN DESIGN COMMENTS

The proposed master plan aims to guide the future development, growth and spatial requirements of Xavier College over the next 30 years. Though initiated by the XC150 Strategic Plan, the key driver for the master plan seems to be the closure of the Brighton Campus and the relocation of the Year 7 and 8 students to the Senior Campus.

Overall, the proposed strategies that underpin the updated development plan are sound and plausible. They seek to improve the Campus's environment and enable it to support the health and wellbeing of its current and future users.

The extracted diagram below communicates the development plan strategies visually. The strategies that directly affect the campus's physical environment include the following:

- Improving connectivity and pedestrian access within the Campus and between its different precincts;
- Supporting and strengthening the spiritual identity of the College that gives it a unique identity;
- Responding appropriately and sensitively to the different edge conditions;
- Preserving the heritage setting and enhancing views and vistas to valuable historic assets;
- Separating people from cars, prioritizing pedestrians over cars and enhancing their experience;
- Creating a diverse range of outdoor and indoor spaces, at varying scales and of different ambiances to suit various uses and activities, including active spaces that promote social interaction and a sense of community as well as quiet zones for reflection and contemplation;
- Providing safe, healthy, accessible and high-quality spaces that encourage physical activity, formal and informal recreation;
- Enhancing and activating existing facilities to support a vibrant campus life;
- Connecting to the site's and area's history and past; and
- Promoting and embracing sustainability in all areas, including social and environmental.

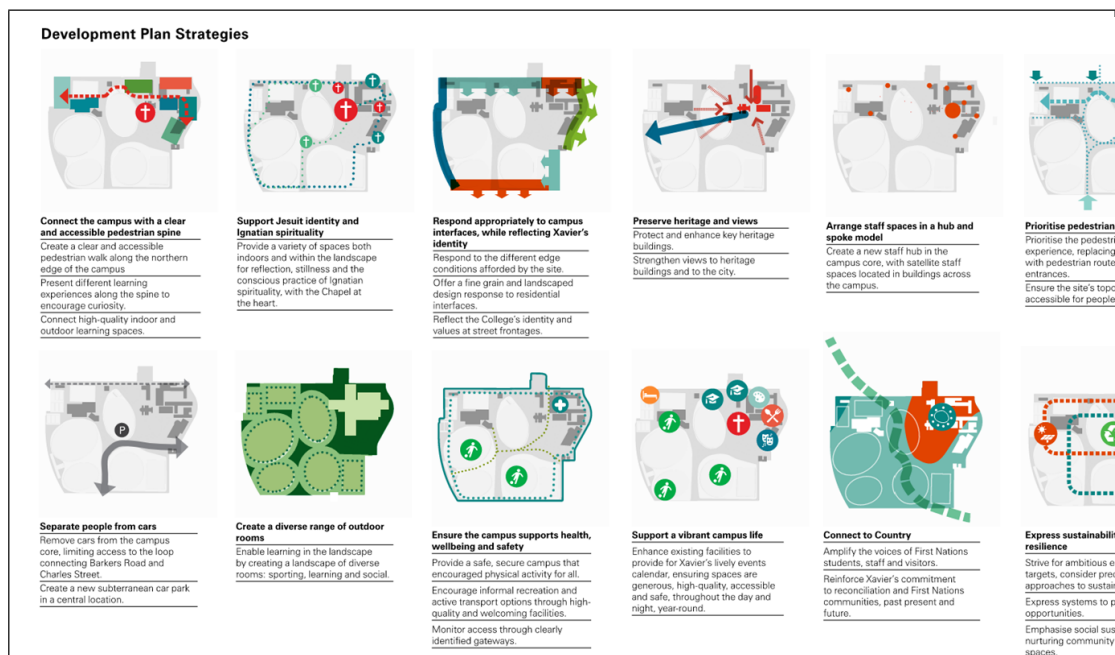


Figure 1: Extract of the development plan strategies.

### Master Plan Considerations

From an urban design perspective, the development plan strategies outlined above have great standing and are vital for the long-term sustainability, resilience, and prosperity of the College, and as such generally supported.

However, one of the most fundamental urban design principles and perhaps the first to be considered in the master planning process of any new or existing site should be its harmonious integration with its context, physically and socially. How can the College reconnect with the surrounding community? How can it help re-stitch the urban fabric within which it resides to benefit all stakeholders and the broader community, instead of remaining a super, impenetrable block, operating as a mini-city on its own?

The Development Plan stresses the need to respond and successfully manage the sensitive interfaces to the north and south-east, but it falls short of examining the complexities associated with these edge conditions and exploring avenues to resolve the existing tensions. It fails to look outside the box and capitalize on the opportunities presented by the master planning process to help the College integrate meaningfully with the surrounding community and contribute positively to the public realm within the broader context.

The development plan is a golden opportunity for the School to re-establish its position as an active player and partner with the community in the development of the whole area, a proactive not reactive approach. This can only be achieved by giving back generously to the community to build trust and cultivate a reciprocal relationship found on respect and understanding of the roles and responsibilities of both parties in the bigger picture. Instead of reinforcing the Campus's edges and emphasizing the existing heavy-handed approach of buffers, barriers, borders and more separation, the master plan should seek to dissolve, or at least diminish, the whole notion of 'us and them'.

The long-term horizon of the strategic plan necessitates a more discerning and inclusive approach. This is particularly important given the constantly evolving landscape of learning and education and continuously expanding role of

institutions. Gone are the days where educational facilities existed as insular entities, turning their backs to their contexts and hosting communities. The School's educational role and high standing entrust it to lead by example for all future development in the area. Its large landholdings and strategic location on the periphery of the Kew Junction MAC empower it to rightfully and fruitfully contribute to the broader discussion.

For the above reasons, we encourage the school to rethink the proposed east-west spine lining the northern interface and ideally upgrade it to a wider, more generous and inviting public walkway or shared zone. This link can connect Stanley Street east, or even Charles Street, to Stratford Avenue and further west through the Vic Roads site to Denmark Street and the Junction.

A few squares/spaces of different functions and characters can interrupt the spine, marking intersections or terminating streets/lanes like the Gellibrand Street plaza. The Stratford Avenue plaza at the western end can continue through the Vic Roads site as part of any future redevelopment, potentially growing to a prominent open space serving the entire Junction. At the other end of the spectrum, a smaller square lined by the historic Great Hall and Chapel facades and adorned by their distinct roof features can terminate Stanley Street's vista. In addition to these, smaller, less formal spaces can branch out of the spine where needed to provide respite and opportunities for people to stop and linger. These can be either separate or associated with buildings' entries and courtyards.

By initiating a dialogue and engaging with the community, the College is opening its arms and offering a high-quality transitional space graced with a complementary landscape regime to be enjoyed by all, and potentially resolving the tensions with the private northern interfaces permanently.

To the west, the interface with Vic Roads is activated by the Stratford Avenue plaza, which will act as a western gateway to the Campus, replacing the existing unsafe steps, see image below. This profound gesture of generosity can be the impetus for significant improvements in the area and the revitalization of the whole Junction, shared equitably by the School, the Vic Roads site and other major landholders.



Figure 2: Image of the steps connecting the school to the Vic Roads site.

Furthermore, this enhanced east-west permeability can be supplemented by a north-south connection, resulting from formalizing the existing north-south link, with priority given to pedestrians over cars.

The aerial photo in the diagram below (Figure 3) shows the indicative location of the east-west spine and its role in the broader network of pedestrian routes and



lanes. We hope it facilitates a better understanding and appreciation of the ripple effect these through-block links and connections could have on the precinct and larger catchment. The western plaza can eventually become a linear and multi-layered, public open space that can cater for a wide range of activities and social events for the School and broader community.



Figure 3: An aerial photo of the area marked up with proposed indicative links and connections through the Campus.

### **Car parking**

The proposed consolidation of open car parking areas and their containment into a new underground car park structure below the school's oval should improve the site's environment significantly. It reduces the extent of hard paving on the site, enhances its visual appearance and improves pedestrian amenity and safety. Various traffic management measures can be explored to eliminate/reduce through-traffic (rat-running), like limiting vehicular access to the loop connecting Charles Street and Barkers Road, as proposed in the development plan, and adopting a range of traffic-calming measures.

The consolidated basement car parking facility is highly commended, as it will remove traffic from adjacent streets, resolve conflict between cars and pedestrians, create new opportunities for soft landscaping and promote environmental sustainability.

### **Building envelopes**

#### Year 7 & 8 Building

The proposed Year 7 & 8 building is about 15-17 metres in height. While a 10m wide walkway may provide sufficient separation, the potentially 60m long, 15-17m



high built form along the northern, most sensitive residential interface may raise visual bulk concerns for adjacent single and double-storey dwellings. Ultimately, the year 7 and 8 building's height will be determined by the width, treatment and character of the new east-west spine. That said, a stepped building profile would be preferable as it helps reduce the apparent mass and mitigate any potential visual impact on abutting properties. Depending on the floor to floor height, most likely a 2-3 storey building form would work for the lower northern section, stepping up to the total 15m height. The gradual height increase helps manage this sensitive interface more successfully and deliver a gentler scale transition to the lower scale north.

#### Teaching & Learning Building

The proposed Teaching and Learning Building, set to replace the Senior Boarding House, is anticipated to exceed 16 metres, potentially incorporating three high storeys.

Similar to the Eldon Hogan Performing Arts Centre on Charles Street, there is an opportunity for an architecturally unique, specialist building that mediates between the heritage buildings east and the new Year 7 and 8 Building to the west. This building will need to be crafted meticulously to ensure it sits well within its environs and responds distinctly to each interface.

While the actual height is not an issue, the potential impact on existing views from adjacent streets and spaces to the Memorial Chapel needs to be examined closely when determining the height and alignment of the Teaching and Learning Building. As evident in the street photo below (Figure 4), the Chapel and the Great Hall building terminate the vista of Stanley Street at present. It is preferable if the new facility did not rise above the parapet line of the Chapel so it does not significantly obscure or encroach on the views of the main dome and the two cupolas at this end.



Figure 4: Street view of Stanley Street with the Campus buildings terminating its vista. For the reasons listed above, the separation distances between proposed and existing buildings in the Central Precinct, circled in the red cloud in the extract at Figure 5 below, may need to be tested further and re-examined to deliver the most appropriate outcome. Also, a five-metre gap between the two new buildings may not suffice, but this is largely influenced by the design, continuity and profile of the walls on either side, not their heights only.

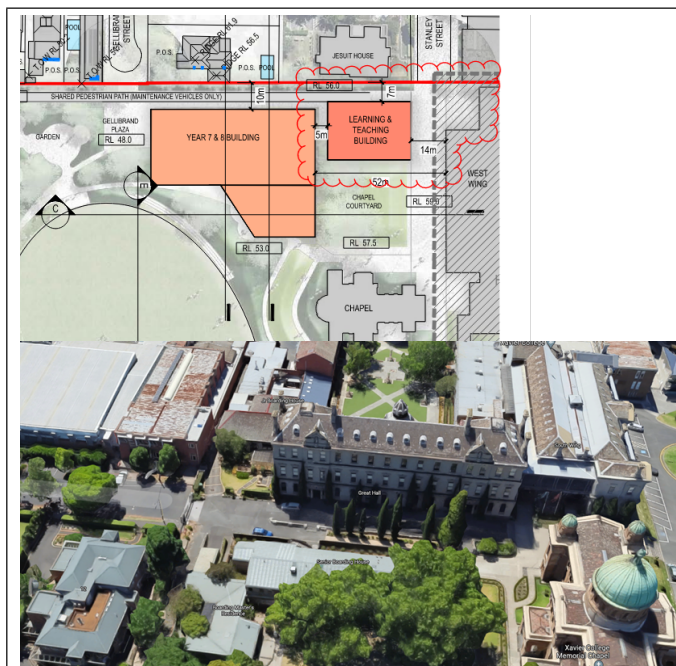


Figure 5: extract from the Central Precinct diagram to the left and an aerial 3D view of the precinct showing the Chapel and Great Hall to the right.

#### Boarding House

To the west, the boarding house, adjacent to the sports complex, may need some slight refinements too. The 14m high built form may suit the western Vic Roads interface but not the northern sensitive interface. A lower form may better navigate the sensitivities and complexities associated with this interface before rising to the taller 14m mass.

#### **Planner's Comments:**

Council's Urban Designer recognises the Development Plan strategies as relevant to improving the connectivity and future growth within the Campus while at the same time preserving the heritage significance of buildings and protecting views to and within the Campus.

In response to the Urban Designer's referral comments, the Year 7 and 8 Building has been reduced in height and the building now adopts a stepped built form profile to reduce its visual mass impact to the northern residential interface. The stepped approach is considered to successfully deliver a scaled transition in accordance with the topography of the land and better integrates with the site and surrounds.

The amended plans also address the Urban Designer's comments with regard to the potential dominance of the Learning and Teaching Building. This building now incorporates a reduced eastern interface by tapering the eastern side of the building inwards toward the Chapel. The setback to the west wing has also increased from 14 meters to 20 metres, ensuring the prominent Chapel views remain uninterrupted from adjacent streets and spaces within Campus.

The Boarding House building envelope has been updated to incorporate more articulation at the northern interface, adjacent to the existing residential buildings.

The Boarding House is also setback 10 metres from the northern boundary with vegetation buffers to these sensitive residential interfaces to soften the built form views from the adjacent properties.

The proposed underground car park is a positive design response in preserving the environmental and visual appearance of the Campus grounds and managing excessive hard paving on the site. The carpark will assist in traffic movement to and from the grounds, provides an improved correlation between cars and pedestrians and allows for greater landscaping opportunities.

Initial concerns were expressed with regard to the east-west spine and its connectivity to the public realm. It was recommended the Campus create a public walkway along the northern boundary of the site acting as a shared pedestrian zone.

Whilst this would provide a connectivity between the public and private realms, this is contrary to Child Safe Standards designed to protect the safety and risk to children and does not align with College protocols and its approach to child safety. Being an educational facility for children, the shared public pathway is not appropriate or practical in a school environment.

The future development and use of the abutting VicRoads site is currently unknown. However, the Development Plan has included a potential link between the School and VicRoads site allowing future connection of the sites to be explored.

From an urban design perspective, overall it is considered that the development plan demonstrates a successful design response.

#### **Traffic & Transport - Traffic Engineers**

Throughout the duration of the Development Plan application, several iterations of the traffic assessments and data have been submitted in response to initial referral comments and objector concerns. Of relevance, the comments provided are as follows:

##### 4 May 2021

*A review of the traffic modelling presented for each of the proposed site accesses when including the additional post-development traffic volumes indicate that the Charles Street/Hansen Street/ site access intersection and the site accesses at Gellibrand Street and Stratford Avenue will likely operate within acceptable limits and that the anticipated traffic volumes may be accommodated without significant impact.*

##### 21 September 2021

*Vehicle access to/from the school is to be altered as part of the Development Plan, with general vehicle access points reduced to a single access to both Barkers Road and Charles Street only. There are also the retention of two additional access points as part of the development plan, of which one is restricted to Exit only and the other provides access to/from the tennis courts. These accesses are exclusively for*

*service vehicle use only along with two other access points along the Charles Street site frontage.*

*Based on the proposed additional traffic generation and distributing these volumes across the existing and proposed access points around the site, post-development traffic volumes and intersection performance has been evaluated via the use of SIDRA Intersection software. A review of the traffic modelling presented for each of the proposed site accesses when including the additional post-development traffic volumes indicate that the Charles Street/Hansen Street/ site access intersection and the proximate intersection of Barkers Road/Denmark Street/Power Street will likely operate within acceptable limits and that the anticipated traffic volumes may be accommodated without significant impact.*

29 October 2021

*I refer to the current planning application at 135 Barkers Road, Kew (DP21/002) associated with the Xavier College Development Plan. The submitted development plan, which is proposed to guide development at the site for the next 30-year period, proposes to stage this development over a number of stages. The development plan includes the construction of several significant buildings and facilities within the Xavier College precinct, a number of changes to vehicular access/circulation abutting the school, additional on-site car parking capacity via the construction of a below ground car park, improved pedestrian links to/from the school and within the school and other improvements.*

*The development plan previously proposed the signalisation of the main site access at Barkers Road. This would result in significant changes to the Barkers Road streetscape and on-street parking capacities and also included the proposal of the installation of detector loops within the private access at 150 Barkers Road to regulate traffic movements. The inclusion of this major traffic control device and associated infrastructure was reviewed and not supported by VicRoads and significant objection was also received from the surrounding community.*

*Accordingly, a revised proposed access arrangement is now proposed at the Barkers Road site access. The existing access will be upgraded and widened (by approximately 8m) on the west to protect an existing large tree on the eastern side. Separated vehicle entry and exit traffic lanes are to be accommodated as part of the widened site access. Right turns out of the site will be banned between 8am-9.30am and 2.30pm-6pm, as is consistent with key school pick-up/drop-off periods. Buses are proposed to be excepted and permitted to turn right out of the site at all times.*

*On review of the revised submitted development plan dated 19 October 2021, including a revised traffic engineering assessment prepared by Traffix Group, dated 18 October 2021, VicRoads referral response dated 26 October 2021 and associated supporting documentation I provide the following additional feedback regarding the proposed alternative access arrangements at the Barkers Road site access only:*

*The proposed banning of the right turn movement out of the site during specified morning and afternoon peak periods, with an exemption for buses is acknowledged. This proposed restriction is to be enforced via signage only. Given the time-based restriction, rather than full-time restriction of this movement, the provision of a physical traffic island to reinforce this may be difficult to construct and maintain effectiveness, whilst still permitting full traffic movement outside of these restricted periods.*

*The practicality of still allowing buses to turn right out of the site at all times may likely result in significant internal queuing within the site, particularly during peak periods as adequate gaps in traffic on Barkers Road to accommodate the bus entering traffic would likely be limited during these periods. Consideration should be given for this access restriction to apply to all vehicles, including buses.*

*As per VicRoads referral response, it is also acknowledged that given the stated post-development traffic volumes into and out of the site, a request for a dedicated right-turn lane for westbound traffic and amendments to the northern kerb in the vicinity of the site access to assist left-turning traffic into the site has been made to further facilitate this site-generated traffic. Any treatments must be designed in accordance with relevant design standards and be subject to VicRoads approval.*

*Additionally, VicRoads further advice regarding submitted bus swept path analysis and the requirement to make allowances for parked vehicles on Barkers Road is also acknowledged. Relevant amendments to the access design may be required to adequately accommodate the egress of buses from the Barkers Road site access. Revised swept path analysis and/or amendments to the access design should be submitted to demonstrate suitable egress in both directions.*

#### **Planner's Comments:**

The Development Plan includes a number of changes to vehicular access/circulation abutting the School and the provision of additional onsite car parking in the form of an underground car park beneath the Chapel Oval. The Development plan also includes improved pedestrian movement to and from the School and within the Campus.

It is noted the proposed signalised traffic system off Barkers Road has been removed from the Development Plan and is no longer for consideration.

It is proposed to restrict access to and from the Stratford Avenue, Gellibrand Street and Stanley Street to service vehicles only. It is acknowledged in the *Traffic Group Assessment* (p10 Oct 2021) that the proportion of heavy vehicles associated with the site utilising Stratford Avenue is anticipated to increase. Given only maintenance vehicles will be accessing via Stratford Street, it is anticipated the traffic volumes will be infrequent and not exceed beyond the existing conditions and therefore are considered acceptable. Exiting via Gellibrand Street will also alleviate any potential congestion in the Street

Council's traffic engineers note:



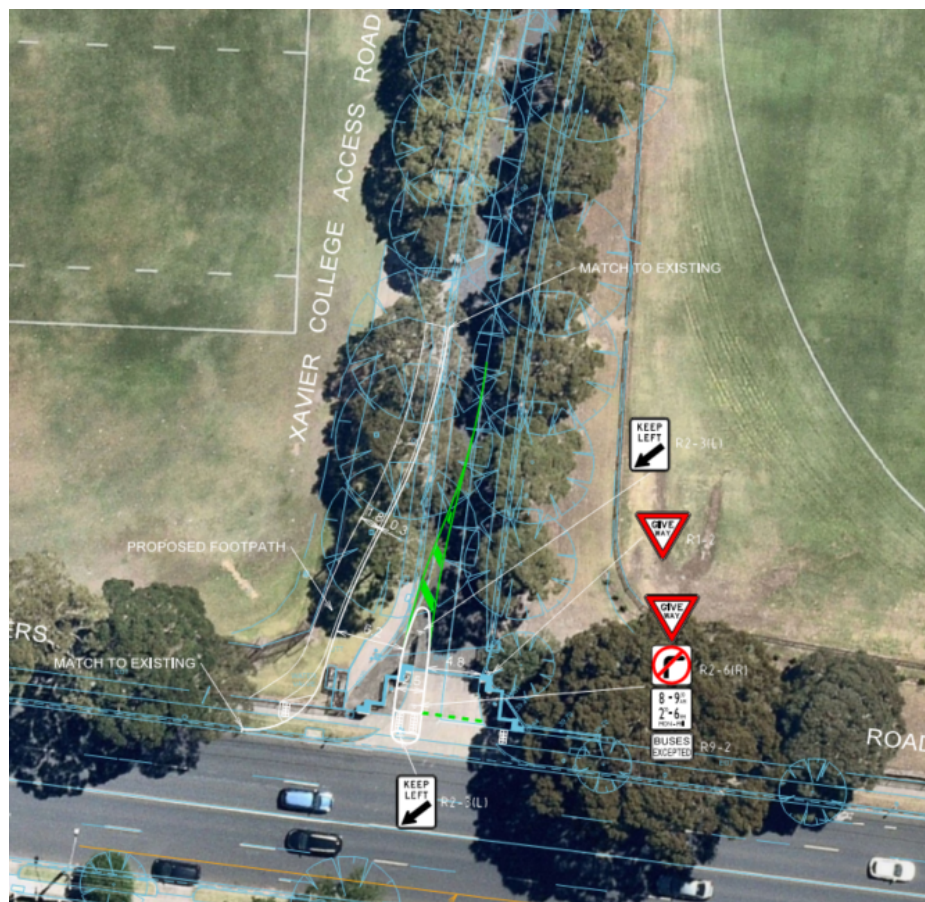
*A review of the traffic modelling presented for each of the proposed site accesses when including the additional post-development traffic volumes indicate that the Charles Street/Hansen Street/ site access intersection and the site accesses at Gellibrand Street and Stratford Avenue will likely operate within acceptable limits and that the anticipated traffic volumes may be accommodated without significant impact.*

As such it is considered the Development Plan will not significantly impact on the existing functionality of the surrounding local road networks and is generally consistent with the existing use of the site.

The southern driveway access abutting Barkers Road is also proposed to be widened by 8 metres. The driveway is to be widened on the west side, taking into consideration the requirements to protect the large canopy tree (Tree 74) on the east of the accessway as noted above in the arborist referral section.

Separated vehicle entry and exit traffic lanes will be established within the Campus driveway as part of the widened site access.

Right turns out of the site will be banned between 8am-9.30am and 2.30pm-6pm. Buses are proposed to be excepted and permitted to turn right out of the site at all times. This proposed restriction is consistent with key school pick-up/drop-off periods and is to be enforced via signage only. Any traffic treatments must be designed in accordance with relevant design standards and be subject to VicRoads approval.



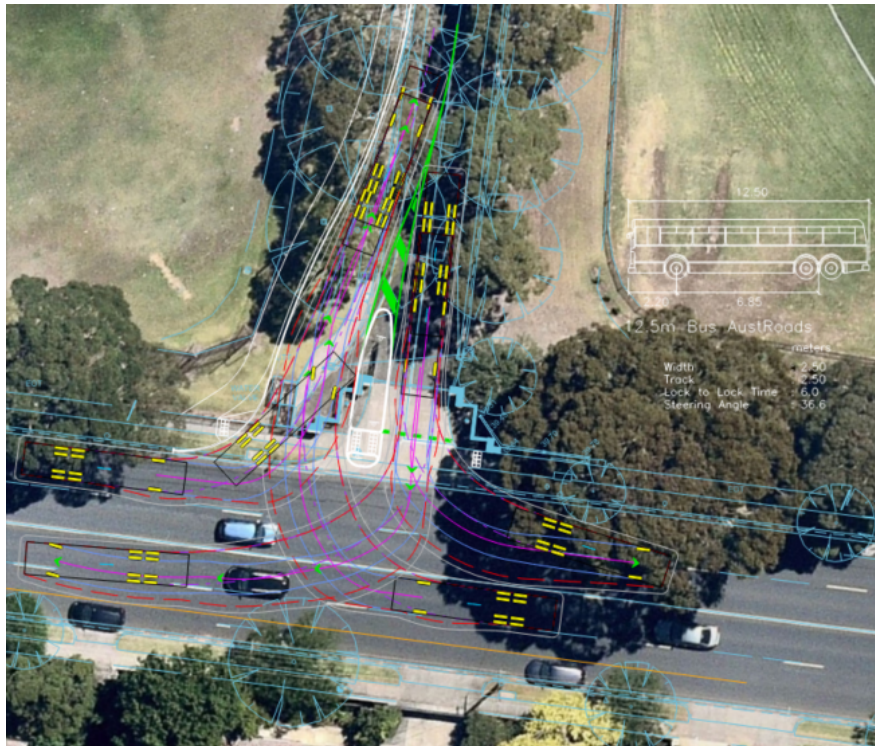
Above: Traffic functional layout concept design

Council's traffic engineers acknowledge:

*The practicality of still allowing buses to turn right out of the site at all times may likely result in significant internal queuing within the site, particularly during peak periods as adequate gaps in traffic on barkers Road to accommodate the bus entering traffic would likely be limited during these periods.*

As outlined in the *Traffic Group* report (pg 11, Oct 21) the College has advised up to four buses at any one time will be required for drop-off and pick-up services. It is considered that allowing busses to turn right out of the site at all times will not result in significant internal traffic queuing given the number of buses is limited. This also supported by Head of Transport.

The revised swept path analysis to the access design demonstrates suitable egress in both directions that will not negatively impact on nearby parked cars along Barkers Road and supported by the Head of Transport. Relevant conditions will be provided when the application containing detailed designs is referred during the planning permit application process.



**Above:** Vehicle swept paths

Further traffic discussion is detailed below in Clause 22.02 (Discretionary Uses and Development in Residential Areas Policy) section of the report below.

### Heritage Advisor

The College is affected by the Heritage Overlay (HO4) and is included on the Victorian Heritage Register (Ref No H893).

Pursuant to Clause 43.01-3 (Heritage Overlay), no permit is required:

- *To develop a heritage place which is included in the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.*

Therefore, heritage impacts are to be considered by Heritage Victoria, rather than Council. Approval from Heritage Victoria is required for buildings and works and is a separate process, outside of the Development Plan approval process.

Once an application is lodged, Council will be provided with the opportunity to review the proposal and make a submission.

### EXTERNAL REFERRALS

## Head of Transport (formerly VicRoads)

### **Comments dated 26 October 2021**

*The Head, Transport for Victoria reviewed the submitted traffic report (Traffix Group, Ref. G28932R-02D, dated October 2021) and notes that the provided information is not sufficient to issue the approval for the proposed access arrangement.*

*The Department provides the following comments with regarded to the amended proposal:*

- *It is proposed to restrict the right turn out movement during peak hour (8-9:30AM; 2:30-6PM) except for buses. However, the Department notes that it is desirable to restrict right turn out movement for buses as well since it would be hard to find gaps along Barkers Road during peak hours.  
In addition, It is proposed to enforce right turn out movements with a sign (only) which will be a very ineffective way to enforce without a physical island. However, there is no other way to restrict the right turn movement as it is time based only.  
Accordingly, the Department recommends restricting right out movements for all times and include a traffic island to the access point.*
- *The above requirement may require investigation of how the other major intersections will be affected due the above enforcements.*
- *Development traffic volumes warrant a separate right turn lane for both AM and PM peak as per Austroads Guide to Traffic Management part 6.  
Accordingly, a right turn lane should be provided with the queue length + deceleration length for v60 speed (55m for v60 speed) +distance to allow design vehicle turning path (usually around 10-15m).*
- *In addition to above, AUL(s) treatment is also warranted for left turning traffic into the site.*
- *Lastly, swept path analysis was conducted without the consideration of parked vehicles. Vehicles are allowed to park on the south side of Barkers Rd outside AM peak hour. New swept path analysis is required considering parked vehicles and design needs to be altered accordingly if necessary. This requirement will be required during the functional design stage along with functional stage RSA.*

*Noting the above, the Department requires a concept plan to be reviewed prior to issue its conditional approval for the development.*

### **Comments dated 19/11/2021**

*Following the review of the function layout plan (FLP), prepared by Traffic Group, dated 15 October 2021, Drawing No. G28932-03-01 and the SIDRA assessment (both attached), the Head, Transport for Victoria is in a position to accept the FLP*

*concept design. All concerns raised in previous correspondence dated 26 October 2021 have been satisfactorily addressed.*

*Further comments and conditions will be provided when the application is referred to our office when the planning permit application is submitted and detailed design is reviewed.*

### **Planner's Comments:**

The Development Plan is supported by the Head of Transport. Relevant conditions will be provided when the application containing detailed designs is referred during the planning permit application process.

## **PLANNING SCHEME AMENDMENTS**

### **VC180 - Non-government Schools**

Amendment VC180 replaces the interim provisions introduced by Amendment VC165 on 3 December 2019, which streamlined planning permit applications for non-government primary and secondary schools funded under the Victorian Government Non-Government Schools Capital Fund.

Amendment VC180 applies to all non-government schools regardless of funding source and introduces new fast-tracked assessment pathways.

Relevant to the Development Plan application, Amendment VC180 amends the Victorian Provisions by:

- Expanding the scope of Clause 53.19 (Non-government Schools) so that it applies to all applications (except a VicSmart application) for non-government primary and secondary schools, as well as any ancillary education centre uses carried out in conjunction with the primary or secondary school on the same land or contiguous parcels of land.
- Amending Clause 72.01 (Responsible Authority for this Planning Scheme) to designate the Minister for Planning as the Responsible Authority for:
  - i. a new non-government primary school or secondary school
  - ii. construction of buildings and works at an existing non-government school with an estimated cost of development of \$3 million or greater
  - iii. ancillary education centre (such as a childcare centre or kindergarten) uses undertaken in conjunction with either a non-government primary school or secondary school on the same land or contiguous land in the same ownership



- iv. existing applications lodged, or permits issued, under the interim particular provision at Clause 53.19 (Non-government Schools).

The new Clause 53.19 (Non-Government Schools) specifies that an application to which Clause 53.19 applies is exempt from the decision requirements of section 64(1), (2), and (3) and the review rights of section 82(1) of the Planning and Environment Act 1987. The notice requirements of section 52(1)(a), (b), (c) and (d) of the Act are not affected.

Accordingly, notice of applications where the Minister for Planning is the responsible authority will be given to the relevant council under section 52(1)(b) of the Act.

In summary, the Minister for Planning is the responsible authority for the development of land for an education centre if the estimated cost of development is \$3 million or greater (Clause 72.01-1).

As such, the developments outlined in any approved Development Plan will be lodged with Department of Environment, Land Water and Planning (DELWP). The applications will then be referred to Council for review and comment.

## GOVERNANCE ISSUES

The implications of this report have been assessed and are not considered likely to breach or infringe upon the human rights contained in the Victorian Charter of *Human Rights and Responsibilities Act 2006*.

The officers responsible for this report have no direct or indirect interests requiring disclosure.

## CONSIDERATIONS

In assessing this application, consideration has been given to the following:

- The objectives of planning in Victoria as detailed in Section 4 of the *Planning & Environment Act 1987*;
- Section 60 of the *Planning & Environment Act 1987*; and
- The relevant provisions and decision guidelines of the Boroondara Planning Scheme including the decision guidelines of Clause 65; and
- Any comment or decision of a referral authority; and
- Any objections received.

This proposal does not raise any significant adverse social or economic impacts. General social and economic impacts are addressed by the planning policy assessment below.

## ZONING & OVERLAYS

**Neighbourhood Residential Zone - Schedule 1 (NRZ1)**

The purpose of the Neighbourhood Residential Zone is as follows:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To recognise areas of predominantly single and double storey residential development.*
- *To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*

Clause 32.09-13 (Decision Guidelines) sets out the following decision guidelines that the responsible authority must consider, as appropriate:

**Non-residential use and development**

In the local neighbourhood context:

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

Pursuant to Clause 32.09-2 of the Boroondara Planning Scheme an Education Centre is a section 2 use - permit required.

The existing use of the land as an education centre does not require additional planning permission. The established school benefits from existing use rights.

Pursuant to Clause 32.09-9, a permit is required to construct a building or construct or carry out works for a section 2 use. Planning permission will be required for future buildings and works proposed.

It is considered the proposed Development Plan is in accordance with the purpose of the Residential Zone, as it provides for local demand for an educational use.

**Development Plan Overlay - Schedule 2 (DP02)**

The purpose of the Development Plan Overlay is:

- *To implement the Municipal Planning Strategy and Planning Policy Framework,*

- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if it is generally in accordance with a development plan.*

Pursuant to Clause 43.04 of the Boroondara Planning Scheme, a permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

A permit granted must:

- Be generally in accordance with the development plan.
- Include any conditions or requirements specified in a schedule to this overlay.

The development plan may consist of plans or other documents and may, with the agreement of the responsible authority, be prepared and implemented in stages.

The development plan must describe:

- The land to which the plan applies.
- The proposed use and development of each part of the land.
- Any other requirements specified for the plan in a schedule to this overlay.

The development plan may be amended to the satisfaction of the responsible authority.

It is considered the proposed development plan is generally in accordance with the provisions of the Development Plan Overlay (Schedule 2 - Institutional Uses).

Clause 3.0 of the Schedule 2 requires the Development Plan to show:

<b>Requirement</b>	<b>Assessment</b>
Existing conditions	Shown on the Development Plan and discussed earlier in this report
The size and dimensions of the land.	Shown on the Development Plan and discussed earlier in this report
Contours and levels, including levels of adjoining sites, to Australian Height Datum (AHD).	Details provided on the Development Plan drawings
Existing buildings on the land.	Noted on the Development Plan
Buildings to be removed and retained.	The Demolition Plan shows buildings to be removed include the Tennis Clubhouse, Sporting grand stand, maintenance Building, cricket nets to the north of the Chapel Oval and Senior Boarding House.
Setbacks of buildings from all boundaries.	Noted on the Development Plan drawings

The location and use of buildings adjacent to the subject site, including details of habitable room windows within 9m of the common boundary with an outlook towards the subject site and the location of private open space.	Noted on the Development Plan drawings
Arborist report documenting health, height, species and spread of existing mature trees to be removed and retained.	An Arboricultural Impact Assessment has been submitted and reviewed by Council's Arborists ( <i>discussed in the referral section of the report</i> )
Existing trees located on adjacent properties, located within 5m of the common boundary.	Information is provided in the Development Plan drawings, including a Landscape Master Plan
Number of years intended to be covered by the masterplan.	16 years
Student and staff numbers, including details of the maximum number of staff that will be on site at any one time.	<ul style="list-style-type: none"> <li>• Increase in staff numbers from 180 to 220</li> <li>• Increase in student numbers from 990 to 1500</li> <li>• Increase in boarders from 57 to 100</li> </ul>
Future building envelopes and three dimensional massing, including the scale of the development, design elements and treatment of the residential interface.	Building envelopes have been provided and treatment of sensitive residential interfaces and landscaping provided.
One site setback analysis from any adjoining land in the General Residential Zone and Neighbourhood Residential Zone and within 5 metres of a common boundary	Noted on the Development Plan drawings
An analysis of potential overlooking and overshadowing from proposed buildings to nearby residences.	N/A - to be assessed at the planning permit stage for development
Measures to address noise impacts to adjoining properties.	N/A - the School is a well-established existing educational institution
Projection of floor area needs and specialist building needs.	Noted on the Development Plan
The proposed use of each building.	Noted on the Development Plan
Any proposed or forecast use and development of land located outside the existing Development Plan Overlay area.	N/A - none proposed
Proposed circulation and access systems for both vehicles and pedestrians.	Noted on the Development Plan
Parking and traffic management measures, including the location of on-	Noted on the Development Plan

site parking and drop-off and pick-up areas, preferred access routes and measures to address vehicle queuing.	
Proposed landscaping and planting.	Information is provided in a Landscape Master Plan
A schedule of proposed building materials finishes and colours.	N/A
Staging, including indicative measures for construction management.	<p>Priority Project 1 involves the Year 7 &amp; 8 Building and Chapel Oval car park</p> <p>Priority Project 2 includes the new Boarding House</p> <p>The Specialist Teaching and Learning building, sports centre upgrade and new maintenance building are included in other projects of the Development Plan.</p>

A Development Plan Overlay (DPO2) applies to the site which specifies the need to have a development plan approved by the Responsible Authority.

In the event Council approves the proposed Development Plan, separate planning permit application/s will be required to be lodged for each building with DELWP. Pursuant to Clause 43.04-2 (DPO) of the Planning Scheme, a permit granted must be generally in accordance with an approved development plan.

#### **Heritage Overlay (HO4)**

Xavier College is affected by the Heritage Overlay (HO4) and is included on the Victorian Heritage Register (Ref No H893).

It is proposed to demolish the senior boarding house, Chapel Oval cricket nets, maintenance building, the Sports Centre Grand Stand and tennis clubhouse.

Pursuant to Clause 43.01-3 (Heritage Overlay), no permit is required:

- *To develop a heritage place which is included in the Victorian Heritage Register, other than an application to subdivide a heritage place of which all or part is included in the Victorian Heritage Register.*

Therefore, heritage impacts are to be considered by Heritage Victoria, rather than Council. Approval from Heritage Victoria is required for demolition and buildings and works and is a separate process, outside of the Development Plan approval process.

The Development Plan guides the future development and use of the Campus and includes broad design objectives. The design of individual buildings will be detailed in any future planning permit application stages. Council will seek the views of its Heritage Advisor when a specific planning permit application is referred to Council for comment.

#### **PLANNER'S ASSESSMENT**



## STATE PLANNING POLICY FRAMEWORK

The following State policies are relevant to the assessment of the Development Plan:

- Clause 9 - Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Department of Environment, Land Water and Planning, 2017).
- Clause 11 - Settlement
- Clause 15 - Built Environment & Heritage
- Clause 18 - Transport
- Clause 19 - Infrastructure

Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Department of Environment, Land Water and Planning, 2017) is a long-term plan designed to respond to the state wide, regional and local challenges and opportunities Victoria faces between now and 2050.

Specifically in relation to education facilities, Clause 19.02-2 (Education Facilities) seeks to assist the integration of education facilities with local and regional communities. This will be achieved through:

- *Ensure childcare, kindergarten and primary school and secondary school facilities provide safe vehicular drop-off zones.*
- *Facilitate the establishment and expansion of primary and secondary education facilities to meet the existing and future education needs of communities.*
- *Recognise that primary and secondary education facilities are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).*
- *Locate secondary school and tertiary education facilities in designated education precincts and areas that are highly accessible to public transport.*
- *Locate tertiary education facilities within or adjacent to activity centres.*
- *Ensure streets and accessways adjoining education and early childhood facilities are designed to encourage safe bicycle and pedestrian access.*
- *Consider the existing and future transport network and transport connectivity.*

The Development Plan is considered to be generally consistent with the broad objectives outlined in the relevant Clauses of the State Planning Policy Framework, as the proposed buildings will improve the existing education facility, which in turn will continue to provide a benefit to the community.

Furthermore, the proposal is considered to respect the character of the surrounding area and contributes appropriately to the streetscape and public realm.

## LOCAL PLANNING POLICY FRAMEWORK

The following provisions of the Municipal Strategic Statement (MSS) and Local Planning Policy Framework are relevant to the assessment of the Development Plan:

- Clause 21.01 - Municipal Profile
- Clause 21.04 - Built Environment and Heritage
- Clause 21.06 - Transport and Infrastructure
- Clause 22.02 - Discretionary Uses and Development in Residential Areas Policy
- Clause 22.05 - Neighbourhood Character Policy

#### **Clause 21.01 - Municipal Profile**

The MSS identifies the local economy being oriented towards the service sector, including property and business services, health, education and community services and retail.

Clause 21.01-2 (Key Issues and Influences) seeks to:

- *Ensuring high quality urban design standards in development.*
- *Protecting and respecting valued neighbourhood character in Boroondara.*
- *Encouraging sustainable development through energy and waste efficiency, and water conservation.*
- *Ensuring that health and education institutions are integrated with their surrounding area and are planned in a coordinated manner.*

#### **Clause 21.04 - Built Environment and Heritage**

##### **Clause 21.04-1 - Urban Design**

Council is committed to improving the quality of design in the built environment. This includes providing a high quality public realm and encouraging architecture which is sympathetic to the local context. This is consistent with community expectations around maintaining a distinctive urban and neighbourhood character and delivering high quality environments to live, work and visit.

Clause 21.04-1 identifies the following key issues in respect to achieving the above outcomes:

- *Achieving high quality urban design outcomes through development.*
- *Ensuring built form outcomes enhance streetscapes and maintain local amenity.*
- *Ensuring that the built environment caters to the needs of diverse user needs*

The objective of Clause 21.04-1 is to achieve high quality urban design and built form outcomes, which will be achieved through the following strategies:

- *Facilitate development that respects and positively responds to the physical characteristics of the site and sensitively manages its various interfaces.*
- *Support building design and internal layout of new buildings to achieve high quality passive surveillance, engagement and safety within the public realm.*
- *Require development to be responsive to existing streetscape patterns and themes.*
- *Require development to treat landscape as an integral part of the overall design.*
- *Maintain the City's streets and laneways as high quality public spaces.*

- *Require visible service areas (and other utility requirements) of buildings to be treated as an integral part of the overall design and to be fully screened from the public realm.*
- *Provide development that is accessible for people with all abilities*

### **Clause 21.04-2 - Neighbourhood Character**

A key planning objective in Boroondara is to ensure that development contributes positively to the existing or preferred neighbourhood character, while minimising adverse impacts on neighbouring properties.

Clause 21.04-2 identifies the following key issues in respect to achieving the above outcomes:

- *Loss of mature trees and gardens, and new development that does not provide adequate space for new vegetation, particularly canopy trees.*
- *Development which does not respect or positively contribute to the existing or preferred neighbourhood character.*

The objectives of Clause 21.04-2 are to ensure that the City retains its distinct neighbourhood character identity, which will be achieved through the following strategies:

- *Maintain the City's valued residential amenity including landscaped settings and leafy streets.*
- *Minimise proposals for subdivisions without approved buildings in all residential zones that create lots smaller than those in the surrounding area.*

### **Clause 21.06 - Transport and Infrastructure**

Boroondara is home to a diverse mix of residential, commercial, recreational, educational and other precincts. This brings a varying demand for car parking across Boroondara.

Clause 21.06-1 (Car Parking) identifies the following key issues in respect to car parking:

- *Resolving parking and access pressures around activity centres, health and education institutions and community facilities.*
- *Increasing private vehicle ownership and use throughout Boroondara.*
- *Managing amenity issues in residential areas and potential safety concerns from parking overspill.*

Strategies that seek to minimise the impacts of car parking issues are:

- *Consider parking reductions in development only where it can be demonstrated that sufficient car parking exists in the area and where there is a choice of transport modes available in the area.*

- *Support health and education institutions to implement measures to reduce car dependency.*
- *Improve access to activity centres via alternative transport modes - such as car share, public transport, cycling and walking - to reduce the demand for car parking.*

#### **Clause 21.06-4 - Health and Education Institutions**

Private educational institutions are a significant component of development in the municipality. The intense concentration of educational institutions within the municipality, particularly private schools, distinguishes Boroondara regionally from other municipalities. These facilities play a role in serving the needs of the community and also make a significant contribution to the local economy.

Clause 21.06-4 identifies the specific key issues relating to car parking and transport associated with education facilities as:

- *Managing amenity impacts from health and educational institutions such as car parking, access and circulation, noise and loss of residential dwellings.*
- *Managing the expansion of health and educational institutions and their interface impacts in the absence of institutional masterplans.*
- *Lack of space for health and educational institutions to expand.*

To accommodate the future development needs of educational institutions, while limiting detrimental impacts on surrounding residential areas, the following strategies are provided:

- *Encourage health and educational institutions to be located in activity centres.*
- *Provide health and educational institutions where there are minimal adverse amenity impacts on adjoining residential properties.*
- *Require a masterplan to be prepared before further development of a health and educational facility can occur.*
- *Reduce demolition of existing dwellings for health and educational institutions.*
- *Avoid health and educational institutions from opening a new frontage to or access from a local road.*
- *Reduce the isolation of existing residential properties resulting from health and educational institutions.*
- *Avoid health and educational institutions from encroaching into existing residential areas across a road from the main premises.*

<h4><b>Clause 22.02 - Discretionary Uses and Development in Residential Areas Policy</b></h4>
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The objectives of Clause 22.02-2 seek:

- *To minimise adverse amenity impacts from non-residential uses on surrounding residential properties.*
- *To ensure that development associated with discretionary uses respect the established neighbourhood character and contribute to achieving the area's*

*preferred character as outlined in the Neighbourhood Character Precinct Statements 2013.*

It is policy, as relevant, to:

### **Location**

- *Avoid the creation of clusters of non-residential activity in residential areas, other than as described in this policy.*
- *Consider clustering of medical and associated uses along main roads (Road Zone) if adjoining other medical facilities.*
- *Encourage new non-residential uses to locate on sites previously used or developed for non-residential purposes as opposed to sites most recently used for residential purposes.*
- *Encourage non-residential uses to locate on main roads (Road Zone).*
- *Encourage non-residential uses to locate on the periphery of existing commercial or shopping centres.*
- *Discourage non-residential uses that generate high levels of noise from locating in attached or semi-detached buildings.*

### **Planner's Comments:**

Xavier College is an established educational institution. The location of the School remains unchanged and the grounds are not proposed to expand.

The Development Plan incorporates the new buildings within the existing Campus. This approach is consistent with the objectives of this Policy to ensure the established neighbourhood character is respected and surrounding neighbourhood properties are not adversely impacted.

### **Layout and Design**

- *Encourage non-residential uses to re-use existing dwellings where possible to maintain the preferred neighbourhood character.*
- *Ensure new buildings and alterations to existing buildings respect and contribute positively to the preferred character statement listed in the relevant Neighbourhood Character Precinct Statement and integrate with the streetscape and surrounding area in terms of height, setbacks and design detail.*
- *Discourage non-residential development with an overall height above 9 metres in the Neighbourhood Residential Zone 1 and 3, above 9 metres in the General Residential Zone 1, above 10.5 metres in the General Residential Zone 2 and 3 and above 13.5 metres in the Residential Growth Zone.*
- *Ensure that the scale of built form around the perimeter of 'super-sized lots' located in the General Residential Zone 4 is consistent with the prevailing streetscape scale and the scale of adjacent development.*
- *Ensure waste storage areas are screened from view from the public realm.*
- *Ensure waste storage areas are located away from adjoining private open space and habitable room windows of dwellings.*
- *Ensure waste storage areas are located away from adjoining public open space.*



- *Ensure car parking areas are sited to minimise their impact on the amenity of adjoining residential properties.*

**Planner's Comments:**

Building heights throughout the site are varied as follows:

<b>Development Plan</b>	<b>Location</b>	<b>Building Height</b>	<b>Setbacks</b>
Year 7 & 8 Building	Northern boundary between Gellibrand Street and Stanley Street	15 metres (eastern end) 12 metres (western end)	10 metres from northern boundary ( <i>residential interface</i> )
Learning and Teaching Building	In place of existing senior boarding house	16.7 metres	7 metres from northern boundary ( <i>residential interface</i> )
New Boarding House	North west corner	14.5 metres	10 metres to northern boundary ( <i>residential interface</i> )  6 metres to western boundary ( <i>VicRoads carpark</i> )
Sports Centre expansion	Centrally located on the Campus	16 metres	No change
New Maintenance Building	Western boundary	3.4 metres	6 metres to western boundary ( <i>VicRoads carpark</i> )
Chapel Oval Car Park	Underground	Underground	Below ground level of existing Chapel Oval
Change room pavilion	North of Plunket/Wakefield Ovals	3 metres	Constructed into the existing embankment ( <i>carried over from the 2006 Development Plan and subject to existing VicSmart application.</i> )

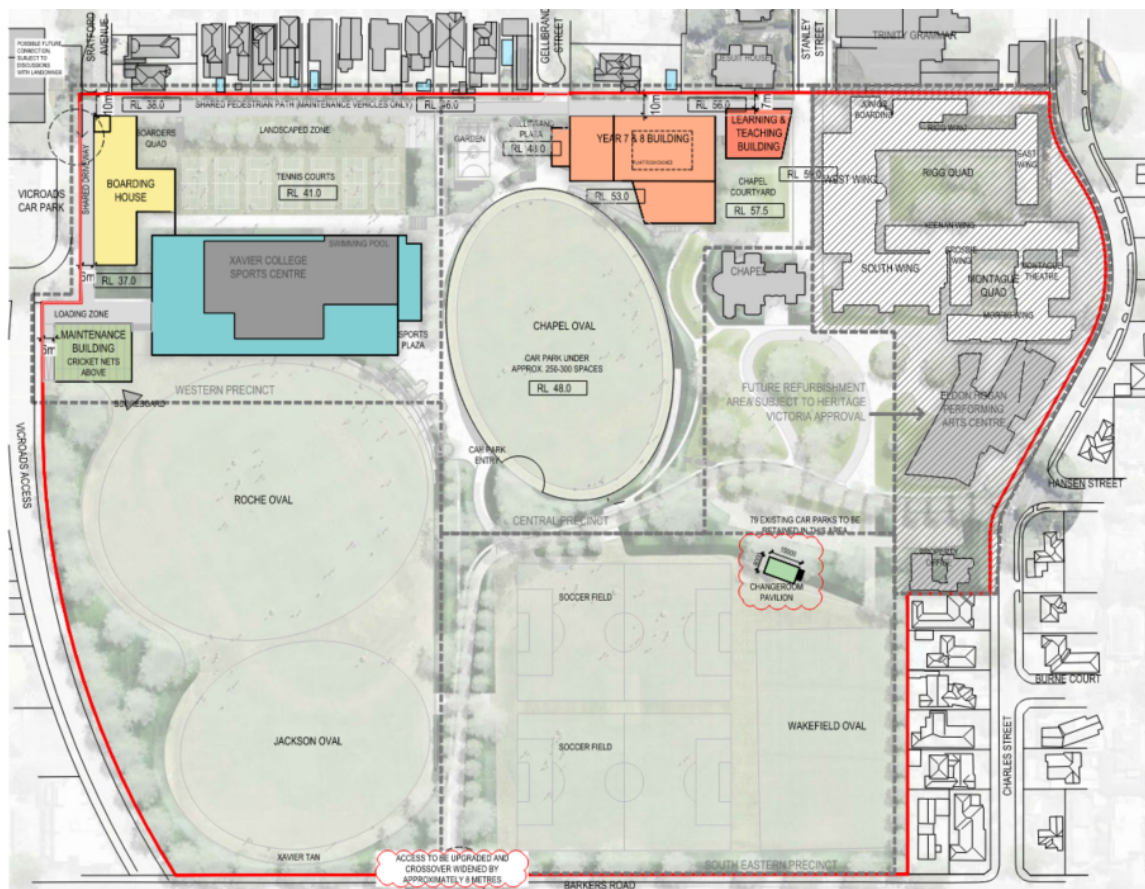


Figure 14 - Proposed Development Plan outlay

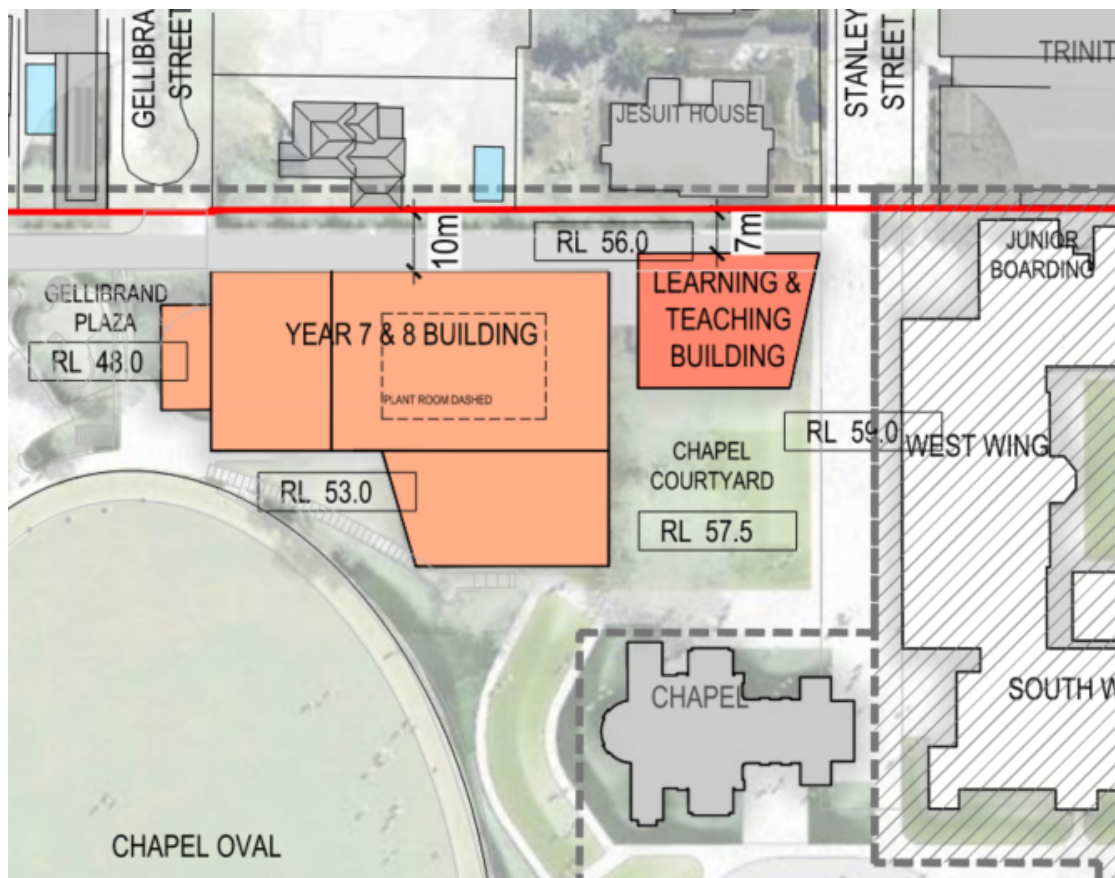
### Year 7 & 8 Building

The Year 7 and 8 building will be located along the northern boundary and will have a maximum building height of 15 metres. Taking into consideration the topography of the land, the built form will sit 1.5 metres below ground level and achieve a perceived height of 14.5 metres.

The building also incorporates a stepped format with a maximum building height of 14.2 metres facing the adjoining residential interface to the north. As the land slopes, this results in the perceived building height being 12.7 metres.

The building is setback 10 metres from the northern boundary to comply with Rescode side setback requirements and a landscape buffer will soften the built form. The setback and staggered built form appropriately addresses any potential visual bulk when viewed from the residential properties and achieves a suitable transition between the Campus building and nearby residential dwellings.

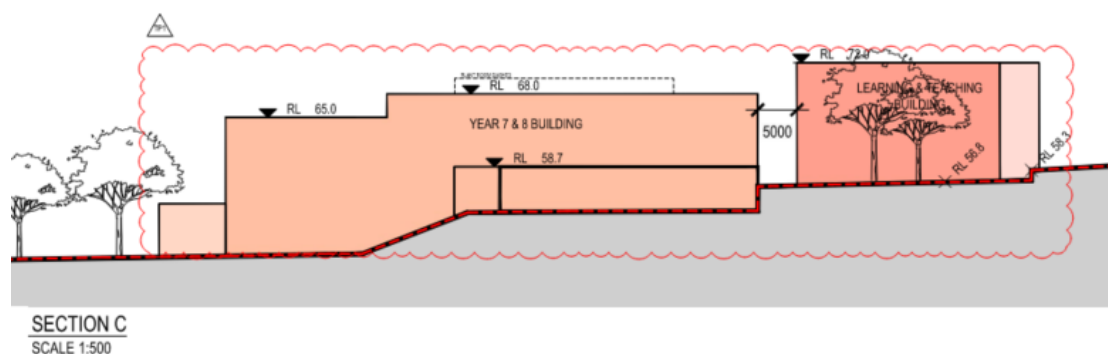
To the south, the building will have a maximum building height of 5.7 metres providing a respectful transition to the Chapel Oval.



### Learning and Teaching Building

The Learning and Teaching Building replaces the existing senior boarding school (to be demolished) and will be located immediately to the east of the new Year 7 & 8 building. This building is 3 storeys and setback 7 metres from the northern boundary abutting the Jesuit House and is nestled between existing and proposed Xavier College buildings.

The building maximum height is 16.7 metres and due to the slope of the land will appear higher than the nearby proposed Year 7 & 8 Building. The building height however is respectful of other building heights on Campus and views are largely concealed from public and private realms.

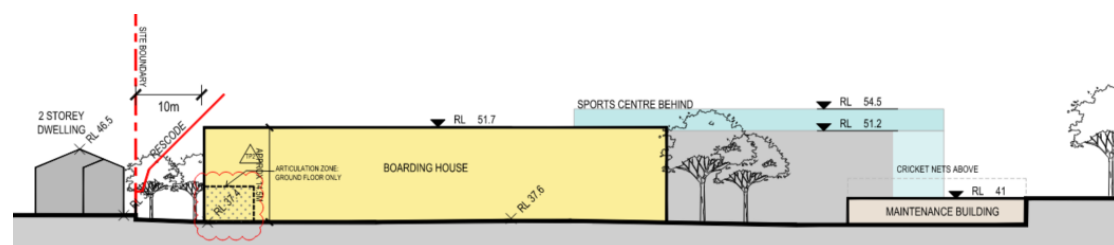


### Boarding House

The new Boarding House is to be located at the north-west corner of the site. The building mostly interfaces the VicRoads carpark to the west with a small portion to the north facing a residential area.

The building is setback 10 metres from the northern boundary and 6 metres from the western interface. It will have a maximum building height of 14.5 metres.

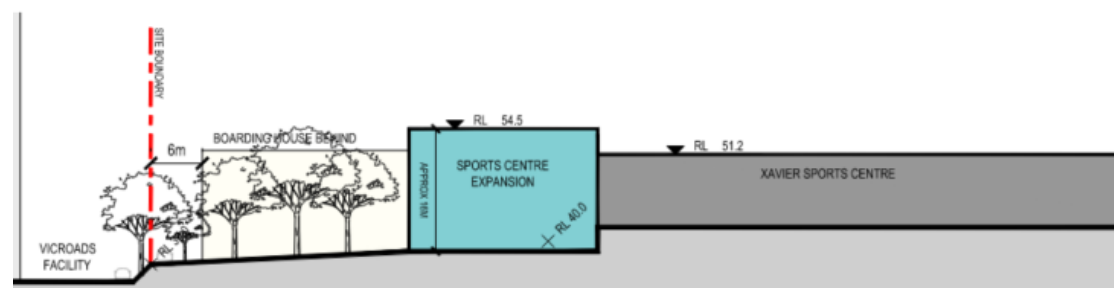
The northern portion of the building incorporates an open quadrangle space and its built form is further setback to provide an appropriate response to the No 15 Stratford Avenue dwelling where its secluded private open space adjoins the northern boundary of the College. In addition, a landscape buffer will ensure the amenity of the neighbours and views to the Campus are softened.



### Extension of the Sports Centre

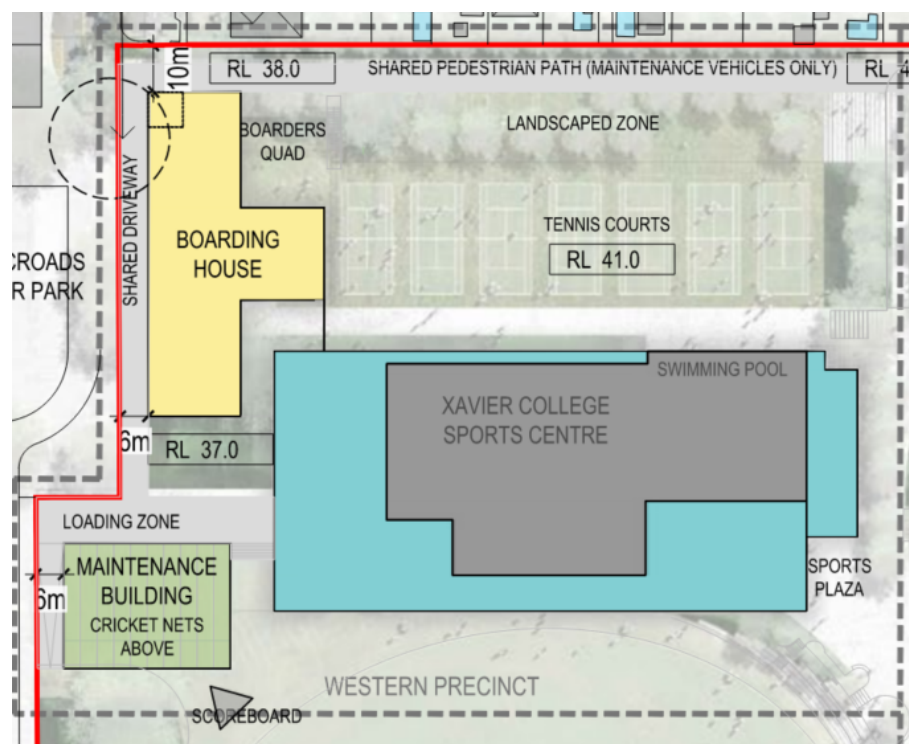
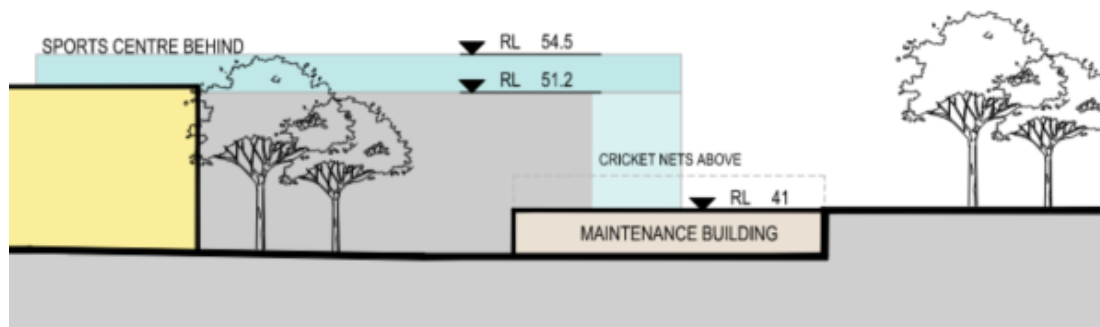
The Sports Centre expansion is required to facilitate the increase in student numbers on Campus. It will provide additional playing courts and internal upgrades and have a building height of approximately 16 metres that complements the height of the existing Sports Centre building. The Plan includes storage facilities, a tennis hub, and a function space.

The Sports Centre is centrally located within the Campus grounds and this remains unchanged.



### Maintenance Building

The existing maintenance building and associated bin storage located to the north of the Capel Oval is to be demolished. A new Maintenance building will be constructed along the western interface non-sensitive interface (VicRoads Carpark) and setback 6 metres from the boundary. The building will have a maximum height of 3.4 metres and cut into the site to follow the topography of the land resulting in it appearing level with the nearby Roche Oval. The maintenance building will include new bin storage areas in a location away from student buildings and residential areas.

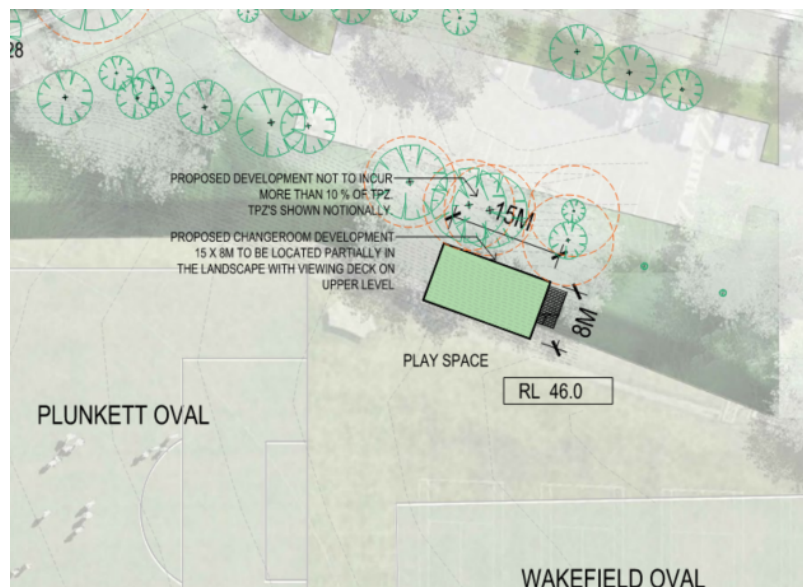


### Change Room Pavilion

Inclusion of change rooms and spectators' shelter to the north of Plunket Oval to be constructed into the existing embankment. This component is carried over from the 2006 Development Plan and a current VicSmart planning permit application has been lodged with Council. The structure dimensions indicated in the 2006 plan have been altered from 10m in length and 6 metres wide to 15 metres in length and 8

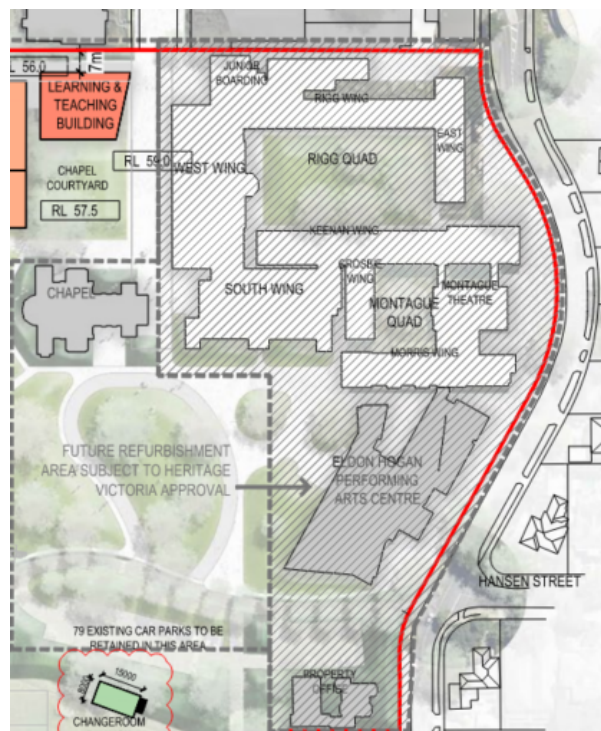


metres wide on the new Development Plan. The revised size of the pavilion is still considered to be generally in accordance with the original indicative dimensions of the 2006 plan. The construction of the pavilion ensures the protection of the nearby existing trees and will be approximately 3 metres in height.



#### Future Refurbishment

The Development Plan also identifies areas for future refurbishment to existing buildings located primarily in the eastern precinct of the Campus (shown below). This future work is indicative only and subject to separate permission sought through Heritage Victoria approvals.



The Development Plan contains design objectives to respect the neighbouring residential interfaces with regard to setbacks and visual bulk.

No change in the existing rubbish removal services is proposed.

Construction Management Plans and Waste Management Plans will be provided during the permit application stages for each building to ensure impacts are appropriately mitigated, and Council will have input at this stage by providing comments to DELWP.

Whilst the overall maximum building heights exceed the preferred 9 metre limit in residential zones, State Policy (19.01-2 -Education facilities) recognises secondary education facilities *'are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).'*

State Policy recently introduced via amendment VC180 emphasises the purpose of education centres warrants different building forms in terms of heights and setbacks. The Development Plan proposes new buildings that have been sited and consist of a built form design that responds to the topography of the land while maintaining key views to the College. In particular, views of the Chapel from Barkers Road remain unobstructed by any additional buildings forming part of the Development Plan.

### **Landscaping**

- *Ensure sites are landscaped to integrate with the landscape character of the streetscape and to minimise the effect of the development on adjoining and nearby residential properties.*

- *Ensure landscaping is provided along boundaries abutting residential properties.*

**Planner's Comments:**

The Development Plan proposes to remove 32 existing trees and plant an additional 175 trees (approximately).

The Development Plan includes a Landscape Masterplan that ensures the Campus maintains a leafy landscaped character and provides appropriate landscaping buffers to adjoining residential interfaces, specifically to the north.

The Landscape Plan outlines trees to be removed and trees to be retained on the Campus grounds. This has been discussed in detail earlier in the Arborist referral section of this report.

The Landscape Plan demonstrates the Campus can provide for sufficient planting of trees within all open space areas as appropriate. The site ensures the landscaping proposed will integrate with the existing and new buildings within the Campus and will aid to softening visual bulk while contributing positively to the natural environment.

The additional planting along sensitive residential interfaces, specifically to the north will contribute to the landscape character of the area when viewed from within the school boundaries at the same time providing a natural buffer of views to school buildings from residential properties.



**Above:** Tree removal (red), Tree retention (dark green), tree planting (light green)

### ***Traffic and Car Parking***

- *Limit the number of vehicle crossovers to one, unless more than one access point is required for the safe, convenient and efficient movements of vehicles.*
- *Minimise traffic movements and congestion in residential streets.*
- *Encourage car parking to be located to the side or rear of buildings instead of within front setbacks.*
- *Ensure car parking and access ways are designed to allow entry and exit from the site in a forwards direction where access ways are more than 10 metres long.*
- *Ensure that deliveries and unloading occurs between 7am and 8pm on weekdays, and 8am and 5pm on Saturdays and Sundays.*

### **Planner's Comments:**

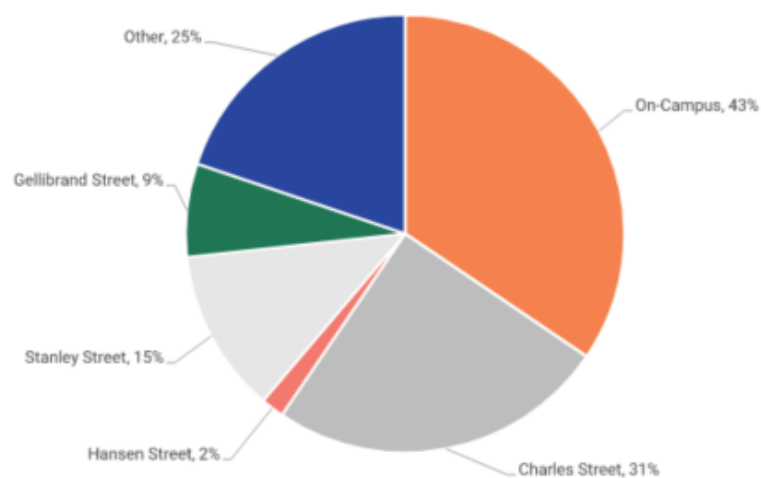
The referral comments by Council's Traffic engineers and Head of Transport (Department of Transport) have been considered in conjunction with the Traffic Engineering Assessment prepared by *Traffix Group*, dated October 2021. It is noted further Traffic Group responses and swept paths analysis (specifically off Barkers Road) were submitted post public notice in response to Head of Transport requests. This further information has also been considered.

The proposed traffic movement and car parking arrangements onsite is outlined as follows:

### **Car Parking**

Currently, the Campus provides 249 onsite car spaces. The Development Plan proposes a total of 350-400 onsite car spaces both during and after school hours.

The below diagram indicates the current parking locations for students who drive or are driven to School. All staff who drive to Campus park onsite.



Above: Student parking location (*Traffic Group Assessment, p28, Oct 21*)

It is proposed to remove 51 at-grade car parking spaces available after school hours on the basketball courts (to be replaced with the Year 7 & 8 Building).





Figure 15 - Existing basketball car parks (proposed location of Year 7 & 8 Building)  
(Source: Weave)

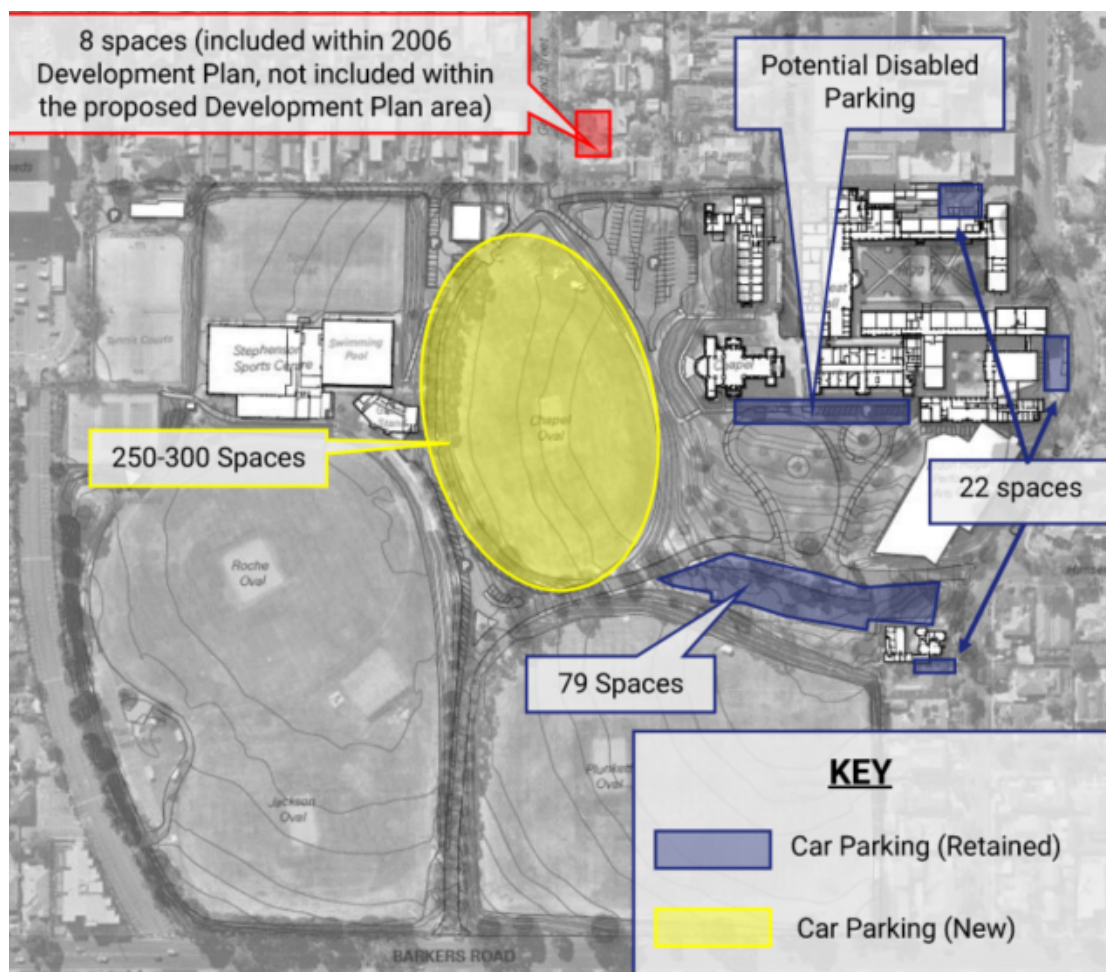
The Development plan seeks to provide additional onsite parking to accommodate the increase in staff and students to the Campus. The extra car parking will improve convenience in accessing the site and assist in any potential impact on the surrounding local road networks.

The car parking locations proposed can be summarised as follows:

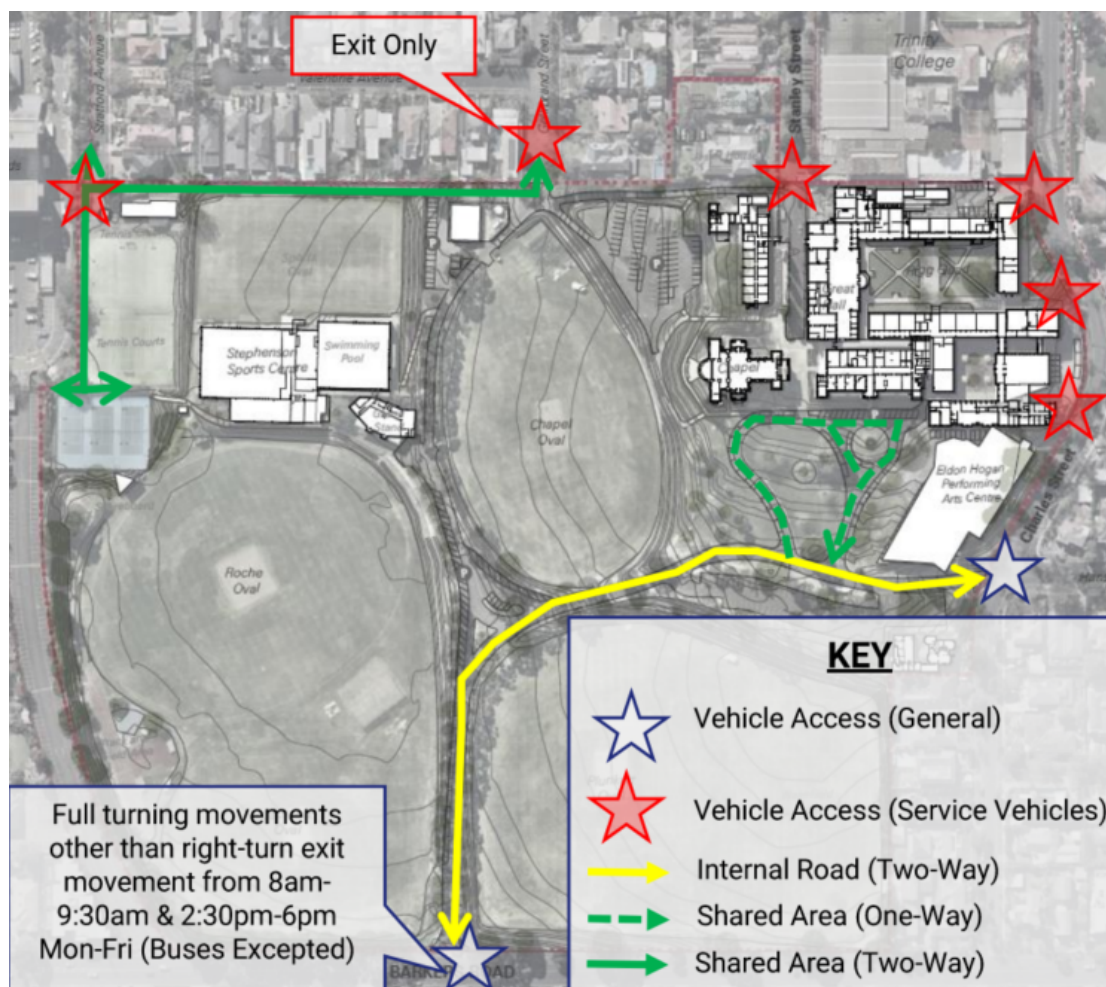
Chapel Oval (underground) -	250-300 spaces
Property Office Car park -	79 spaces
Miscellaneous throughout the campus -	22 spaces

In addition, a dedicated pick-up/drop-off area within the Chapel Oval car park will be provided. The potential for disabled car parking south of the Chapel is also included within the Development Plan. The use of the site as an education facility remains unchanged thus it is not unusual traffic volumes surrounding the Campus will fluctuate typically around school start and finish times and during sporting events on weekends for example.

The location of proposed car spaces is shown in the diagram below:



The below diagram outlines the intended directional movement of vehicles and internal road networks:



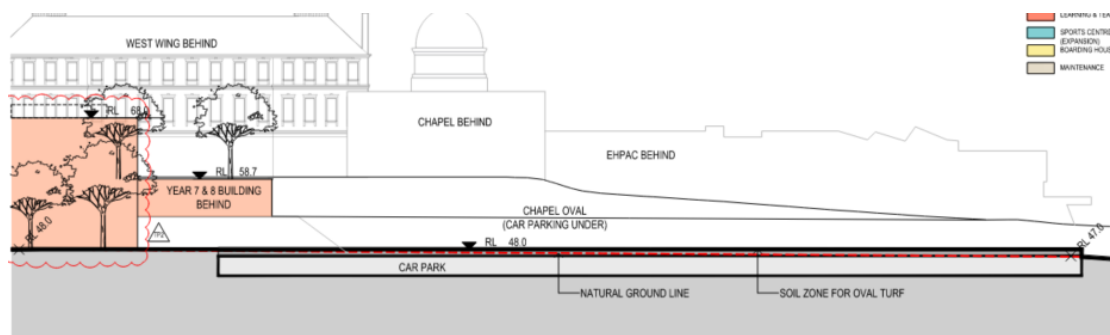
### Chapel Oval Car Park

It is proposed to construct a new underground car park beneath the Chapel Oval. The car park will consolidate the majority of the at-grade onsite car parking across the Campus and provide 250-400 spaces.

It will also comprise a dedicated pick-up/drop-off area and allocated bicycle storage areas. It will be accessed via Barkers Road.

It is considered this new car park will assist in reducing the traffic volumes to Gellibrand Street where access via this street is proposed to be removed. The underground Oval Car Park effectively manages the usual visibility of car parking and provides opportunity for additional landscaping onsite.

As indicated in the Arborist referral comments, the construction of the Oval Car Park will require the retention and protection of Tree 321, with specific detail to be incorporated into the Development Plan, as well as detailed at the planning permit stages.



**Above:** Proposed Chapel Oval Carpark

### **Street Network Operation**

Access to the site via Gellibrand Street to the north is proposed to be removed and only utilised for maintenance vehicles and loading access purposes. The Development Plan also proposes to restrict right turn exit movement from the site onto Barkers Road during peak school pick-up and drop-off times. This is detailed in the Development Plan traffic access and parking section and will also be incorporated into future planning permits together with any Head of Transport conditions.

#### **Barkers Road**

It is proposed to widen the existing Barkers Road access by 8 metres on the west and provide separated vehicle entry and exit lanes. It is proposed that right turns out of the site will be banned between 8am-9.30am and between 2.30pm-6.00pm with the exception of buses able to turn right at all times.

Initial comments from the Head of Transport suggest right turns out of the site should also be restricted for buses during peak hours. It was also suggested the Development Plan include restrictions for right turn out movements at all times and include a traffic island to the access point together with appropriate signage. The Head of Transport also recommended further information be provided surrounding traffic volumes exiting the site and left turning traffic movements. Clarification on the impact of parked vehicles on the south side of Barkers Road outside AM peak hours is required to ensure functionality of the road network is not compromised.

In response to Head of Transport's outstanding concerns, the applicant submitted the additional information required, including swept paths and a response provided by *Traffix Group* (dated 5.11.21).

The *Traffix Group* response can be summarised as follows:

- *The Development Plan is not anticipated to result in a change to the number, direction, location, nor timing of bus movements. That is, bus movements at the Barkers Road / Site Access intersection are to be retained as per existing/current conditions.*
- *Bus movements are expected as follows:*
  - *One daily movement, mini-bus.*



- One weekly movement, bus coach, associated with excursions.
- Two daily movements, two days per week, associated with sports (based on June to September period being the busiest sporting period for bus movements).
- Bus exit movements associated with rowing occur outside of assessed peak periods.
- The SIDRA results demonstrate that delays for bus exit movements are generally consistent with existing right-turn exit delays at the intersection. A summary of average delays for exit movements from the site is provided below, noting that there is a reduced delay for left-turn movements (post development, compared with existing conditions) during all assessed periods.

Table 1: Comparison of Average Delays

	Exit Movement onto Barkers Road	Existing (seconds)	Post Development (seconds)
Weekday AM	Left-Turn	24	6
	Right-Turn	80	75
Weekday Early PM	Left-Turn	10	7
	Right-Turn	44	65
Weekday Late PM	Left-Turn	16	8
	Right-Turn	84	83

- The highest right-turn entry movement occurs during the weekday AM peak hour, noting that there is a clearway along Barkers Road (westbound) during this time. This allows for a westbound lane of through traffic clear of any right-turn entry movements into the site
- During the other assessed peak periods, whilst there is an increase to the anticipated number of right-turn entry movements the number of turn movements are relatively modest, equating to one right-turn entry movement approximately every 2 minutes. Indeed, the attached SIDRA assessment indicates the queues/delays to traffic along Barkers Road are both relatively minimal and generally consistent with existing conditions
- Car parking is permitted along the northern side of Barkers Road, outside of the PM clearway period (4pm-6:30pm Mon-Fri). During the 'Late PM' peak hour, which sits within this clearway period, the Development Plan is not anticipated to result in any changes to the number of motorists turning left into the site, noting that the intensity of before/after school sports and weekend sports, will remain generally consistent with current arrangements under the Development Plan.
- Whilst the Development Plan does increase left-turn movements into the site during the 'AM' and 'Early PM' peak hours it is our view that a dedicated left-turn lane is not required having regard to the above considerations as well as the SIDRA assessment.

The Head of Transport has since reviewed the further information submitted by the applicant and the *Traffic Group* response and is supportive of the proposed traffic



movements. The specific details of the upgraded crossover, traffic island and associated signage will be assessed at the planning permit stage.

### Charles Street

As indicated in the *Traffix Group* report, the changes proposed as part of the Development Plan are unlikely to result in a significant impact to the current operation of Charles Street or the Charles Street/Barkers Road intersection. The proposal aims to redirect traffic off Charles Street and to the proposed Barkers Road intersection. It is established in the *Traffix Group* Assessment that Charles Street currently operates within acceptable limits and is predicted to do so post development. The proposed traffic movements are also supported by Council's traffic engineers.

### Stratford Avenue

Once construction of the Year 7 & 8 Building and Chapel Oval Car Park are complete, the Stratford Avenue entrance will be limited to maintenance vehicles and loading (where loading is not possible within other areas of the school) vehicle movements only.

Acknowledging Stratford Avenue is a narrow one way street, it is proposed only service vehicles will access this street to the Campus and utilise Gellibrand Street to exit the site. It is acknowledged in the *Traffix Group* Assessment (p10 Oct 2021) that the proportion of heavy vehicles associated with the site utilising Stratford Avenue is anticipated to increase. Given only maintenance vehicles will be accessing via Stratford Street, it is anticipated the traffic volumes will be infrequent and not exceed beyond the existing conditions and therefore are considered acceptable. Council's Traffic Engineers concur with this assessment in that traffic will not be further impacted. Limiting the traffic movement and access via Stratford Avenue to maintenance vehicles only may result in an improvement to the current traffic conditions, given vehicles exiting via Gellibrand Street will assist in alleviating any potential congestion in the Street. The Development Plan will incorporate a Construction Management Plan to ensure traffic is managed appropriately in all local surrounding street networks and amenity of residents is maintained. This will be implemented at the planning permit stages.

### Gellibrand Street

Once the construction of the Year 7 & 8 Building and Chapel Oval car park are completed (Term 1, 2024), the Gellibrand Street access will be limited to loading and maintenance vehicles only. The site exit for staff/ student/ parent vehicles will be removed. This will result in a significant reduction to the existing conditions in the site generated traffic utilising Gellibrand Street and result in a general improvement of traffic congestion and volume within the Street.

### Stanley Street

Stanley Street access to the Campus is limited to only service vehicles and pedestrian access only. This will remain unchanged. It is not expected traffic volumes in this local road will alter from existing conditions.

### Service Vehicles

A new maintenance building is proposed to be constructed on the north west of the Campus. Once this is completed all service vehicles will access via Statford Avenue and Gellibrand Street. A north-south aligned service road is proposed along the western boundary of the site providing access to the new maintenance building, the Sports Centre as well as loading areas of the new boarding house. In addition, an east-west aligned service road is proposed along the northern boundary of the site linking Stratford Avenue and Gellibrand Street.

### Bus Parking

Bus parking currently occurs within bays within the internal loop road which connects Charles Street and Barkers Road. These arrangements are to be retained.

### Public Transport

The Campus is accessible via a number of public transport options which can be utilised by staff, students and parents and visitors. These include bus services along Charles and Wellington Street, tram services on Glenferrie Road (200 metres east of Xavier Campus) and connections to train stations (within 1.5km).

### Bicycles

The Development Plan results in a statutory requirement to provide 102 additional bicycle parking facilities. The Campus has ample space to accommodate the necessary bicycle facilities to cater for the future demand of the staff and students. The provision and layout of bicycle parking areas will be detailed in future planning permit applications.

### Pedestrian Movements

Direct pedestrian access between the Chapel Oval and onsite facilities is to be provided. In addition an east-west orientated pedestrian pathway located to the northern boundary of the site will improve pedestrian movements around Campus.

### Traffic Impacts

The Development Plan proposes to redirect traffic flow from northern residential street networks to Barkers Road and Charles Street access. Based on current travel behavior surveys, *Traffix Group* determine the post site generated traffic will significantly change due to the traffic distribution to and from the Campus as a result of the closure of Gellibrand Street and changes to the Barkers Road driveway.

It is anticipated the redistribution of onsite traffic generation will be as follows:

- *Gellibrand Street - 25% of existing exit traffic to go straight out at Charles Street to Hansen Street,*
- *Gellibrand Street - 75% of existing exit traffic to turn left-out at Charles Street.*
- *Barkers Road Right-Turn – 25% of existing exit traffic to go straight out at Charles Street to Hansen Street,*
- *Barkers Road Right-Turn – 75% of existing exit traffic to go left-out at Charles Street.*
- *Charles Street – 50% of existing exit right-turn traffic to turn left-out at Barkers Road.*
- *Charles Street – 50% of existing entry left-turn traffic to turn right-in at Barkers Road*

Following an assessment of the *Traffix Group* report and data provided it is considered the on-street demands will be limited due to the increase in on-site parking arrangements proposed as part of the Development Plan. Any additional traffic generated can be readily accommodated within the surrounding road network and will be mostly confined to peak hours only, consistent with current conditions surrounding the established school use.

It is noted that the intensity of any before and after school extracurricular activities or Saturday morning sporting activities is not proposed to change, therefore the current traffic generation in the area is not expected to alter.

### ***Residential Amenity***

- *Minimise adverse impacts on residential amenity, including noise, emissions, odours, dust and light spillage.*
- *Ensure private waste collection occurs between 7am and 8pm Monday to Friday only.*
- *Discourage external amplified music that would cause a nuisance to surrounding residential properties.*
- *Ensure new buildings or extensions to existing buildings comply with the following siting and amenity standards of ResCode as specified at Clause 54 or in the schedule to the relevant residential zone:*
  - *Standard A3 (Street setback)*
  - *Standard A10 (Side and rear setbacks)*
  - *Standard A12 (Daylight to existing windows)*
  - *Standard A13 (North facing windows)*
  - *Standard A14 (Overshadowing open space)*
- *Encourage the provision of noise attenuation barriers along side or rear boundaries where abutting residential properties*

### **Planner's Comments:**

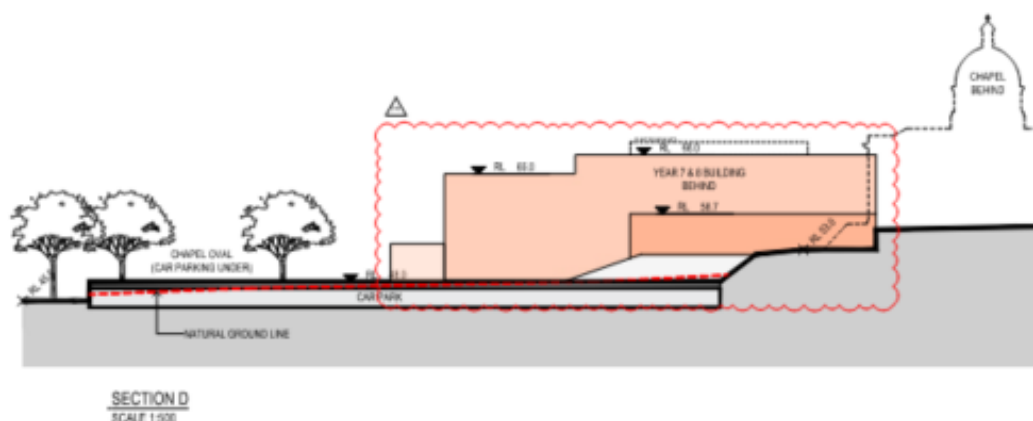
The Development Plan Overlay allows for staging of the proposed works. The staging plan within the Development Plan is as follows:

Priority Project 1	Priority Project 2	Priority Project 3	Other Projects
<ul style="list-style-type: none"> <li>Year 7 and 8 Building</li> </ul>	<ul style="list-style-type: none"> <li>Chapel Oval Car Park</li> </ul>	<ul style="list-style-type: none"> <li>Boarding House</li> </ul>	<ul style="list-style-type: none"> <li>Specialist teaching and learning building</li> <li>Sports Centre upgrade</li> <li>New maintenance building</li> </ul>

Each project is proposed to be staggered over several years in accordance with priorities identified by the school community.

Ensuring the Development Plan is implemented in stages will also minimise adverse impacts and disruption to abutting residential properties and assist in alleviating amenity concerns such as noise and dust emissions. A Construction Management Plan would appropriately manage vehicle movement, controlling pollution emissions and amenity impacts at time of construction, and would be required at the planning permit stage.

The Year 7 & 8 building is proposed to be constructed as the first priority to allow for the relocation of students to the Campus from the Kostka Hall site by the start of Term 1, 2024.

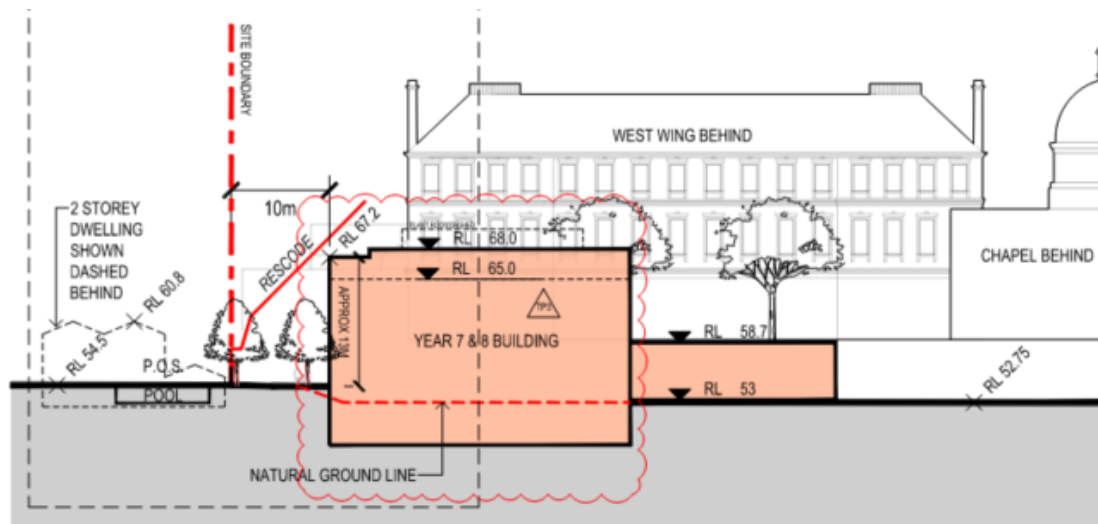


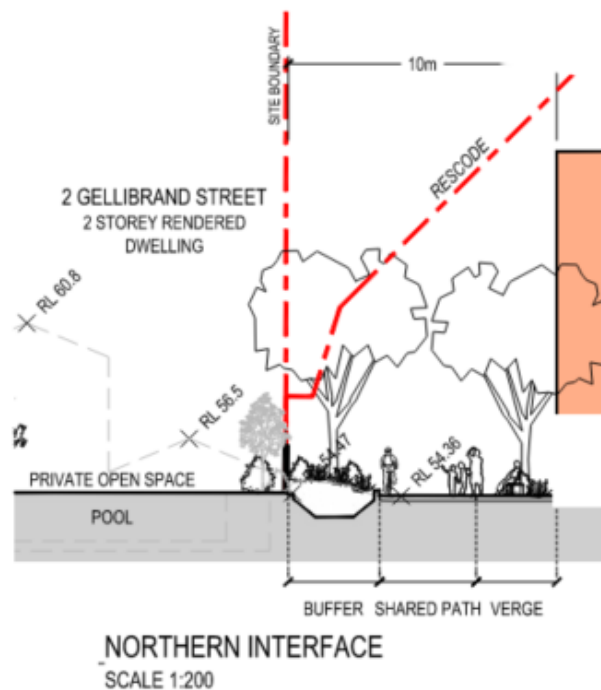
The Year 7 and 8 building is setback 10 metres from the northern residential property No 2 Gellibrand Street. This direct interface includes a secluded private open space area, garage and upper level windows. The residential dwelling sits above natural ground level of the College and an existing vegetation buffer exists and will be maintained as part of the Development Plan landscaping proposal. As such, it is considered that any potential visual bulk of the building is minimised due to the vegetation and adequate setbacks proposed and no overshadowing

concerns are expected given the Campus is located to the south of the residential dwelling.



**Above:** No 2 Gellibrand Street (Source: Applicant submission) and Aerial view (Source: Weave)





Similarly, amenity impacts are minimised to the residential dwelling window of No 1 Valentine Street to the north-west as it is significantly distanced 23.155 metres from the corner of the Year 7 & 8 Building and buffered by a vegetation strip (shown below).





**Figure 16 - Existing and Purposed Northern Interface**



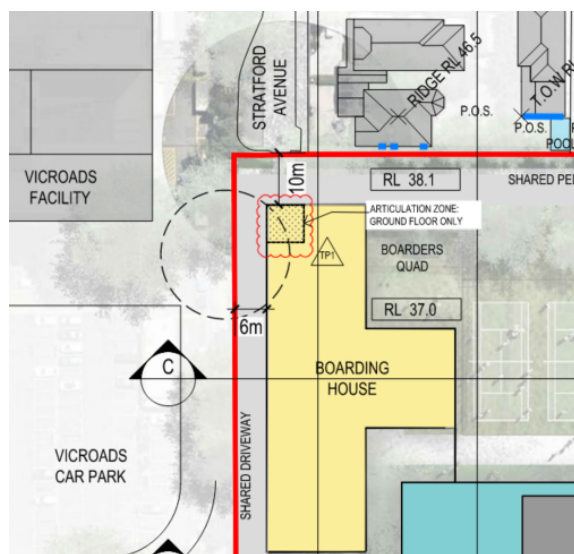
**Above: 1 Valentine Street (Source: Weave)**

The Learning and Teaching Building does not have any sensitive interfaces and is situated between proposed and existing Campus buildings. Its visibility to the public realm is limited and primarily confined to the secondary entrance via Stanley Street to the north surrounded by school buildings associated with Xavier College and nearby Trinity Grammar School. The Building is appropriately sited and its heights

provide an acceptable transition between existing and proposed building on Campus without resulting in any adverse amenity impacts.

The Boarding House primarily abuts a non-sensitive interface being the VicRoads carpark to the west. Notwithstanding, a landscaping strip is proposed as part of the Development Plan to alleviate any amenity impacts in terms of views from the west on any future re-development of the VicRoads carpark site.

The Boarding House is setback 10 metres from the northern residential dwelling and is further separated by an open quadrangle area incorporated into the design detail of the building. This ensures the building minimises any adverse amenity impacts to the adjoining residential interface to the north together with a landscaping strip to soften the visual bulk appearance of the building.



**Above:** Boarding House and northern interface



**Above:** Proposed landscaping buffer

In terms of overlooking and amenity impacts from any new building, these matters will be addressed at the planning permit stage for development to ensure no unreasonable impacts to the amenity of nearby residential dwellings occurs. Taking into consideration the 10 metre boundary setbacks proposed, the buildings will comply with the minimum setback requirements of ResCode and will also be required to comply with overlooking Standards. Moreover, the new buildings proposed as part of the Development Plan will not result in unreasonable overshadowing, given new buildings are orientated south of any residential buildings.

It is important to note the Development Plan provides a broad overview of the scope of works for future development and any specific amenity particulars including acoustic, visual bulk, overlooking and overshadowing will be assessed accordingly at the design detail stage at each planning permit application.

#### **Clause 22.02-4 - Performance Criteria**

A discretionary use should meet the performance criteria listed in Table 1, unless an alternative design and management response is provided which will result in a better outcome.

<b>Table 1: Performance Criteria for Discretionary Uses</b>		
<b>Land Use</b>	<b>Performance Criteria</b>	<b>Assessment</b>
Education centres	Ensure the Development Plan Overlay is applied to land prior to an application being made for the use and development of land as an education centre.	✓ <b>Complies</b>
	Ensure that expansion of existing facilities is limited to contiguous land.	✓ <b>Complies</b>
	Drop off and pick up areas provided on site.	✓ <b>Complies</b>

#### **Clause 22.05 - Neighbourhood Character Policy**

##### **22.05-4 Neighbourhood Residential Zone Schedule 1**

##### **Preferred character objectives**

- *To enhance the consistency and character of streetscapes.*
- *To maintain a spacious backyard character and leafy garden setting of dwellings, where this is an identified preferred character of the precinct.*

##### **Policy**

It is policy to:

- *Ensure development respects the prevailing scale of buildings in the precinct.*
- *Ensure development is set back from the front, side and rear boundaries, consistent with the preferred character of the precinct.*
- *Ensure second dwellings and additions to existing dwellings are sited to retain an area of open space to the rear of the dwelling that is capable of accommodating canopy trees.*
- *Avoid attached dwellings set one behind the other that provide no visual separation between built forms.*
- *Ensure that upper storeys of dwellings at the rear of lots are recessive and have a reduced footprint to the ground floor.*

The appearance of the School from the public realm is maintained with the Chapel continuing to be one of the main focal points viewed from Barkers Road and within the Campus grounds. The proposed buildings are designed to accommodate the varied topography of the Campus. This ensures the visual dominance of the buildings is managed particularly when viewed from the northern residential interface.

Whilst the overall maximum building heights exceed the preferred 9 metre limit in residential zones, State Policy (19.01-2 - Education facilities) recognises secondary education facilities *'are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).'*' The Development Plan successfully positions new building envelopes to complement existing buildings on site and the abutting properties and provides building heights that transition in scale and form within the Campus.

The proposed buildings within the College will be required to be constructed generally in accordance with the building envelope contained in the Development Plan. The indicative RL's and building footprints guide the future development of the School and any upcoming planning permits. The planning permits will detail specifics such as building heights, setbacks and external materials.

Acknowledging the Development Plan proposes to remove 32 existing trees, it is anticipated approximately 175 new trees will be planted on the Campus and this will positively contribute to the landscaped character of the area. As explained in the Arborist referral section of the report, the proposed tree removal of number of trees is supported. The retention of the 2 significant canopy trees together with numerous other existing trees is accepted as a positive outcome.

Landscaping is also incorporated into the Development Plan which contributes to providing a buffer to views of the new buildings from residential dwellings at the same time contributing to the preferred landscaped character of the Campus and its surrounds.

The Development Plan proposes new underground car parking beneath the Chapel Oval which meets the car parking objective to minimise dominance of car parking structures. The car park is concealed from view and does not dominate the School campus.

An assessment against the design objectives and responses contained within the relevant Neighbourhood Character Precinct (No.16) demonstrates the buildings contained within the proposed Development Plan effectively respond to the existing conditions and surrounds in integrating the future development needs of the School.

## PARTICULAR PROVISIONS

### Clause 52.06 - Car Parking

<b>Existing use of the site:</b>	Education Centre (Secondary School)
<b>Proposed use of the site:</b>	Education Centre (Secondary School)
<b>Staff:</b>	180 to 220 (increase of 30 staff)
<b>Students:</b>	990 to 1500 (increase of 510 students)
<b>The number of car spaces required pursuant to Clause 52.06-5:</b>	36 additional spaces required
<b>The existing number of car spaces</b>	249
<b>The total number of car spaces provided:</b>	350-400

**Planner's Comments:**

Pursuant to Clause 52.06-5:

*Where an existing use is increased by the measure specified in Column C of Table 1 for that use, the car parking requirement only applies to the increase, provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.*

Use	A	B	Column C
Secondary school	1.2	1.2	To each employee that is part of the maximum number of employees on the site at any time

The Development Plan must provide an additional 36 car parking spaces (1.2 x 30 staff = 36 spaces), based on the increase in the number of employees.

The Development Plan provides a total of 350-400 spaces on site (an increase of 100+), which exceeds the statutory car parking requirements. The spaces will be available both during and after school hours and assist in conveniently accessing the site and reducing the impact on nearby residential streets. The car parking arrangements, including design details and dimensions, will be separately assessed at the planning permit stage and required to comply with the Planning Scheme and relevant Australian car parking standards.

<b>Clause 52.34 - Bicycle Parking</b>
---------------------------------------

Pursuant to Clause 52.34-5:

*Bicycle facilities are required if the use is listed in column 1 of the table. The number of bicycle facilities required for a use is the sum of columns 2 and 3 of the tables.*

*Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.*

Use	Employee/Resident	Visitor/Shopper/Student
Secondary school	1 to each 20 employees	1 to each 5 pupils

The existing Development Plan currently provides 17 bicycle spaces. The statutory requirement of bicycle spaces associated with the proposed Development Plan is:

Increase of 30 staff =	2 spaces required
Increase of 510 students =	102 spaces required
Total spaces required =	<b>104 bicycle spaces</b>

The *Traffix Group* report (pg 10, Oct 2021) states:



*The travel behaviour surveys identified that currently only 1% of staff and 1% of students cycle to the site.*

This demonstrates the demand for bicycle parking on Campus is currently minimal and current arrangements meet this requirements.

It is recommended the School ultimately provide the statutory number of bicycle spaces to encourage alternative modes of transport to and from Campus in accordance with any future demand. The provision and layout of bicycle parking areas will be detailed in future planning permit applications.

#### **Clause 52.29 - Land Adjacent to a Road Zone, Category 1**

The purpose of this provision is to:

- *To ensure appropriate access to identified roads.*
- *To ensure appropriate subdivision of land adjacent to identified roads.*

An application is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

#### **Planner's Comments:**

The Head of Transport is supportive of the alteration to the Barkers Road access subject to the conditions.

Relevant conditions will be provided when the application containing detailed designs is referred during the planning permit application process.

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<b>Total Number of Objections Received:</b>	<b>42</b>
<b>Summary of Objection</b>	<b>Planner's Comment</b>
<b>Traffic</b> <ul style="list-style-type: none"> <li>• Excess traffic volumes</li> <li>• Traffic congestion</li> <li>• Traffic congestion of nearby local streets such as Hanson Street, Charles Street and Stratford Avenue and Wellington Streets and Gellibrand Street</li> <li>• Increase in foot traffic in the area and local streets</li> <li>• Safety risk to cyclists and pedestrians from increased traffic</li> </ul>	<p>The referral comments by Council's Traffic Engineers and Head of Transport have been considered in conjunction with the Traffic Engineering Assessment prepared by <i>Traffix Group</i>, dated October 2021. It is noted further Traffic Group responses and swept paths analysis (specifically off Barkers Road) was submitted post public notice in response to Head of Transport requests. This further information has also been considered.</p> <p>Council's Traffic and Transport Engineers have assessed the application and have</p>

<ul style="list-style-type: none"> <li>• Pick up and drop off zones details are insufficient</li> <li>• Provide better pick-up and drop off zones</li> <li>• School is not close to public transport and reliant on car travel</li> <li>• Location of “interim” car park will generate increase traffic in Stratford Avenue</li> <li>• The location of maintenance building will increase traffic in Stratford Avenue</li> <li>• The Boarding house will generate increase traffic and congestion to Stratford Avenue (one way street)</li> <li>• Restricted access to 15 Stratford Avenue dwelling may be caused</li> <li>• Increase traffic and parking issues to Gellibrand Street and Valentine Street</li> </ul>	<p>raised no concerns regarding the impact of the proposal on the surrounding traffic network. The increased traffic movement associated with additional students attending Campus can be readily accommodated in the surrounding street network.</p> <p>Council's Traffic and Transport Engineers concur with the findings of the parking assessments and it is considered that the proposal will not significantly disrupt traffic flow.</p> <p>Officers conclude the development will not adversely impact the safety or operation of the local road network and may lead to improved local road function in the peak hours.</p> <p>A dedicated pick-up/drop-off area within the Chapel Oval car park will be provided. It is also considered the School has adequate access to a range of alternate public transport options including trams, buses and trains.</p> <p>The “Interim” car park element of the Development Plan has been deleted from the proposal.</p> <p>The Stratford Avenue entrance will be limited to maintenance vehicles and loading only. Acknowledging Stratford Avenue is a narrow one way street, it is proposed only service vehicles will access this Street to the Campus and utilise Gellibrand Street to exit the site. Given only maintenance vehicles will be accessing via Stratford Street, it is anticipated the traffic volumes will be infrequent and not exceed beyond the existing conditions.</p> <p>Council is unable to consider the possibility of cars restricting access to private property off local road networks, as this is not a planning consideration. This</p>
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<ul style="list-style-type: none"> <li>• Pollution of cars</li> <li>• Speed limits are ignored</li> </ul>	<p>can be explored via implementation of further parking restrictions imposed.</p> <p>There is no provision in the Boroondara Planning Scheme to consider the effect of car pollution on the environment or surrounding residents. It is not considered that the increase in vehicles will significantly contribute to increased levels of pollution.</p> <p>Speed limits are enforceable by Victoria Police. Council is unable to control the matter in which vehicles are driven and these matters should be referred to Victoria Police.</p>
<p><b>Signalised Traffic Intersection at Barkers Road:</b></p> <ul style="list-style-type: none"> <li>• Oppose signalized traffic intersection to Barkers Road</li> <li>• No authorization for the infrastructure to be installed on private/common property</li> <li>• Loss of 29 public car parking spaces</li> <li>• Loss of bicycle lanes</li> <li>• Loss of trees and vegetation on Barkers Road</li> <li>• Loss of amenity to residences</li> <li>• Increase in noise and pollution</li> <li>• Creation of narrow lanes</li> <li>• Impact to residents across the road at no 150 Barkers Road removing space for waste collection</li> <li>• Safety concerns</li> <li>• Community has had no involvement in the parameters of the signalised traffic intersection</li> </ul>	<p>The Head of Transport opposes the traffic signals at Barkers Road and this has since been removed from the Development Plan. Therefore, it is no longer proposed to remove 29 public on-street car parking spaces or bicycle lanes.</p> <p>The Head of Transport is satisfied with the proposed arrangement that restricts right hand turns out of Barkers Road access way during peak hours (with the exception of buses).</p> <p>The removal of some trees within the Campus property has been assessed by Council's Arborist and discussed earlier throughout the report. The tree removal and potential impacts to existing trees are supported by Council's arborist subject to tree protection measures.</p> <p>The noise and carbon emissions associated with the use of vehicles is not a relevant planning consideration and not considered to unreasonably increase as a result of the increase in traffic movements.</p> <p>All concerns surrounding the installation of traffic signals are resolved given this no longer forms part of the proposed Development Plan.</p>

<p><b>Increase in number of students</b></p> <ul style="list-style-type: none"> <li>• Increase in noise to residential areas</li> </ul>	<p>The existing use is already established as a School on a large expanse of land. It is not considered that the increase of 500 students will significantly or unreasonably increase the noise already experienced by nearby residential properties.</p>
<p><b>Material negative impact to personal property value due to private developer actions</b></p>	<p>The Victorian Civil and Administrative Tribunal and its predecessors have generally found subjective claims that a proposal will reduce property values are difficult, if not impossible to gauge and of no assistance to the determination of a planning permit application. It is considered the impacts of a proposal are best determined through an assessment of the amenity implications rather than any impacts upon property values.</p>
<p><b>Misleading Information</b></p> <ul style="list-style-type: none"> <li>• Signalised intersection proposed is supported by misleading information submitted with the traffic report in the application</li> <li>• Errors and omissions in submitted Traffic Assessment report and in Applicant submissions</li> <li>• Traffic report does not address traffic congestion of nearby local streets such as Hanson Street, Charles Street and Stratford Avenue and Wellington Streets</li> </ul>	<p>The Head of Transport opposes the traffic signals at Barkers Road and this has since been removed from the Development Plan.</p> <p>The Officer's assessment is not solely dependent on the submitted material. However, it is considered that there is sufficient information provided for Council to undertake an appropriate assessment including sufficient information on the plans, an assessment of the site and surrounds, assessment against relevant policies including and expert advice provided from Council's Traffic Engineers.</p> <p>Council's Traffic and Transport Engineers concur with the findings of the parking assessments submitted with the application.</p>
<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>• Large trucks entering via Stratford Avenue causing congestion and safety concerns to residents</li> <li>• Building of Boarding house traffic impacts on Stratford Avenue narrow street</li> </ul>	<p>Some noise and other off site impacts are inevitable when any construction occurs. Where necessary to mitigate these impacts, a Construction Management Plan (CMP) will be required as part of the future planning permit applications. A CMP manages truck movements to and from the site, as well as contains measures to control construction disturbance.</p>

<ul style="list-style-type: none"> <li>Should utilise VicRoads Carpark for construction purposes rather than Stratford Avenue</li> </ul>	
<p><b>Waste Management</b></p> <ul style="list-style-type: none"> <li>Specific details not provided</li> <li>Stratford Avenue to not become the primary access point for waste services and maintenance</li> </ul>	<p>The recent Traffic Group report states (<i>Section 3.10, p36, Oct 2021</i>) that waste management details can be addressed within a Waste Management Plan, which would be required as part of any future planning permit application. Waste collection is proposed to occur via the Barkers road access point.</p>
<p><b>Amenity</b></p> <ul style="list-style-type: none"> <li>Visual bulk of the boarding house and in excess of the 9 metre height restrictions</li> <li>Mass height and length of Yr 7 and 8 Building is too large</li> <li>Loss of privacy, light and views to No 2 Gellibrand Street dwelling</li> <li>A main bedroom window of the dwelling at No 1 Valentine Avenue will look onto the new Year 7 &amp; 8 building impacting privacy</li> <li>The northern walkway and Gellibrand plaza will impact amenity due to student congregation in the area</li> <li>Increased noise to residents</li> <li>Compromised security</li> </ul>	<p>Whilst the overall maximum building heights exceed the preferred 9 metre limit in residential zones, State Policy (19.01-2 - Education facilities) recognises secondary education facilities <i>'are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).'</i></p> <p>It is the view of officers, including Council's Heritage Advisor and Urban Designer, that the Development Plan provides a reasonable depiction of the proposal in the context of existing buildings to be retained and new buildings proposed. The Development Plan responds adequately to the sensitive residential interfaces in maintaining their amenity in the context of an existing educational facility and provides building heights that transition in scale and form within the Campus.</p> <p>Specific building designs and details will need to be included as part of each planning permit application for the respective project. During the assessment of these planning permit applications, consideration of design response of each development to the existing and preferred character of the area must be undertaken, including any residential amenity impacts.</p> <p>It is not considered that an increase of 30 staff and 500 students will significantly or unreasonably increase the noise already experienced by nearby residential properties.</p>



	The existing site as a School remains unchanged. Any anticipated security concerns should be addressed as a civil matter.
<b>Tree Removal</b> <ul style="list-style-type: none"> <li>Removal of established trees on Barkers Road</li> </ul>	Trees are retained on Barkers Road. Some tree removal will occur within the Campus grounds. This is discussed in detail in the arborist referral section of the report and is largely supported by Council's Arborists, subject to appropriate conditions, to be included in the Development Plan.
<b>Lack of details of the Development Plan</b> <ul style="list-style-type: none"> <li>Community consultation should be contemplated</li> </ul>	<p>Following approval of the Development Plan, separate planning permit applications will be lodged for each building. Pursuant to Clause 43.04-2 (DPO) of the Planning Scheme, a permit granted must be generally in accordance with the approved development plan. Specific detailing of buildings, materiality and amenity are provided and assessed at this later stage.</p> <p>The application was advertised in accordance with Section 52 of the <i>Planning and Environment Act 1987</i> on three (3) separate occasions.</p> <p>The number of submissions received would suggest that public notice was effective in notifying residents about the Development Plan.</p>

# XAVIER COLLEGE

## SENIOR SCHOOL CAMPUS



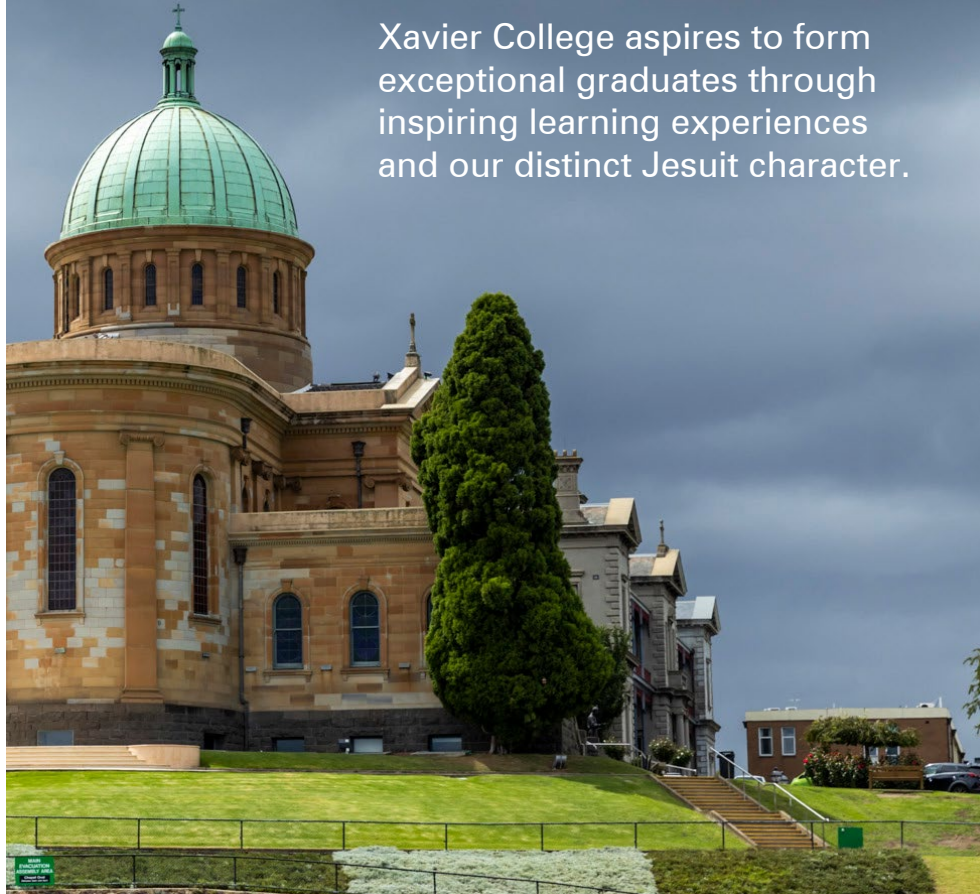
### Development Plan

October 2021



# OUR INTENT

Xavier College aspires to form exceptional graduates through inspiring learning experiences and our distinct Jesuit character.



# OUR GUIDING PRINCIPLES

We are guided by principles that call us to:

## Protect and develop the whole person

- Having a personal concern and care (Cura Personalis) for the whole life of each member of our College community forming our students intellectually, spiritually, morally, aesthetically, physically, socially and emotionally
- Protecting and safeguarding the wellbeing of all students in our care

## Form men and women of faith to work for justice in the world

- Forming members of our community to serve God in the world
- Having a committed and practical concern for those in need, such that students, staff and parents make an explicit connection between their Catholic faith and their work for justice in the world

## Pursue excellence in humanity

- Welcoming all to Xavier College, where they can flourish and passionately pursue excellence in all things, encouraging each person to live out their vocation in life by developing their God-given gifts to the best of their ability

## Seek discernment and wisdom

- Developing a self-reflective disposition in members of our community, particularly in students, preparing them to make informed decisions in accordance with their conscience
- Preparing the individual to find God in all things through the use of each person's imagination and creativity, and the integration of faith and reason

## Engage critically with the world

- Courageously and respectfully engaging with world cultures and perspectives
- Critically pursuing a depth of learning by reflecting on experience and being moved to action

## Strive for the Magis

- Developing a desire to strive for the Magis. The Jesuit ideal of Magis is a thirst for 'depth', for the greater good and for the most courageous response to the challenges of our time.

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**OPENWORK**

Traffix Group



# 1.0 INTRODUCTION

## 1.1 BACKGROUND

Xavier College has an approved Development Plan pursuant to Clause 43.04 of the Boroondara Planning Scheme. The development plan was approved by the City of Boroondara in April 2006 and has guided the College's development over the past 15 years.

The College recently released the 'XC150 1878-2028' Strategic Plan which centred on creating cultures, programmes and places to enhance and inspire the development of our students. To ensure the strategic vision for Xavier is aligned with the purposeful development of our facilities, it is necessary to prepare a new Development Plan.

In 2020, it was announced the College would close the Kostka Hall (Brighton) Campus and relocate all Year 7 & 8 students to the Senior School Campus. This will create a distinct Junior Campus at Burke Hall and a Senior Campus as Barkers Road.

As such, the College has now prepared a new Development Plan to plan for its development over the next 30 years.

The preparation of the new Development Plan has been based on a set of key principles, which provide the framework for the physical development of the College.

## 1.2 KEY PRINCIPLES

1



Enhance **Jesuit** identity and support **Ignatian** spirituality

2



Develop and support the **health and wellbeing** of students and staff

3



Inspire **contemporary learning** within flexible, technology-enabled spaces

4



Ensure the campus is **safe, equitable and accessible**

5



Strengthen Xavier's identity at **gateways and interfaces**

6



Nurture **heritage** spaces and places

7



Engage with and enhance the site's **natural features**

8



Create a **network of diverse open spaces** and landscapes

9



Recognise **Indigenous and Torres Strait Islander** Peoples

10



Prioritise **sustainability, resilience** and clever use of resources



# 1.3 STATUTORY REQUIREMENTS

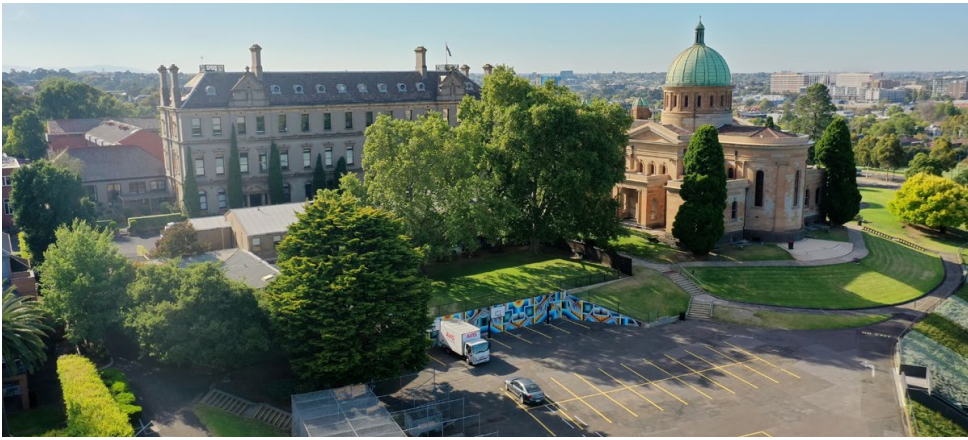
## Development Plan Overlay – Schedule 2 (DPO2)

The DPO2 requires a Development Plan to be prepared prior to the issue of a planning permit in relation to the majority of building and works for Institutional uses within the City of Boroondara. DPO2 sets down the specific requirements for Development Plans in relation to these education based uses.

This Development Plan includes the entire Xavier College campus, covered by the DPO2, and will require that any proposed works within this area to be generally in accordance with the approved Development Plan.

## Community Consultation

The Development Plan is subject to a comprehensive Council process, including consultation with the surrounding community and relevant stakeholders, pre-application meetings with Council, Heritage Victoria, formal public notification and Council approval.





## 2.0 SITE CONTEXT AND EXISTING CONDITIONS

### 2.1 SUBJECT SITE

The Xavier College Senior School Campus is located on the northern side of Barkers Road and has an overall site area of approximately 16 hectares. The College is approximately 5km east of Melbourne's Central Business District. It is within a predominantly residential area with a mix of educational uses included Xavier College, Trinity Grammar School and Methodist Ladies' College.

The College also comprises the Burke Hall Junior Campus. It is located approximately 1.5 kilometres north-west of the Senior Campus at the corner of Studley Park Road and Nolan Avenue, Kew.





2.2 XAVIER COLLEGE & CAMPUS DEVELOPMENT HISTORY

Xavier College was first opened by the Society of Jesus (the Jesuits) in 1878. It belongs to a worldwide network of over 2,000 Jesuit educational institutions.

The land on which Xavier stands was known as Mornane’s Paddock and was purchased by the Jesuits in 1872 from Patrick Mornane on a 20-year interest-free purchase plan. This enabled the Jesuits to get on with the funding and building of the College buildings almost immediately. Foundations for the South Wing commenced in 1872, with the front of the building completed in time for classes to begin in 1878.

Over the following century, there were several key developments that have established the College across the three Melbourne campuses.

- In 1921, Xavier Preparatory School opened and was later renamed Burke Hall in 1926 in honour of Mr TM Burke.
- The Kostka Hall location was opened in 1937 and was named in honour of St Stanislaus Kostka. To establish the second preparatory school, the Jesuits purchased two Brighton properties in mid-1936. Both were promptly remodelled to provide the facilities required for school life.
- In 2002 at Burke Hall Campus and in 2005 at Kostka Hall Campus, the College expanded its educational program, opening Early Years centres to provide the scope for a Jesuit education from the earliest ages.

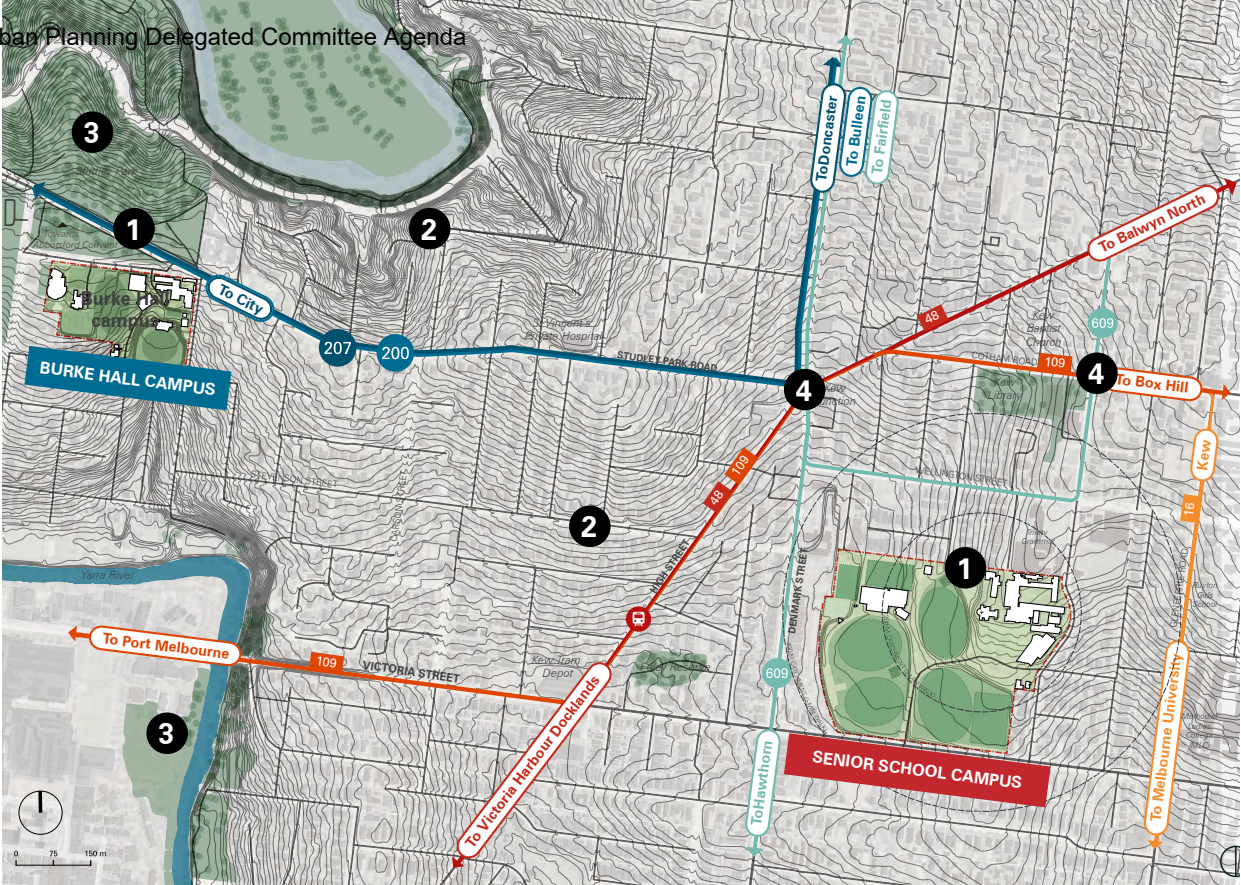
In 2006, Council approved the Senior Campus Masterplan which enabled the following works:

- Construction of a new science and performing arts centre and relocation of affected parking
- Redesign of car parking areas
- Upgrade to the existing sporting facility
- Improve disability access to existing campus core buildings

These projects have now largely been completed.

The Senior School Campus currently accommodates the following number of students, staff and car parking numbers:

- Students – 990
- Staff – 180
- Car Parking Space – 249 spaces



- 1 Two large landholdings in the heart of Kew
- 2 Located in a suburban context with close proximity to the Yarra River and surrounding natural environments
- 3 Responsibility to support the area’s biodiversity
- 4 Located in close proximity to tram and bus networks

- Senior School campus
- Burke Hall campus
- Tram route
- Bus route



2.3 INTERFACES

The site has the following interfaces:

NORTH

The northern interface generally comprises single and double storey residential properties. Stanley Street, Gellibrand Street and Stratford Avenue all run north-south between the College and Wellington Street.

The residential properties along the northern interface generally comprise of double storey detached dwellings. Given the slope of the land, most properties sit above the natural ground level of the College and are buffered by existing vegetation. Some properties have sidages / outbuildings immediately adjoining the common boundary whilst some have views towards the site.

Trinity Grammar School also adjoins the north-eastern corner of the College.





**EAST**

Charles Street which runs in a north-south direction between Wellington Street and Barkers Road adjoins to the site to the east. The site also adjoins the rear of several single and double storey properties which front Charles Street.

**SOUTH**

Barkers Road adjoins the College to the south. It is a 4-lane Road Zone Category 1 which runs in an east-west direction. It turns into Victoria Street and then Victoria Parade to the west and stops at Burke Road in the east.

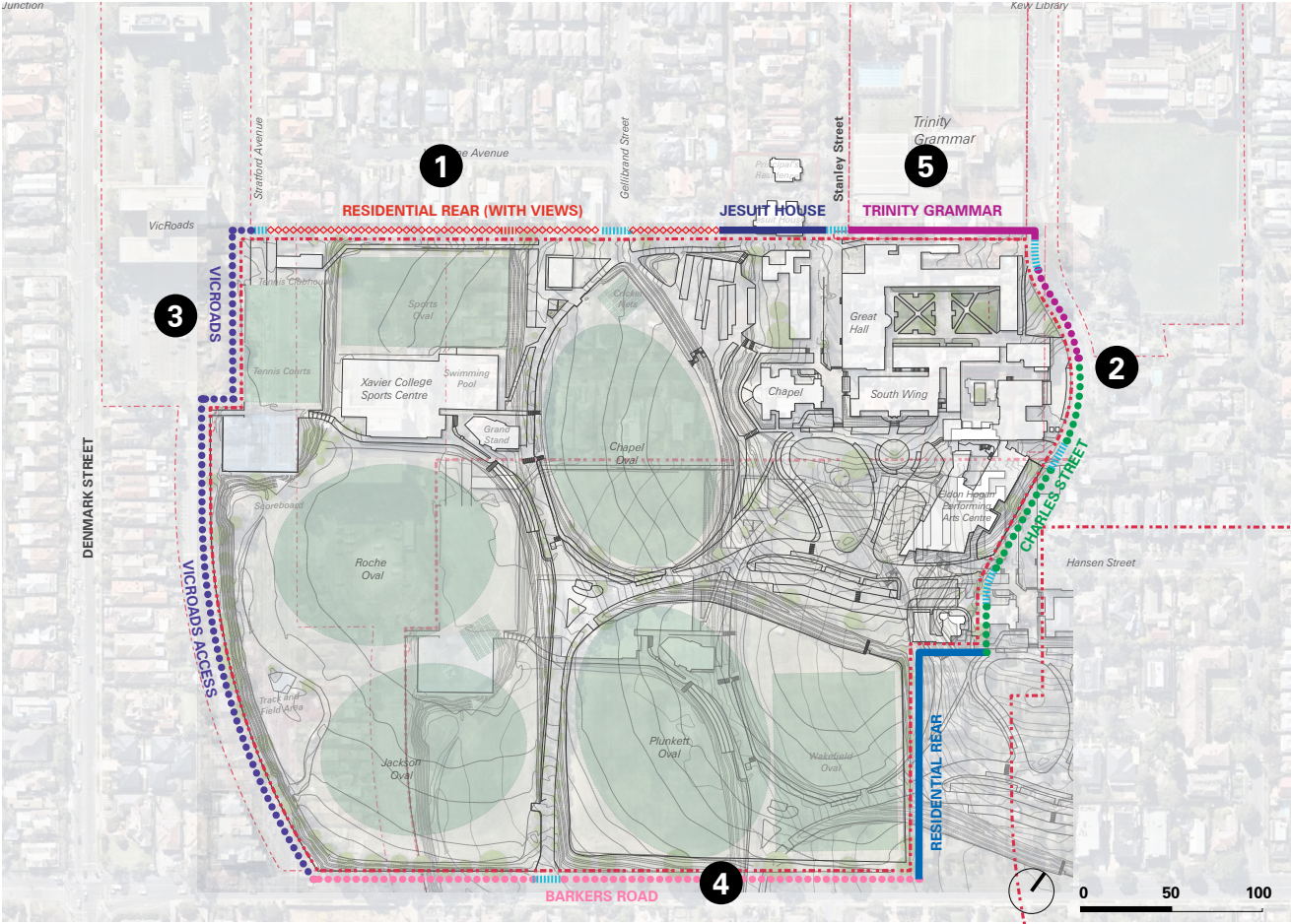
**WEST**

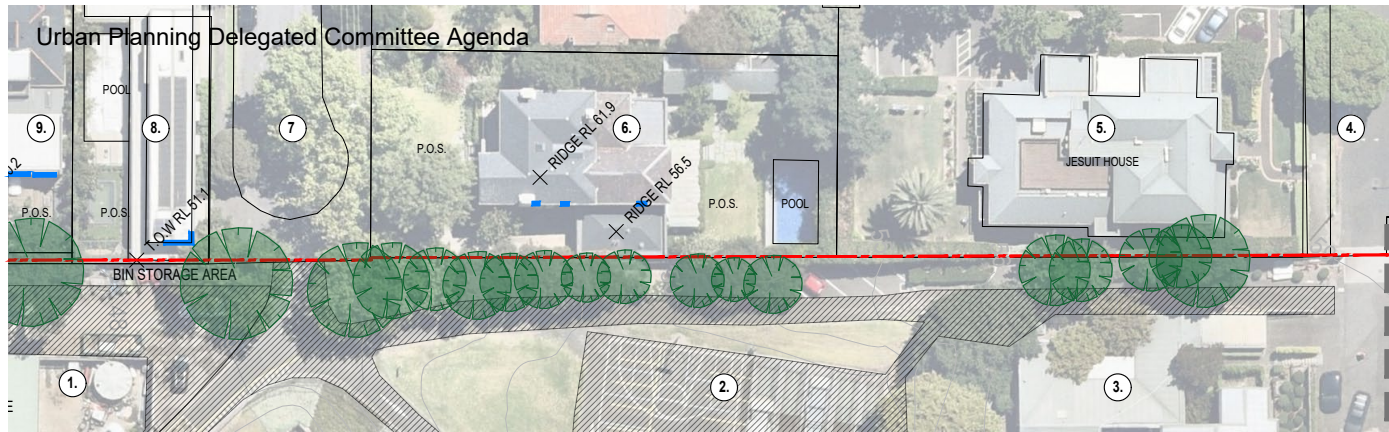
The College adjoins an at-grade car park and multi-storey office building which is owned and operated by VicRoads. Denmark Street and single and double storey residential properties are located further west.

- 1 Northern residential interface
- 2 Charles Street residential interface
- 3 VicRoads site
- 4 Barkers Road
- 5 Trinity Grammar School

**Legend**

- • • Porous edge condition
- ◇ ◇ ◇ Sensitive edge condition
- Impermeable edge condition
- ||||| Gateway/access interface





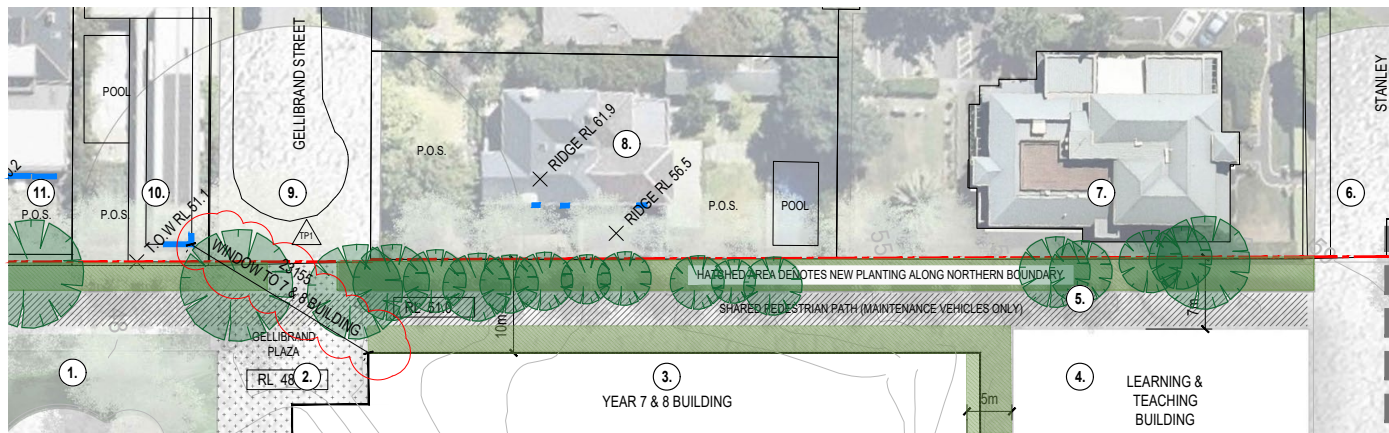
**LEGEND**

1. EXISTING MAINTENANCE SHED AND BIN STORAGE AREA
2. OUTDOOR BASKETBALL COURTS
3. EXISTING SENIOR BOARDING HOUSE
4. STANLEY STREET
5. JESUIT HOUSE PROPERTY
6. 2 GELLIBRAND STREET (TWO STOREY BRICK RENDERED DWELLING)
7. GELLIBRAND STREET
8. 1 VALENTINE STREET (TWO STOREY BRICK RENDERED DWELLING)
9. 3 VALENTINE STREET (TWO STOREY BRICK RENDERED DWELLING)



**INTERFACE PLAN - EXISTING**

SCALE 1:500



**LEGEND**

1. SOCIAL GARDEN ZONE
2. GELLIBRAND PLAZA- PEDESTRIAN FOCUSED ARRIVAL PLAZA
3. PROPOSED ENVELOPE OF YEAR 7 AND BUILDING
4. PROPOSED ENVELOPE OF FUTURE LEARNING AND TEACHING BUILDING
5. SHARED PEDESTRIAN AND VEHICULAR PATH WITH LANDSCAPED EDGE ON NORTHERN BOUNDARY
6. STANLEY STREET
7. JESUIT HOUSE PROPERTY
8. 2 GELLIBRAND STREET (TWO STOREY BRICK RENDERED DWELLING)
9. GELLIBRAND STREET
10. 1 GELLIBRAND STREET (TWO STOREY BRICK RENDERED DWELLING)
11. 3 GELLIBRAND STREET (TWO STOREY BRICK RENDERED DWELLING)



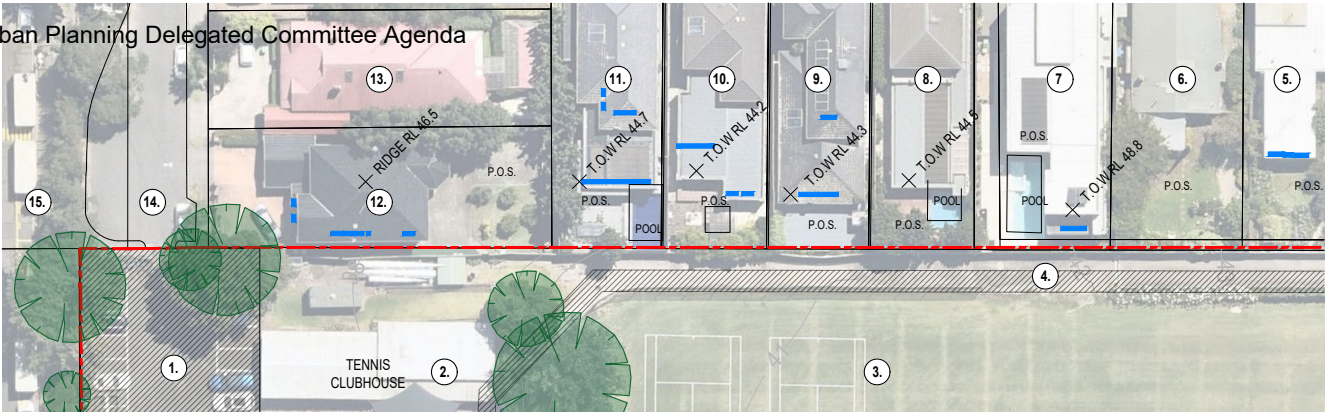
**LEGEND**

- EXISTING BUILDING
- SITE TITLE BOUNDARY
- HABITABLE ROOM WINDOW

**INTERFACE PLAN - PROPOSED**

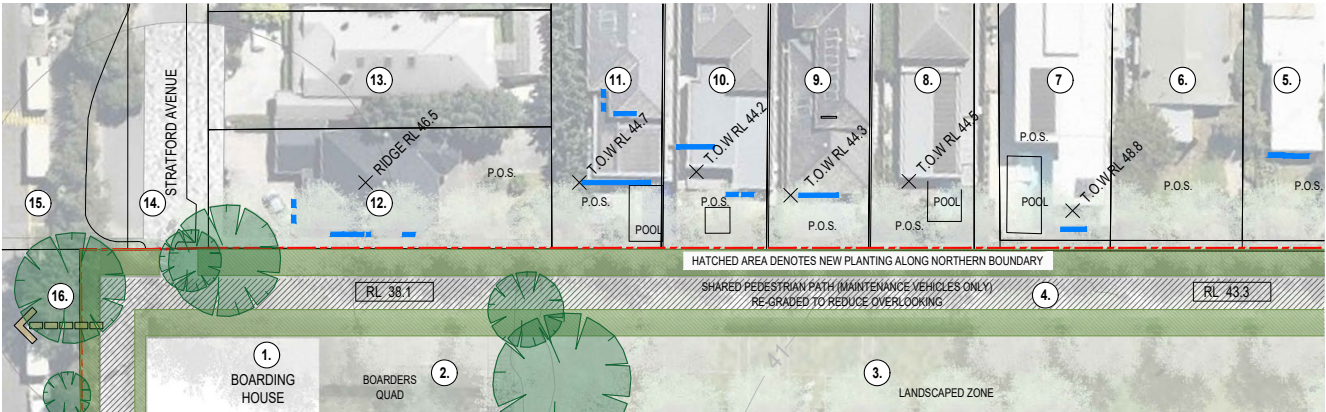
SCALE 1:500





INTERFACE PLAN - EXISTING  
SCALE 1:500

- LEGEND**
1. EXISTING ON-GRADE PARKING
  2. EXISTING TENNIS CLUBHOUSE
  3. HOCKEY/TENNIS COURTS ON NATURAL TURF
  4. SERVICE ROAD
  5. 11 VALENTINE STREET (SINGLE STOREY WEATHERBOARD DWELLING)
  6. 13 VALENTINE STREET (SINGLE STOREY RENDERED DWELLING)
  7. 15 VALENTINE STREET (TWO STOREY RENDERED DWELLING)
  8. 17 VALENTINE STREET (TWO STOREY BRICK DWELLING)
  9. 19 VALENTINE STREET (TWO STOREY RENDERED DWELLING)
  10. 21 VALENTINE STREET (TWO STOREY RENDERED DWELLING)
  11. 23 VALENTINE STREET (TWO STOREY RENDERED DWELLING)
  12. 15 STRATFORD STREET (TWO STOREY BRICK DWELLING)
  13. 13 STRATFORD STREET (SINGLE STOREY WEATHERBOARD DWELLING)
  14. STRATFORD STREET
  15. VICROADS SITE



INTERFACE PLAN - PROPOSED  
SCALE 1:500

- LEGEND**
1. PROPOSED BOARDING HOUSE WITH GROUND FLOOR ARTICULATION ZONE
  2. BOARDERS QUAD - LANDSCAPED COURTYARD SPACE
  3. LANDSCAPED ZONE PLANTED WITH DENSE VEGETATION
  4. SHARED PEDESTRIAN AND VEHICULAR PATH WITH LANDSCAPED EDGE ON NORTHERN BOUNDARY
  5. 11 VALENTINE STREET (SINGLE STOREY WEATHERBOARD DWELLING)
  6. 13 VALENTINE STREET (SINGLE STOREY RENDERED DWELLING)
  7. 15 VALENTINE STREET (TWO STOREY RENDERED DWELLING)
  8. 17 VALENTINE STREET (TWO STOREY BRICK DWELLING)
  9. 19 VALENTINE STREET (TWO STOREY RENDERED DWELLING)
  10. 21 VALENTINE STREET (TWO STOREY RENDERED DWELLING)
  11. 23 VALENTINE STREET (TWO STOREY RENDERED DWELLING)
  12. 15 STRATFORD STREET (TWO STOREY BRICK DWELLING)
  13. 13 STRATFORD STREET (SINGLE STOREY WEATHERBOARD DWELLING)
  14. STRATFORD STREET
  15. VICROADS SITE
  16. POSSIBLE FUTURE CONNECTION SUBJECT TO DISCUSSIONS WITH LAND OWNER



- LEGEND**
- EXISTING BUILDING
  - SITE TITLE BOUNDARY
  - HABITABLE ROOM WINDOW

2.4 EXISTING BUILDINGS

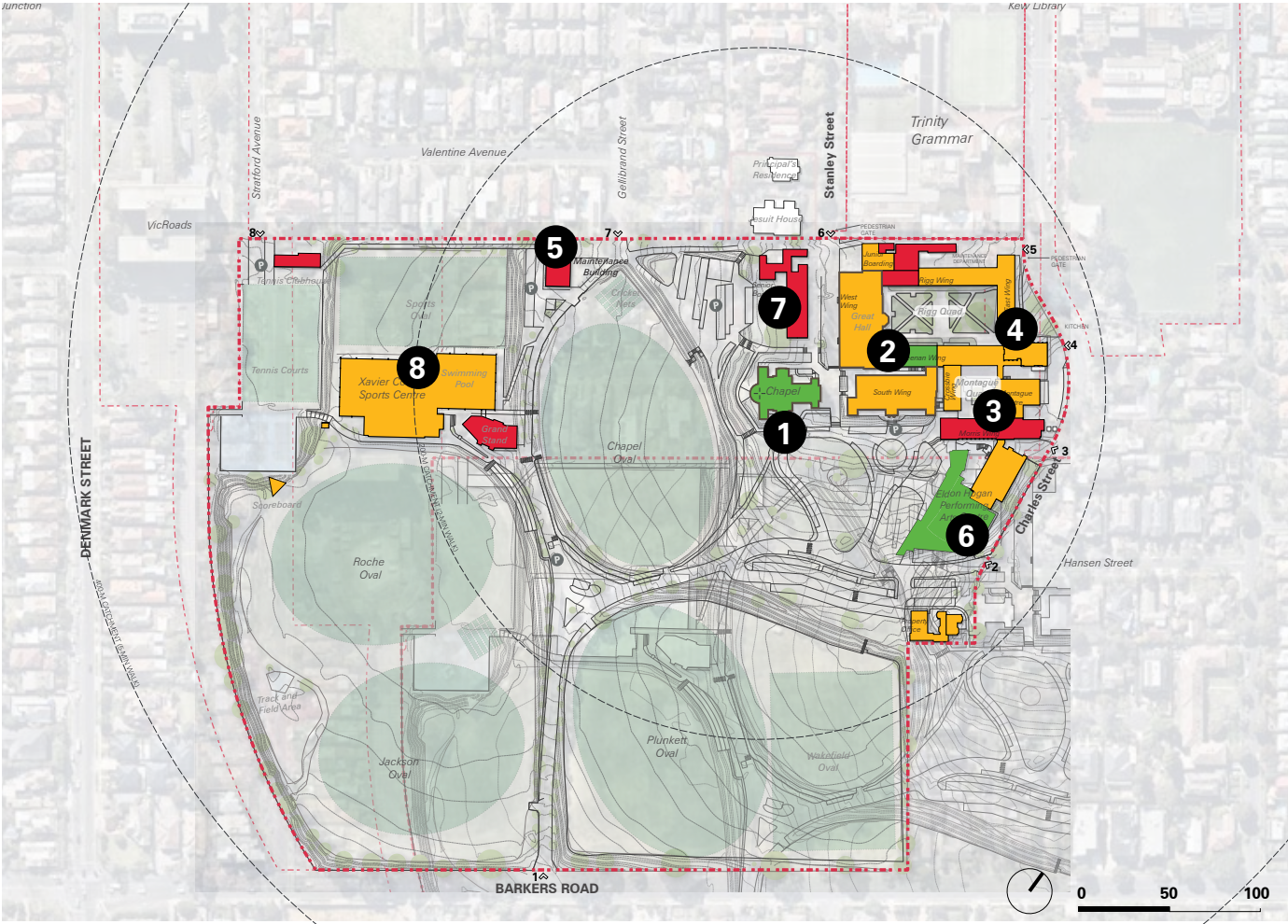
The College campus currently comprises two key precincts, including:

- The 'Campus Core' Precinct with all educational facilities.
- The 'Sporting' Precinct, comprising the existing Sports Centre, tennis courts and sports ovals.

- 1 Chapel
- 2 Great Hall
- 3 Morris Wing
- 4 East Wing
- 5 Maintenance Building
- 6 Performing Arts Centre
- 7 Senior Boarding House
- 8 Sports Centre

**Legend**

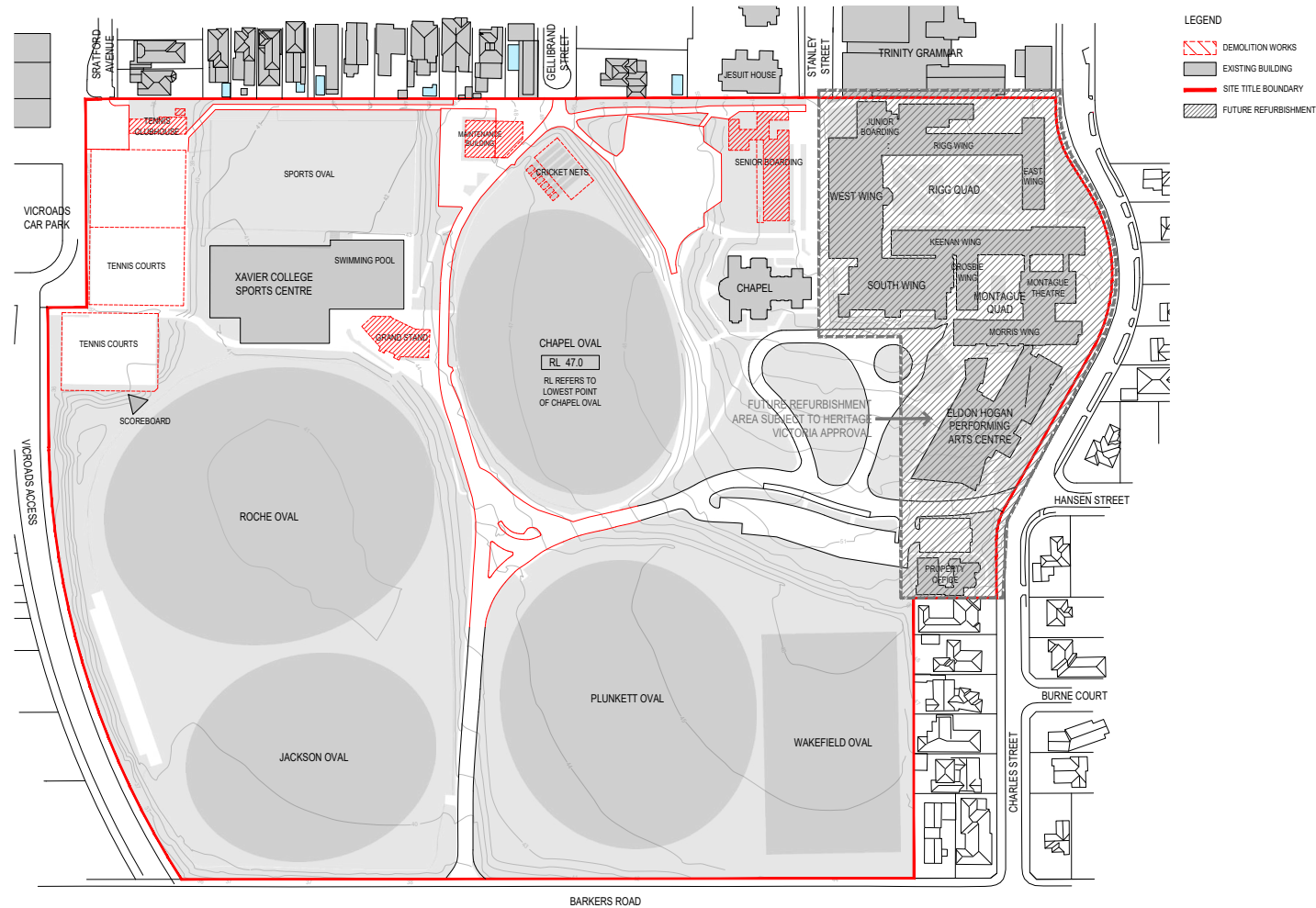
- Poor condition - unfit for purpose
- Moderate condition
- Good condition
- Heritage value





DEMOLITION PLAN

Pursuant to the Boroondara Planning Scheme, demolition of existing buildings does not require a planning permit. Separate permission will be required and sought from Heritage Victoria.

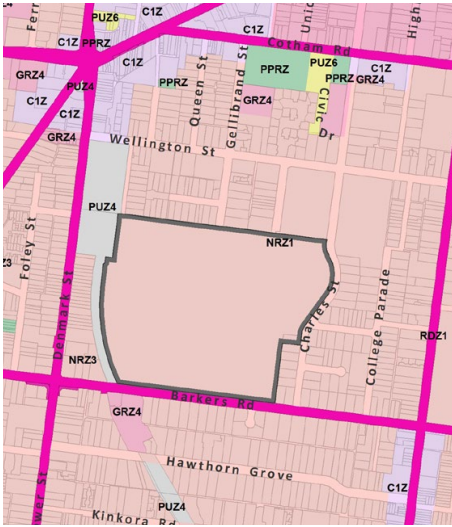


2.5 ZONES AND OVERLAYS

Xavier College is located in the Neighbourhood Residential Zone – Schedule 1 and in an area that is predominantly residential land. There are a variety of zones along Cotham Road and Denmark Street, including the Commercial 1 Zone, Public Park and Recreation Zone and Public Use Zone. The residential properties east of Charles Street are within the Heritage Overlay.

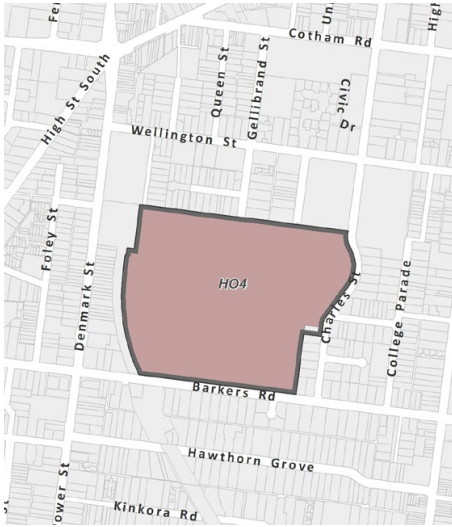
The College is affected by the Heritage Overlay (HO4) and is included on the Victorian Heritage Register (Ref No H893). Therefore, heritage impacts are to be considered by Heritage Victoria, rather than Council. Separate approval from Heritage Victoria is required for buildings and works and is a separate process, outside of the Development Plan approval process.

A Development Plan Overlay (DPO2) applies to the site which specifies the need to have a development plan approved by the Responsible Authority.



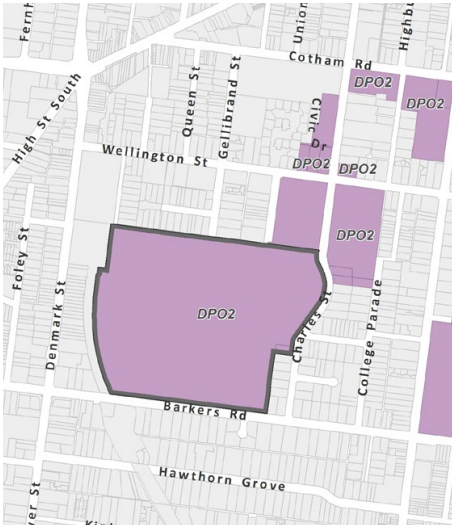
Zoning Plan

- Subject Site
- Planning Zones
  - Commercial 1 (C1Z)
  - Commonwealth Land (CA)
  - Public Park & Recreation (PPRZ)
  - Public Use - Service & Utility (PUZ1)
  - Public Use - Education (PUZ2)
  - Public Use - Transport (PUZ4)
  - Public Use - Cemetery/Crematorium (PUZ5)
  - Public Use - Local Government (PUZ6)
  - Public Use - Other (PUZ7)
  - General Residential 1 (GRZ1)
  - General Residential 2 (GRZ2)
  - General Residential 3 (GRZ3)
  - General Residential 4 (GRZ4)
  - General Residential 5 (GRZ5)
  - Neighbourhood Residential 3 (NRZ3)
  - Residential Growth 1 (RGZ1)
  - Road - Category 1 (RDZ1)



Heritage Overlay Plan

- Subject Site
- Heritage Overlay



Development Plan Overlay

- Subject Site
- Development Plan Overlay

2.6 PUBLIC TRANSPORT

A number of public transport facilities are accessible to Xavier College and are readily utilised by students, parents, visitors and staff of the school; these include:

- Bus Services running along Charles Street and Wellington Street (Route 609).
- Three Tram Services: Route 16 along Glenferrie Road (approximately 200 metres to the east) of XC along Wellington Street, Route 109 along Cotham Road and Route 48 along High Street.
- Connections to local train stations at Glenferrie and Hawthorn to the south of the school (approximately 1.5 kilometres), connecting to services along the Lilydale, Belgrave and Alamein lines.

Legend

Senior School campus

Tram route

Bus route

Walking distance





# 3.0 THE MASTERPLAN

## 3.1 PURPOSE

Xavier College has undertaken an extensive master planning process to inform the future development, growth and spatial requirements of the College over the next 30 years. This was initiated by the development of the XC150 Strategic Plan.

Based on the principles and vision, the College structure, growth and mission have been reviewed to inform the future needs of the College, including changes to the School structure and campus precincts.

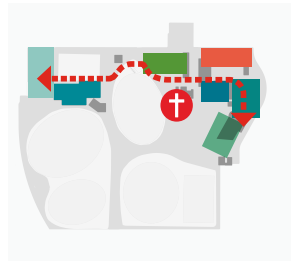
This includes the closure of the Kostka Hall (Brighton) Campus and the relocation of all Year 7 & 8 students from Kostka Hall and Burke Hall to the Senior School Campus. Thus, creating a distinct Senior Campus at Barkers Road and a Junior Campus at Burke Hall.

There will also be a deliberate but gradual expansion of the boarding facilities at the Senior School Campus. Additionally, a redesign of the sporting facilities will ensure they meet the demands of the Associated Public Schools (APS) requirements.

## 3.2 STRATEGIES FOR THE DEVELOPMENT PLAN

The Development Plan offers a clear view of the long term character and form of the campus, including growth. Several campus scale strategies were prepared to ensure that any new development meets the future needs of the College.



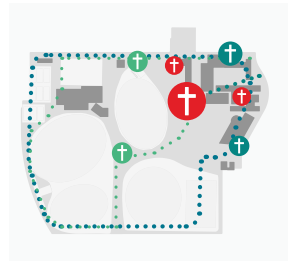


**Connect the campus with a clear and accessible pedestrian spine**

Create a clear and accessible pedestrian walk along the northern edge of the campus

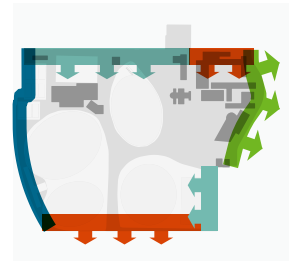
Present different learning experiences along the spine to encourage curiosity.

Connect high-quality indoor and outdoor learning spaces.



**Support Jesuit identity and Ignatian spirituality**

Provide a variety of spaces both indoors and within the landscape for reflection, stillness and the conscious practice of Ignatian spirituality, with the Chapel at the heart.

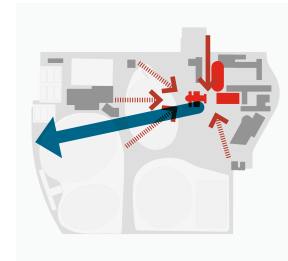


**Respond appropriately to campus interfaces, while reflecting Xavier's identity**

Respond to the different edge conditions afforded by the site.

Offer a fine grain and landscaped design response to residential interfaces.

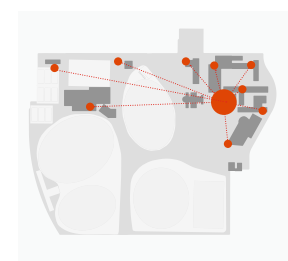
Reflect the College's identity and values at street frontages.



**Preserve heritage and views**

Protect and enhance key heritage buildings.

Strengthen views to heritage buildings and to the city.



**Arrange staff spaces in a hub and spoke model**

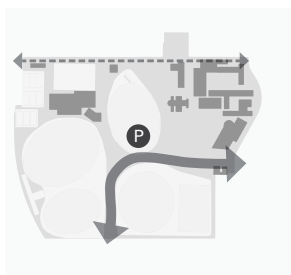
Create a new staff hub in the campus core, with satellite staff spaces located in buildings across the campus.



**Prioritise pedestrians**

Prioritise the pedestrian experience, replacing car routes with pedestrian routes with clear entrances.

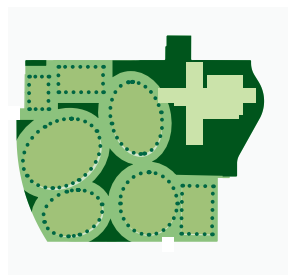
Ensure the site's topography is accessible for people of all abilities.



**Separate people from cars**

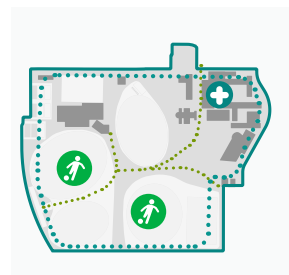
Remove cars from the campus core, limiting access to the loop connecting Barkers Road and Charles Street.

Create a new subterranean car park in a central location.



**Create a diverse range of outdoor rooms**

Enable learning in the landscape by creating a landscape of diverse rooms: sporting, learning and social.



**Ensure the campus supports health, wellbeing and safety**

Provide a safe, secure campus that encouraged physical activity for all.

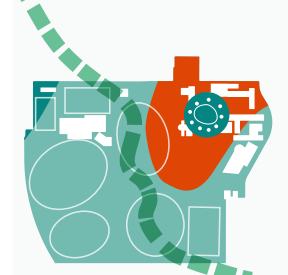
Encourage informal recreation and active transport options through high-quality and welcoming facilities.

Monitor access through clearly identified gateways.



**Support a vibrant campus life**

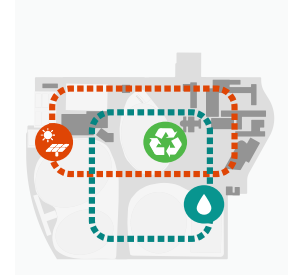
Enhance existing facilities to provide for Xavier's lively events calendar, ensuring spaces are generous, high-quality, accessible and safe, throughout the day and night, year-round.



**Connect to Country**

Amplify the voices of First Nations students, staff and visitors.

Reinforce Xavier's commitment to reconciliation and First Nations communities, past present and future.



**Express sustainability and resilience**

Strive for ambitious environmental targets, consider precinct-based approaches to sustainability.

Express systems to provide learning opportunities.

Emphasise social sustainability by nurturing community and gathering spaces.

3.3 STUDENT AND STAFF  
NUMBER INCREASE






Due to the relocation of all Year 7 & 8 students to the Senior School Campus, the maximum number of students will increase from 1,000 (as approved by the 2006 Development Plan) to 1,500.

As a result of the increase in student numbers, the staff and associated car parking spaces required will also grow.

There will be no change to the after school / weekend activities at the Senior School Campus.

The Year 7 & 8 students already use the senior campus for sport and will continue to do so, as well as continue to use Burke Hall.

Below is a snapshot of the current and proposed student, staff and parking numbers.

STUDENTS NUMBER INCREASE			
	<b>2006 MP CONDITIONS</b>	<b>2021</b>	<b>2024</b>
	<b>1,000</b> total enrolments Maximum	<b>990</b> total enrolments Approximate	<b>1,500</b> total enrolments New Development Plan required
BOARDING			
	<b>2020</b>	<b>2025+</b>	
	<b>57</b> boarders Across two houses	<b>100</b> boarders In one house, possibly delivered in stages	
STAFF NUMBERS			
	<b>2021</b>	<b>2024</b>	
	<b>180</b> Current Staff members on site at any one time	<b>220</b> target	
PARKING (DURING SCHOOL HOURS)			
	<b>2006</b>	<b>2021</b>	
	<b>245</b> spaces Development Plan Requirement	<b>249</b> spaces Current Spaces on site	<b>350 - 400</b> spaces Proposed ultimate scenario
PARKING (AFTER SCHOOL HOURS)			
	<b>2006</b>	<b>2021</b>	
	<b>314</b> spaces Development Plan Requirement	<b>300</b> spaces Current Spaces on site	<b>350 - 400</b> spaces Proposed ultimate scenario



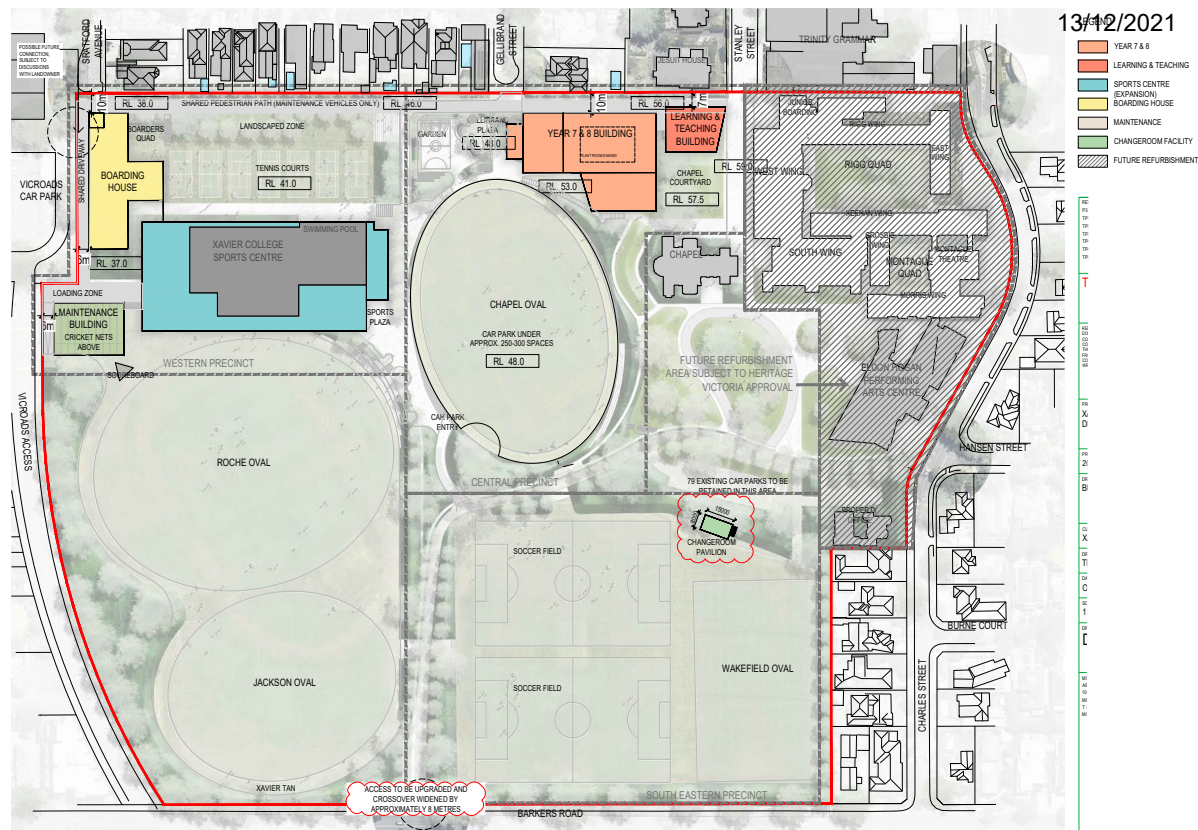


# 4.0 THE DEVELOPMENT PLAN

The following section outlines the key projects for the College. The Development Plan separates the College into three distinct precincts:

- Eastern Precinct
- Central Precinct
- Western Precinct
- Southern Precinct

The future refurbishment works to the existing campus core in the Eastern Precinct will be completed at a later stage.



4.1 CENTRAL PRECINCT

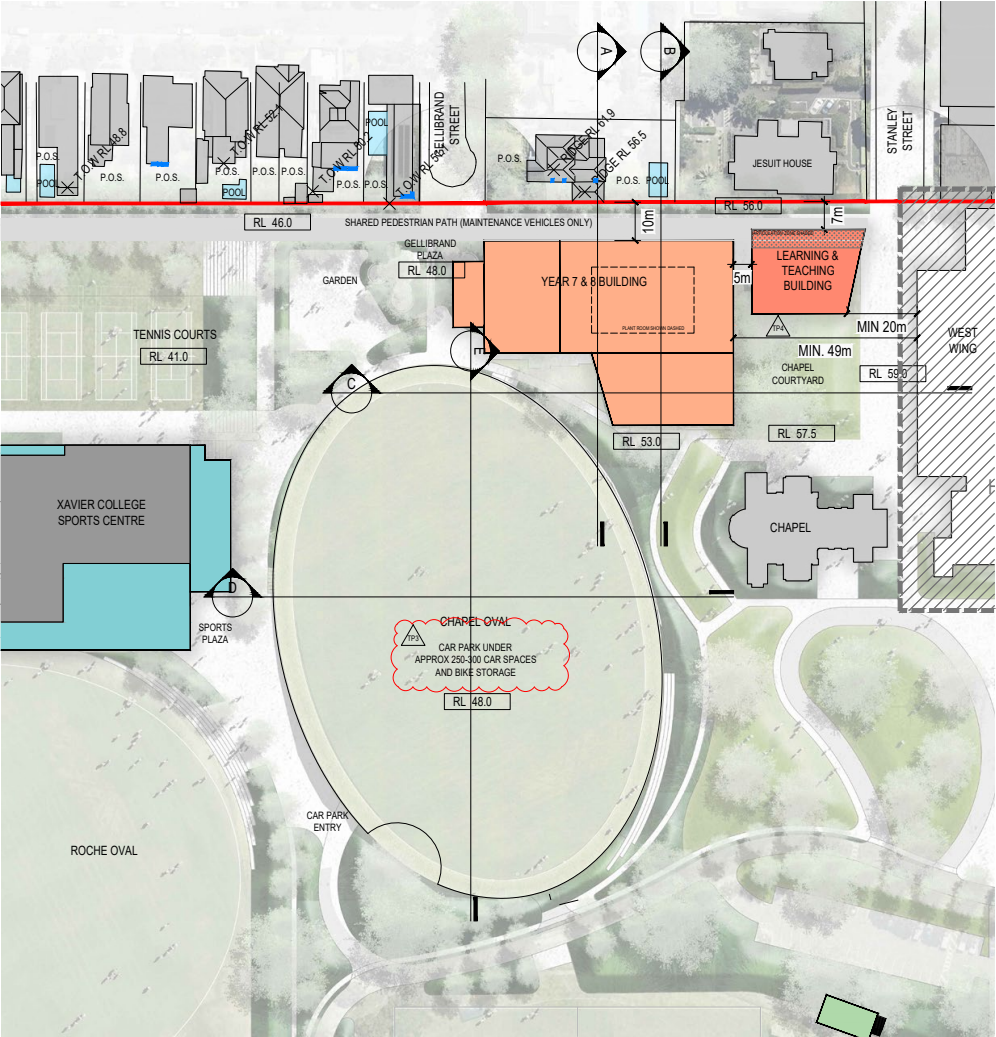


**BUILDING ENVELOPES**

- YEAR 7 & 8
- LEARNING & TEACHING
- SPORTS CENTRE (EXPANSION)
- BOARDING HOUSE
- MAINTENANCE

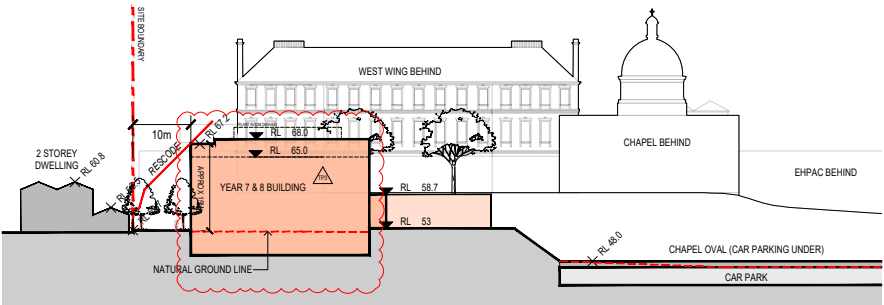
**LEGEND**

- EXISTING BUILDING
- FUTURE REFURBISHMENT
- SITE TITLE BOUNDARY
- HABITABLE ROOM WINDOW
- ARTICULATION ZONE (PROPOSED)

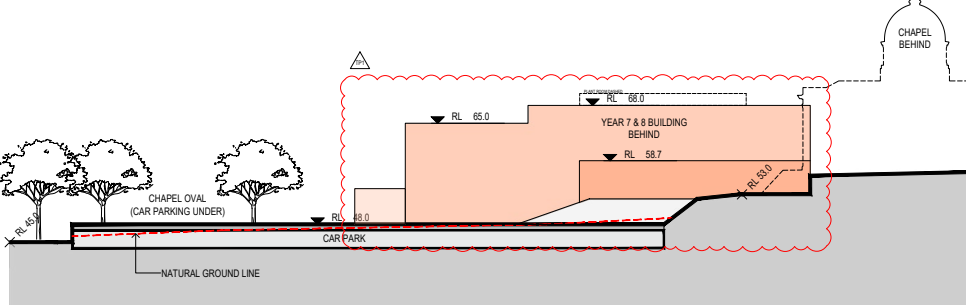


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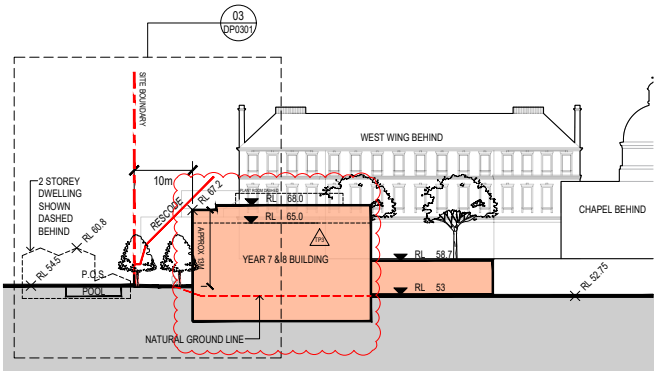




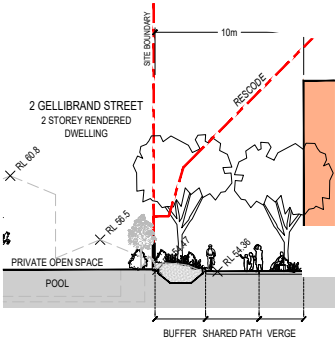
SECTION A  
SCALE 1:500



SECTION D  
SCALE 1:500



SECTION B  
SCALE 1:500



NORTHERN INTERFACE  
SCALE 1:200

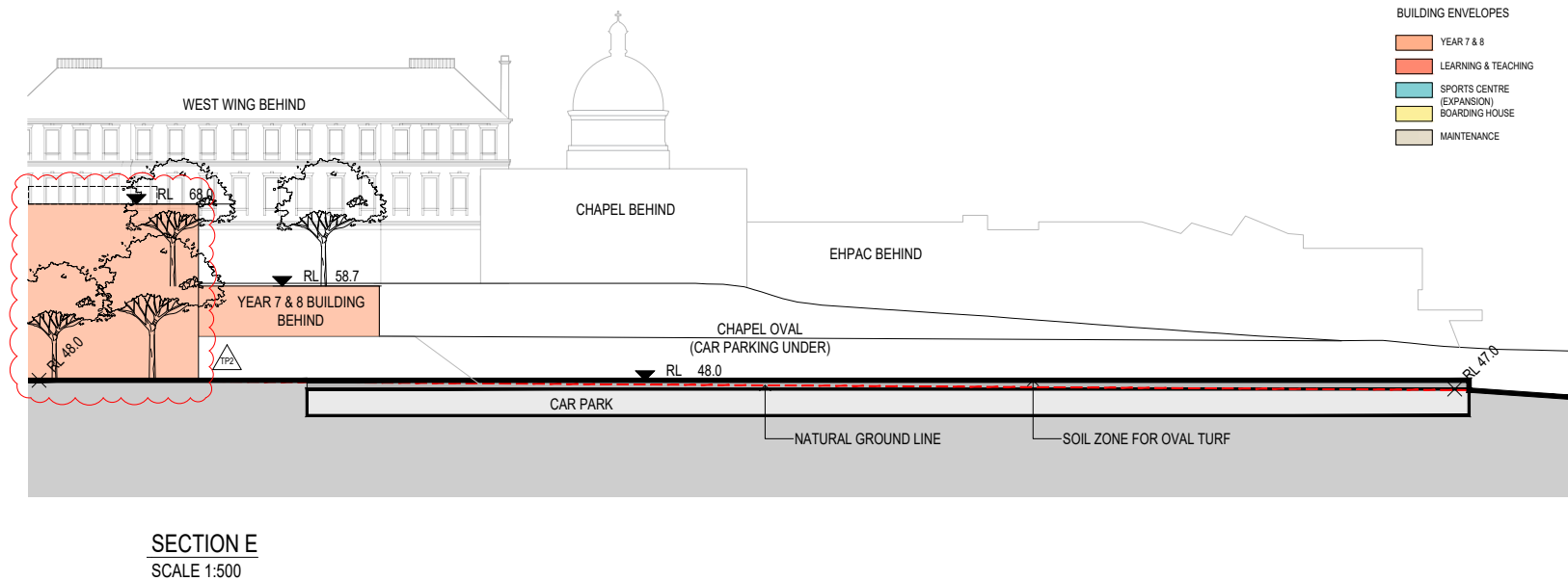
### Year 7 & 8 Building

- Welcoming building for students transitioning from Junior to Senior School
- Connected yet distinct from the adjacent existing campus core
- Supporting the specific pedagogical, personal and spiritual growth of students in Years 7 and 8
- Creating dedicated areas for play and self-development
- Approximately 5000 m<sup>2</sup> of GFA
- The built form steps down to the west to respond to the topography of the site.
- The building envelope has been designed to ensure compliance with the ResCode side setback requirement.

- BUILDING ENVELOPES
- YEAR 7 & 8
  - LEARNING & TEACHING
  - SPORTS CENTRE (EXPANSION)
  - BOARDING HOUSE
  - MAINTENANCE

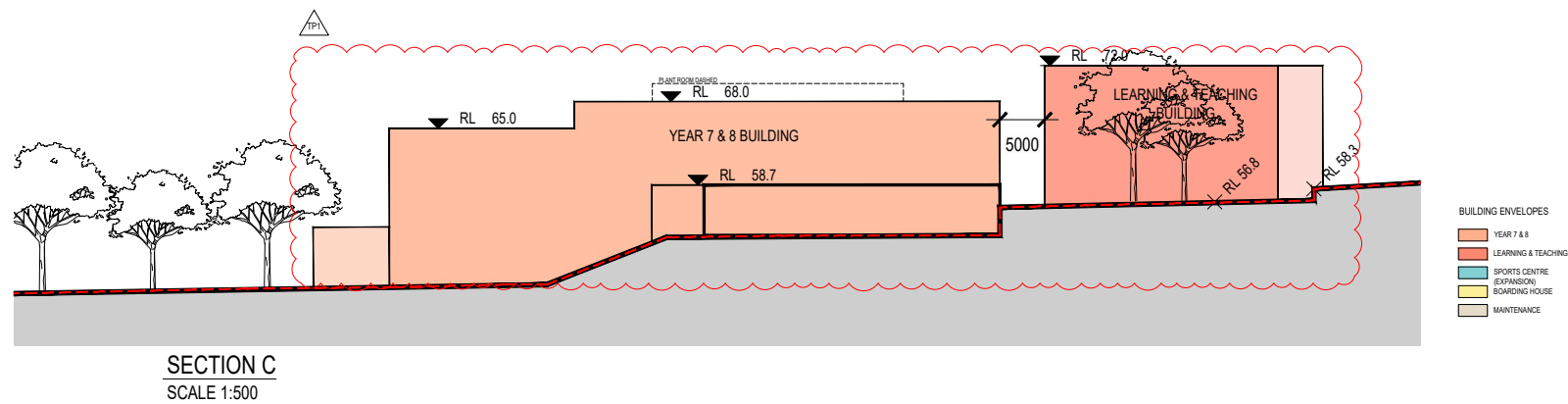
Chapel Oval and Car Parking

- Consolidate most on-grade car parking around the school into a car park with drop off facilities located under an upgraded Chapel Oval playing surface.
- Opportunities for water retention and storage, alongside new change-room facilities opposite the Sports Centre.
- Clear pedestrian exits and entries at key locations into and from the car park facility.
- 2006 Master Plan requires total car parking requirement of 314 for after school events.
- With 101 spaces to be retained on the campus, 175 is the minimum required in this car park to comply with the parking requirements at Clause 52.06 of the Boroondara Planning Scheme.
- The car park will provide a capacity of approximately 250-300 spaces.
- The proposed car park will also comprise additional bicycle storage.
- The footprint of the car park has been designed to ensure the retention of the existing significant trees to the south.
- The planning permit for the Chapel Oval project must demonstrate, with Arborist advice, the adequate ongoing growing conditions and health of Tree 321.
- Additional car parks have been proposed to allow for future growth, to reduce pressure on external roads, and to reduce community concerns.



Teaching and Learning Building

- The removal of the Senior Boarding House creates a site that links between the heritage campus core and the proposed Year 7 and 8 Building.
- Opportunity for an architecturally unique 3 storey specialist learning and teaching building, potentially for the Creative Arts (gallery and teaching space) — able to be shared by Year 7 and 8 students and the rest of the Senior School.
- The Teaching and Learning Building will be designed to ensure key views of the Chapel Oval from Stanley Street are retained.
- Approximately 1,500 m<sup>2</sup> of GFA.



4.2 WESTERN PRECINCT

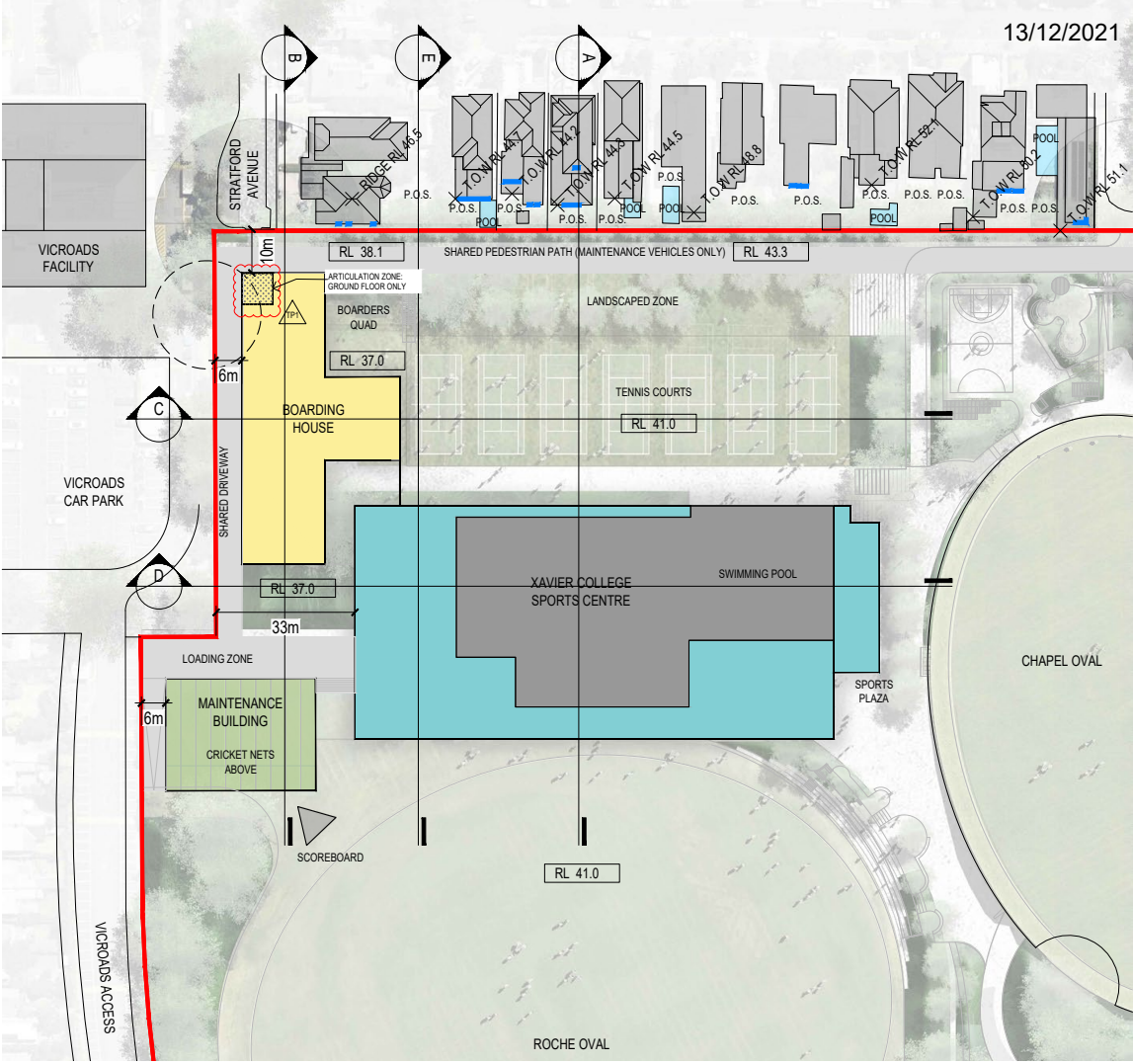


**BUILDING ENVELOPES**

- YEAR 7 & 8
- LEARNING & TEACHING
- SPORTS CENTRE (EXPANSION)
- BOARDING HOUSE
- MAINTENANCE

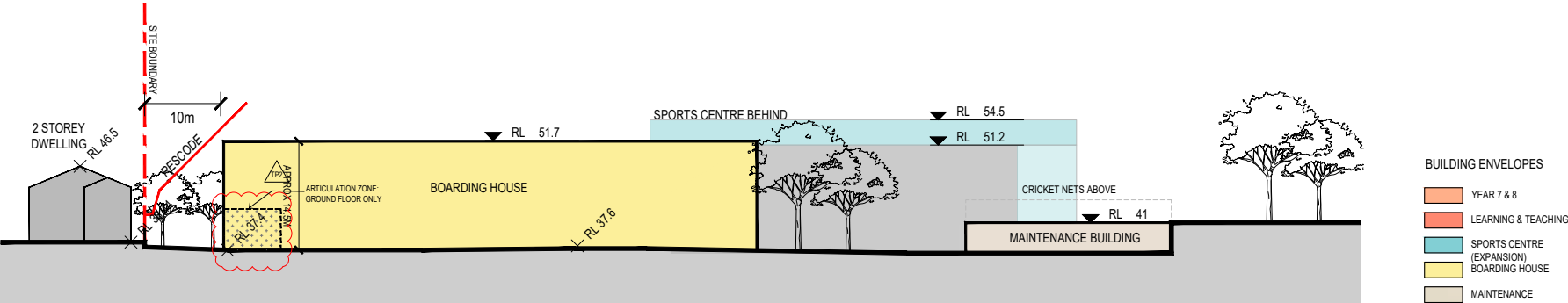
**LEGEND**

- EXISTING BUILDING
- FUTURE REFURISHMENT
- SITE TITLE BOUNDARY
- HABITABLE ROOM WINDOW
- ARTICULATION ZONE (PROPOSED)

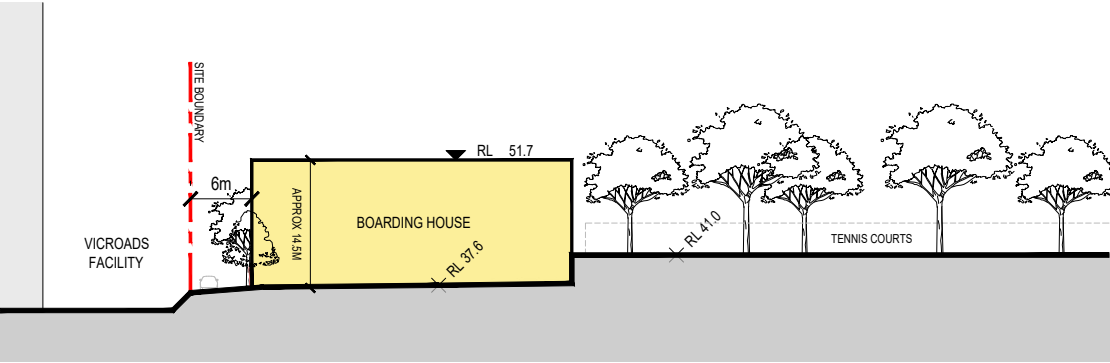


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SECTION B  
SCALE 1:500



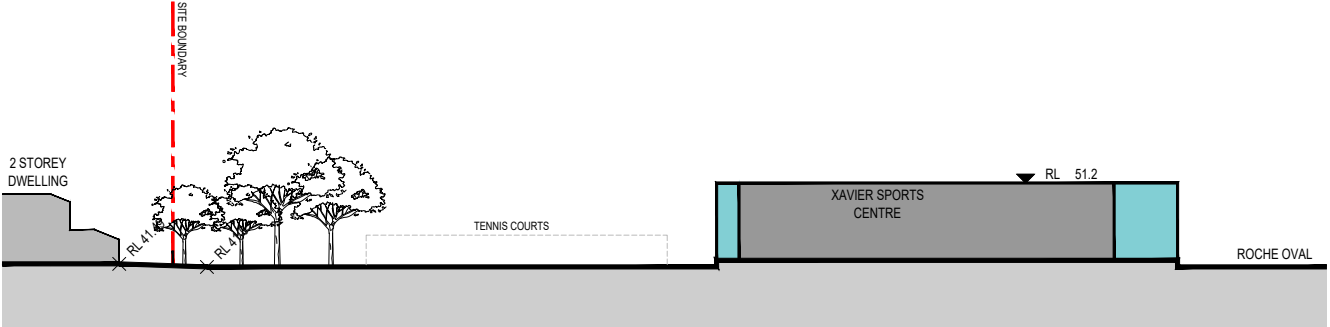
SECTION C  
SCALE 1:500

### Boarding House

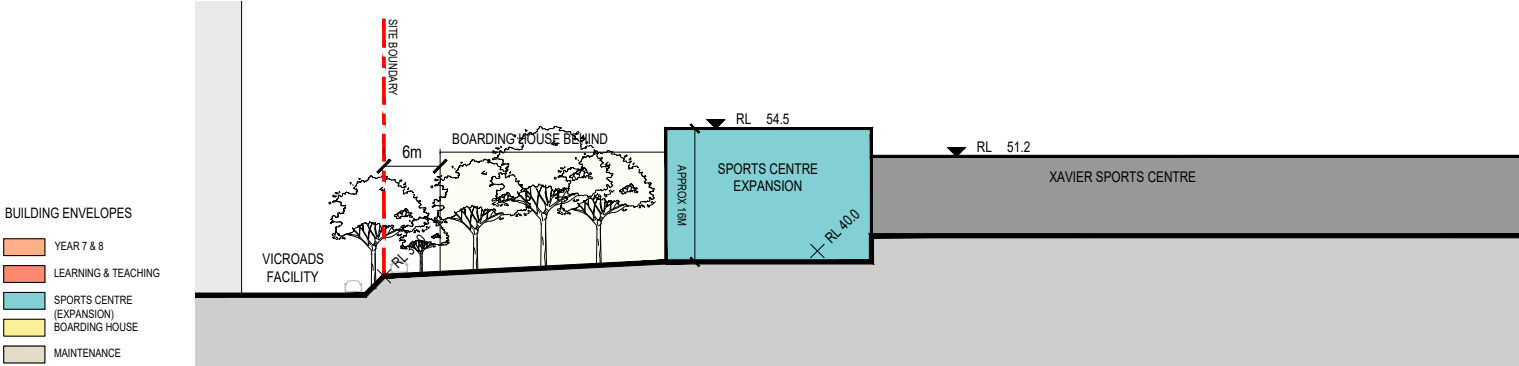
- Proposed boarding facility to cater for approximately 100 boarders, with individual studio apartments and shared bathroom facilities.
- The Boarders Quad is a central courtyard which culminates the Xavier Spine experience and provides a dedicated green open space to the north.
- The Boarders Lawn provides an introspective, quieter space which could be used to host more intimate boarding events, and grow food within dedicated veggie gardens.
- Shared study space and informal gathering lounges on upper floors.
- Opportunity to create a dedicated Study Centre located on the upper floor, and a roof terrace with vantage over the school grounds and towards the city skyline.
- Approximately 3500 m<sup>2</sup> of GFA.
- An articulation zone will be provided at the ground floor level to reduce the visual bulk to the north and ensure appropriate vehicle access arrangements to the maintenance building.

Sports Centre Upgrade

- Re-imagined Sports Centre with an additional playing courts for the Year 7 & 8 students and internal upgrades to bring the facilities up to modern standards.
- The upgraded Sports Centre will include an upgraded facade with a focus on a transparent ground floor - ensuring visual connectivity between surrounding sport uses.
- Reconsidered loading and storage facilities on the lower level ensures efficiency in deliveries and sports storage.
- A proposed Tennis Hub will replace the existing tennis courts and provides opportunities to host intimate sporting events, with clear vantage over the tennis courts below.
- The function space will be relocated from the existing sports courts to a dedicate dining hall.
- A new maintenance shed will be located to the western end of the sports centre. This will move truck movement and maintenance vehicle movement away from the core student areas..



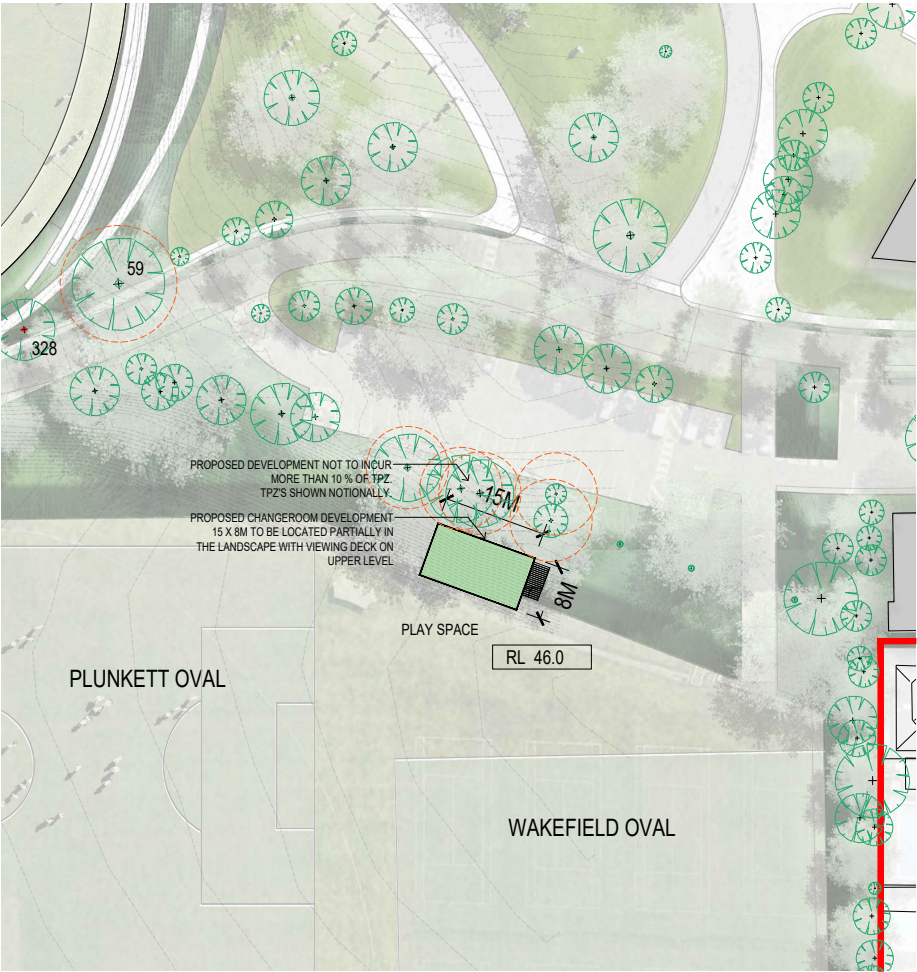
SECTION A  
SCALE 1:500



SECTION D  
SCALE 1:500

### 4.3 SOUTHERN PRECINCT

- The proposed change room facility and viewing platform is being carried over from the 2006 Development Plan.
- The building will be constructed into the embankment to the north of Plunkett Oval.
- The proposed design will ensure the protection of all existing trees.
- The building envelope will be approximately 15m (length) x 8m (depth) x 3m (height).
- A multi-purpose play space will be constructed on the southern side of the change rooms.



BUILDING ENVELOPES		LEGEND	
<span style="border: 1px solid orange; padding: 2px;"> </span>	YEAR 7 & 8	<span style="background-color: gray; border: 1px solid black; padding: 2px;"> </span>	EXISTING BUILDING
<span style="border: 1px solid red; padding: 2px;"> </span>	LEARNING & TEACHING	<span style="background-color: gray; border: 1px dashed black; padding: 2px;"> </span>	FUTURE REFURBISHMENT
<span style="border: 1px solid blue; padding: 2px;"> </span>	SPORTS CENTRE (EXPANSION)	<span style="border-bottom: 2px solid red; display: inline-block; width: 20px;"></span>	SITE TITLE BOUNDARY
<span style="border: 1px solid yellow; padding: 2px;"> </span>	BOARDING HOUSE	<span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span>	HABITABLE ROOM WINDOW
<span style="border: 1px solid brown; padding: 2px;"> </span>	MAINTENANCE	<span style="background-color: gray; border: 1px dashed black; padding: 2px;"> </span>	ARTICULATION ZONE (PROPOSED)
<span style="border: 1px solid green; padding: 2px;"> </span>	CHANGEROOM FACILITY		
<span style="border: 1px solid red; border-radius: 50%; padding: 2px;"> </span>	TREE- REMOVED		
<span style="border: 1px solid green; border-radius: 50%; padding: 2px;"> </span>	TREE- RETAINED		
<span style="border: 1px solid purple; border-radius: 50%; padding: 2px;"> </span>	TREE- REQUIRES LOCAL LAW FOR REMOVAL		

# 5.0 DESIGN OBJECTIVES



The following design objectives outline the desired direction for the identified key projects and the future development of the school.

Building projects within the College will be developed to be generally in accordance with the building envelopes shown within the Development Plan. The indicative RL's and the building footprints provide guidance for future planning permit applications. These future planning permit applications will provide full details of any proposed building on the campus and will include detailed plans including building heights, setbacks and materials.

When considering any future development proposals within the Xavier College site for any building that exceeds the building envelopes outlined within this document, any development proposal must demonstrate how it meets the Design Objectives of the Development Plan below:

- To create a focus for rounded learning and experience which fosters an educational environment that meets the needs of students and delivers educational programs into the future.
- To create an educational environment that is consistent with the Vision, Mission and Core Values of the School.
- To assist in developing the objectives of the XC150 Strategic Plan.
- To accommodate a progressive and adaptive learning and teaching environment that is capable of evolving to the increasing role of technology in education and future technological advancement.
- To create an educational facility that aligns with the College's structure and establishment of learning precincts.
- To assist in developing the desired sense of identity and address to the school within the surrounding environment.
- That the proposed layout responds to the opportunities and constraints of the site with innovation and appropriately responds to its interfaces and the surrounding environment.
- To ensure that the school continues to integrate into the surrounding community.
- To create a positive and attractive learning environment.
- To recognise the history of Xavier College and retain elements of the College that are acknowledged as being of heritage significance.
- To integrate landscaping through the school and to enrich the landscape setting of the school.
- To consider how preference is given to locating increases to building envelopes away from sensitive residential interfaces.
- To limit amenity impacts to adjoining residential interfaces.
- Construction Management Plans and Waste Management Plans will be provided during the permit application stages for each building to ensure impacts are appropriately mitigated.



## 5.1 ESD Objectives

Xavier College is committed to incorporating environmentally sustainable design initiatives into their future developments. This will ensure the College continues to integrate best practice energy and water efficient designs.

The College is committed to the following:

- Capture rainwater that falls on hard stand and roof surfaces for toilet flushing and landscape irrigation.
- Buildings are to incorporate high performance facade materials and glazing to achieve good passive thermal performance.
- Optimise external shading to all north facing spaces.
- Ensure buildings are designed to encourage natural ventilation.
- Incorporate efficient lighting systems.
- Provision of rooftop Solar PV systems to reduce dependence on mains electricity.
- Upgrading staff end of trip facilities.
- Incorporation of drought proof landscaping within the newly planted areas.
- Utilise canopy trees to provide shaded areas for students.
- Maximise the different waste streams to limit the amount of general waste going to landfill.





# 6.0 LANDSCAPE MASTER PLAN

The proposed campus layout will be integrated with landscaping to respond to the leafy character of the area and tie the campus together. The following is the overall landscape master plan prepared by Openwork. The proposed landscape masterplan incorporates the following strategies:

- Improved levels of accessibility and open spaces around the Chapel and Chapel Oval.
- Create a series of spaces in the landscape which support quiet reflection and prayer and a new ecology as sites for mindfulness, wellbeing and slowness.
- Build upon the strong heritage value of campus core building including the Great Hall, the West Wing and the South Wing.
- Embrace changes of grade as opportunities for new forms of occupation and gathering.
- Reduce roads and cars within the campus and transform the gained spaces into new rooms within the landscape for occupation and use.
- Utilise the existing and proposed canopy trees to provide a visual buffer to the neighbouring residential properties to the north.
- Retain and project all trees nominated on Boroondara's Significant Tree Register.
- Replace the *Corymbia Citriodora* (Lemon Scented Gum) species like for like.
- Reintroduce informal precolonial landscaping along the northern boundary.
- Recommend installation sizes of between 25L and 100L for all new trees. 100L sizes are to be used for all new Lemon Scented Gums and new Mana Gum feature trees.

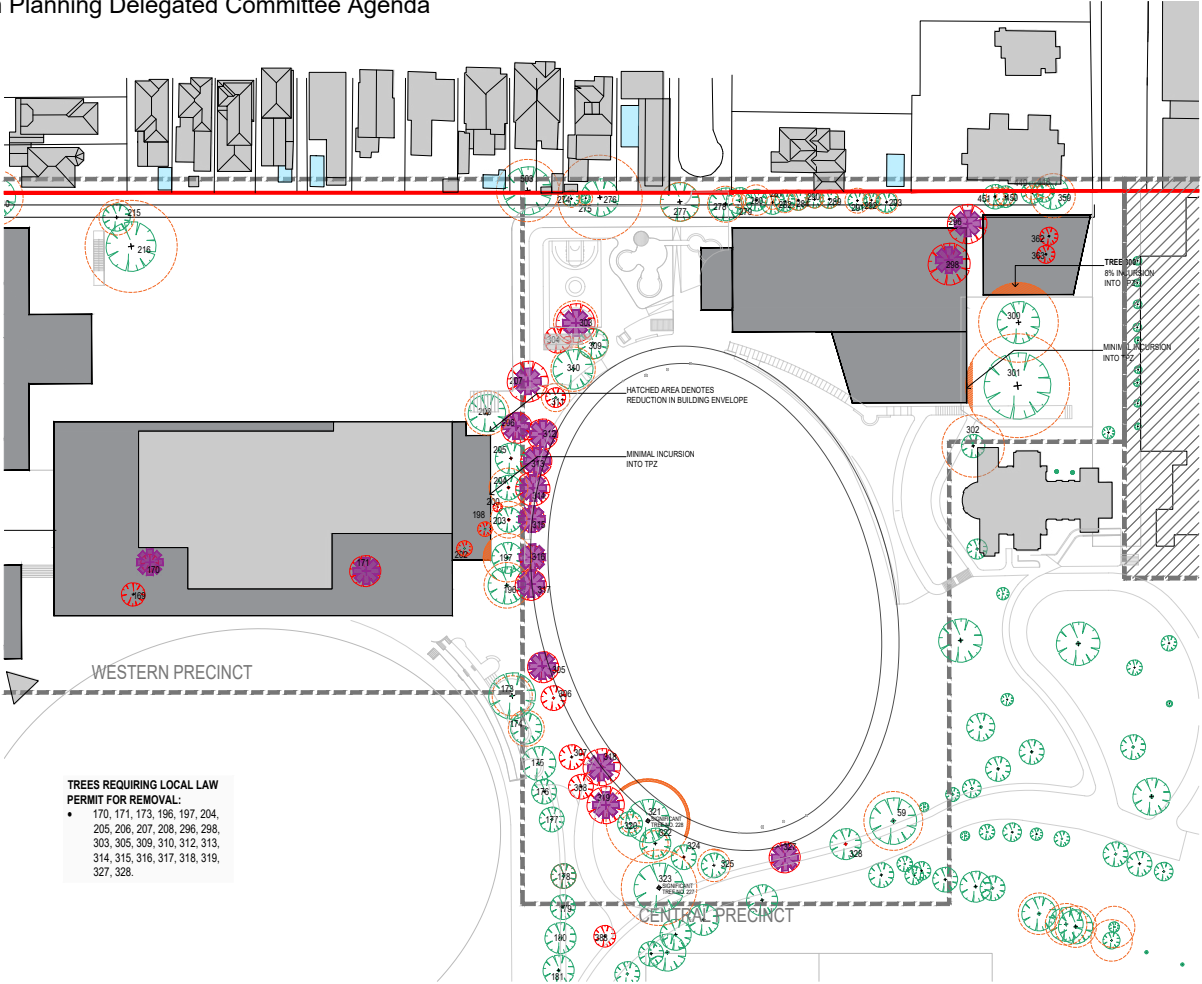
Overall, the proposed landscape response seeks to remove 32 existing trees and plant an additional 175 (approx.) trees. This results in a removal/replacement ratio of 1:4.5.





OVERALL TREE RETENTION/ REMOVAL PLAN



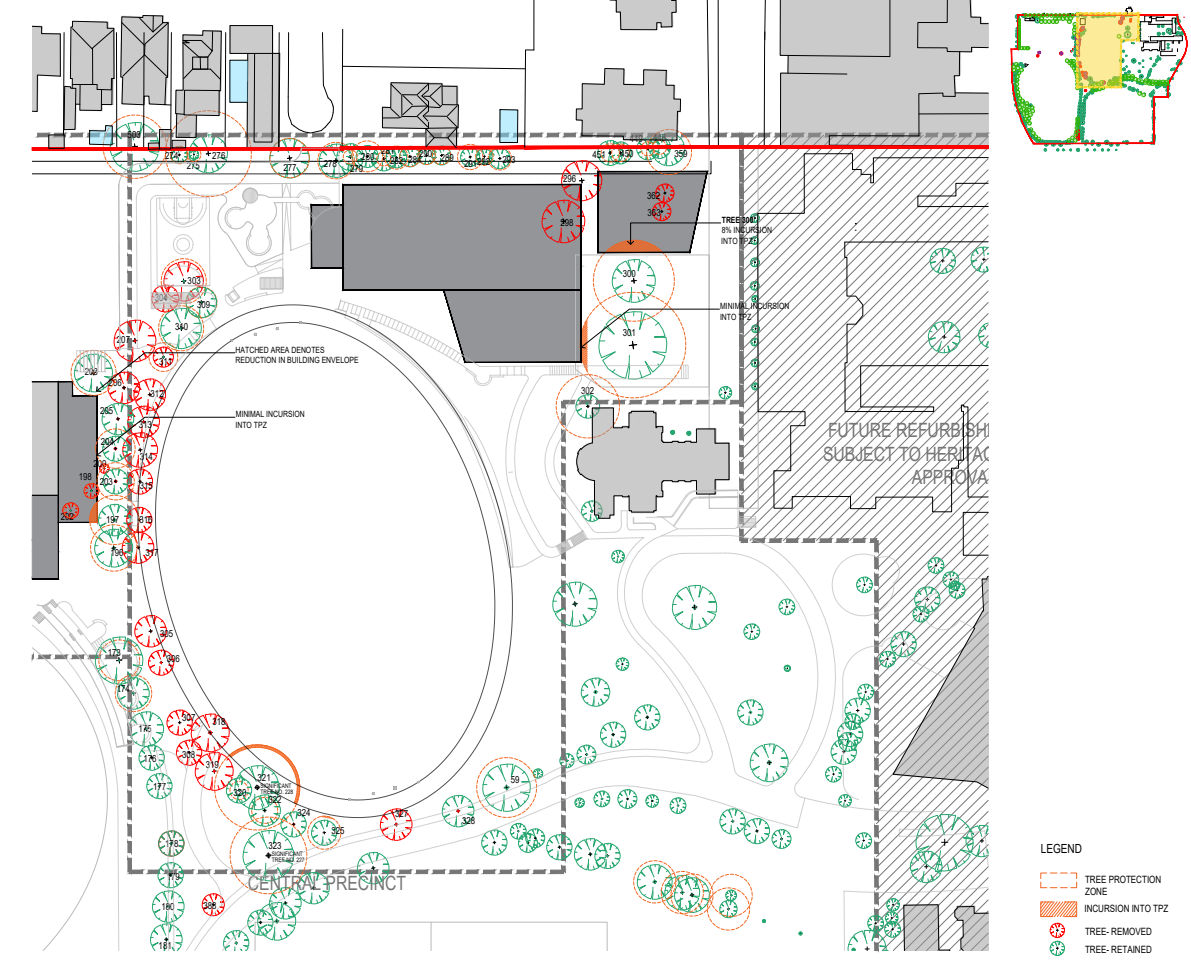


- LEGEND
- TREE-REMOVED
  - TREE-RETAINED
  - TREE- REQUIRES LOCAL LAW FOR REMOVAL

The trees highlighted purple will be subject to separate approval for removal under the City of Boroondara Tree Protection Local Law.

DETAILED TREE RETENTION/REMOVAL PLAN





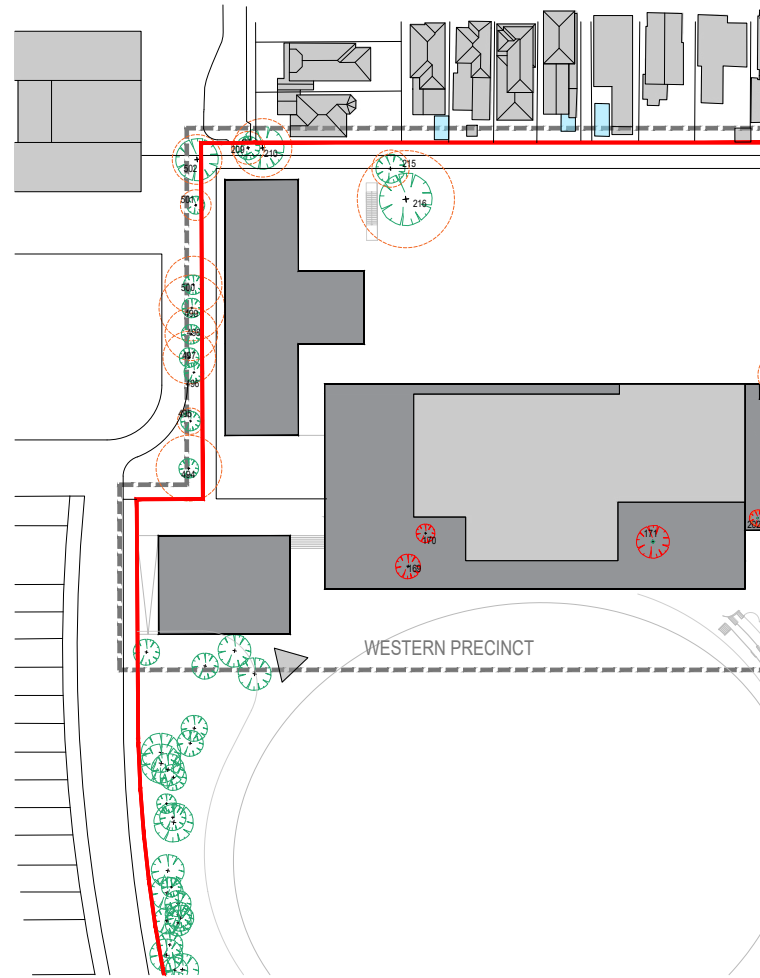
TREE PROTECTION ZONES PLAN - CENTRAL PRECINCT



Tree 321 (Identified as Tree 228 on Boroondara's Significant Tree Register)  
The planning permit for the Chapel Oval project must demonstrate, with Arborist advice, the adequate ongoing growing conditions and health of Tree 321.

TREE LOCATIONS SHOWN FROM  
LAND SURVEY 22972 SS-DL BY  
M. J. HARRIS 16/06/20

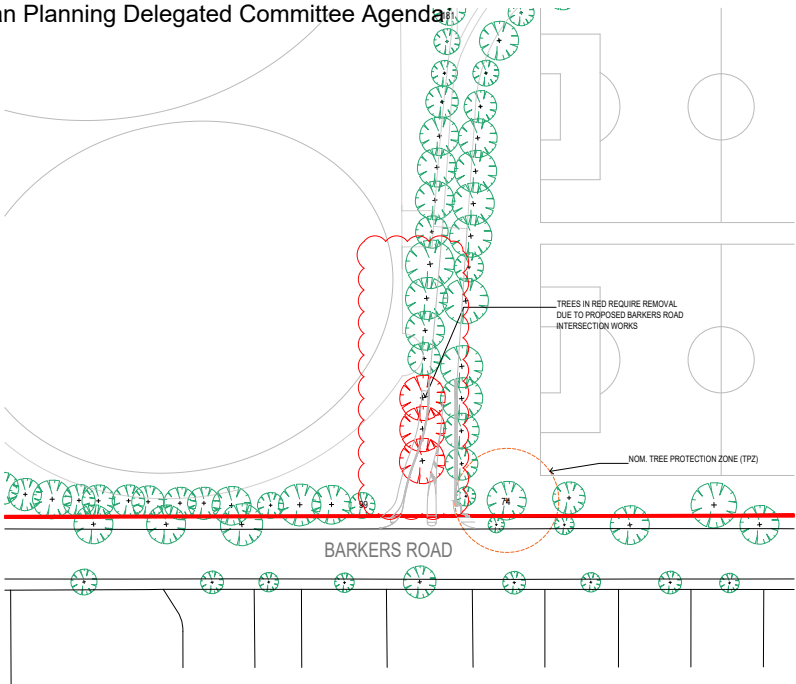
KEY PLAN



TREE PROTECTION ZONES PLAN - WESTERN PRECINCT

LEGEND

- TREE PROTECTION ZONE
- INCURSION INTO TPZ
- TREE- REMOVED
- TREE- RETAINED



TREE PROTECTION ZONES PLAN - SOUTHERN PRECINCT

- LEGEND
- TREE PROTECTION ZONE
  - INCURSION INTO TPZ
  - TREE- REMOVED
  - TREE- RETAINED
  - LOCATION OF TREE 74 SHOW APPROXIMATE

# 7.0 STAGING



The Development Plan will guide the development of Xavier College over the next 10 years. The Development Plan also aims to provide for a long term vision and guidance in regard to the development of the College beyond the next decade, and for the next 30 years.

The projects outlined within the Development Plan will not occur all at once. Rather, the envisaged work will be staggered throughout the coming decades. This is in accordance with the Development Plan Overlay (Clause 43.04-4) of the Boroondara Planning Scheme which allows Development Plans to be implemented via stages.

The construction of the Year 7 & 8 Building and Chapel Oval Car Park are nominated as the priority projects for the works outlined within this Development Plan. The Year 7 & 8 Building will incorporate a multi-storey teaching and learning space to the west of the existing senior boarding house. The proposed car park will provide approximately 250-300 spaces, change room facilities and storage.

The College is committed to providing these works concurrently to limit disruption to the traffic volumes to the north of the College. Additionally, the College will ensure that the Year 7 & 8 Building will not open until the Chapel Oval Car Park is completed.

The reasons that these works are nominated as the priority project is to ensure the Senior School Campus can accommodate the Year 7 & 8 students that will be relocated from the Kostka Hall (Brighton) and Burke Hall Campuses by the start of Term 1 2024.

**Priority project 1**

Year 7 & 8 building & Chapel Oval Car Park

**Priority project 2**

Boarding House

**All other projects**

Specialist teaching and learning building

Sports Centre upgrade

New maintenance building





# 8.0 TRAFFIC, ACCESS AND PARKING

The proposal includes new car parking areas and improved traffic circulation. This includes:

- Basement car park below Chapel Oval.
- Reconfigure existing car parking areas.
- The existing access will be upgraded and widened (by approximately 8m) on the west to protect the large tree (Tree 74) on the east as well as providing separated vehicle entry and exit traffic lanes.

The Chapel Oval Car Park will be constructed concurrently with the Year 7 & 8 Building to ensure the increase in staff parking and student pick up and drop off can be accommodated on site.

## 8.1 CAR PARKING

A key principle of the Development Plan is to provide a distinct separation of vehicles and students and ensure a sufficient number of car parking spaces are provided on site.

The construction of the car park under the Chapel Oval will incorporate a dedicated pick-up and drop-off area in addition to approximately 250-300 car parking spaces.

The Chapel Oval Car Park will be delivered concurrently with the Year 7 & 8 Building to ensure the increase in staff parking and student pick up and drop off can be accommodated on site.

Below is a breakdown of the current and proposed car parking provisions.

### School hours

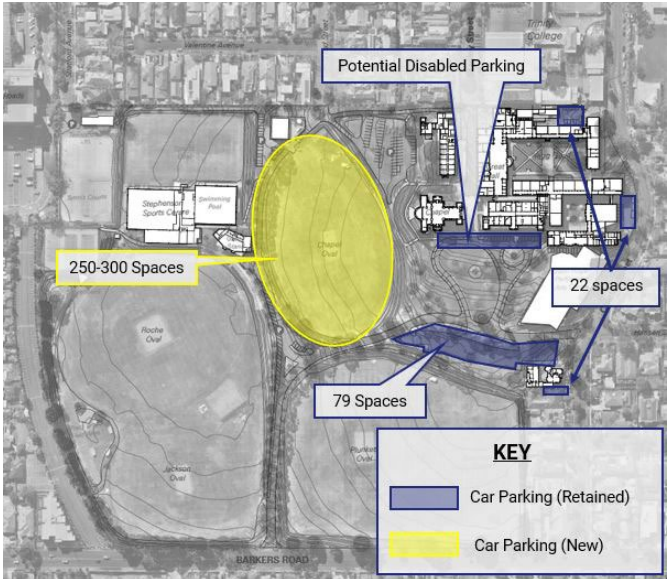


2006 Development Plan – **245 spaces**  
Current Provision – **249 spaces**  
Ultimate Target – **350-400 spaces**

### After school hours



2006 Development Plan – **314 spaces**  
Current Provision – **300 spaces**  
Ultimate Target – **350-400 spaces**



Car Parking Areas - Ultimate Scenrio (Development Plan)

8.2 ACCESS

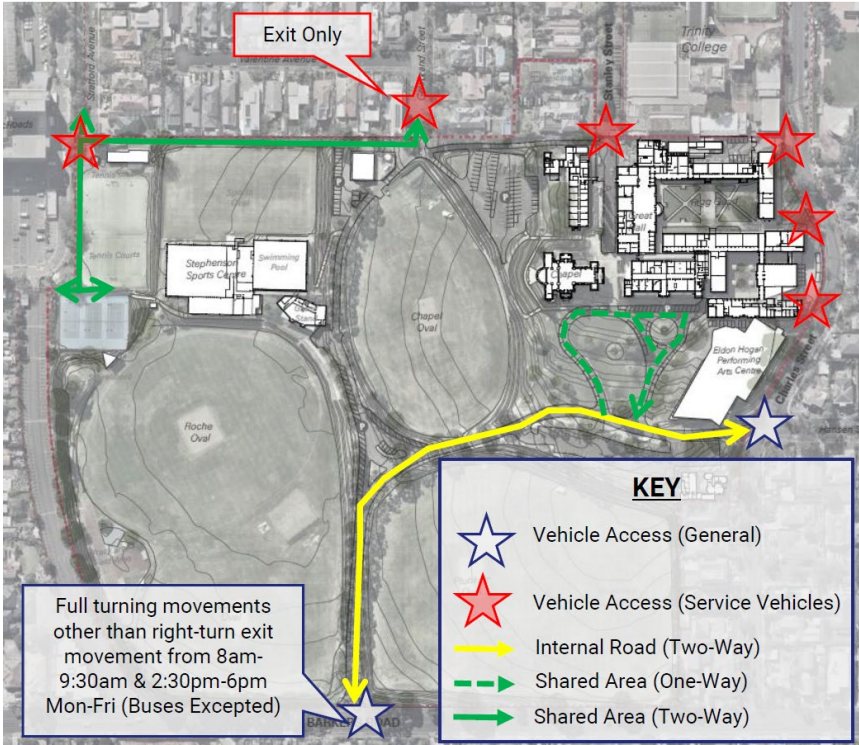
Once the Year 7 & 8 Building and Chapel Oval projects are complete, staff, parent and visitor access points will be consolidated to two main locations at Barkers Road and Charles Street. This will move the majority of vehicle movements away from the existing residential interfaces to the north.

The Stratford Avenue and Gellibrand Street access points will be limited to service vehicles. It is anticipated that this will result in a decrease in vehicle movements from the existing conditions.

Given the anticipated increase in traffic movements associated with the provision of the Chapel Oval car park, it is proposed to widen the existing Barkers Road entrance to the west by approximately 8m. This will ensure the protection of Tree 74 to the east.

Right turn out to Barkers Road is to be banned at 8am-9.30am and 2.30pm-6pm, consistent with key school pick-up/drop-off periods. Buses will be excepted at all times.

Traffic signals will not be pursued at this time. Any future proposal would be subject to future discussions with Department of Transport and impacted Barkers Road property owners.



Vehicle Access Arrangements and Internal Road network - Ultimate Scenrio (Development Plan)

# 9.0 CONCLUSION



The Xavier College Senior School Development Plan (2021) has been established in line with the key principles for the long term character and form of the College campus. These ongoing principles have been drawn from the 'XC150' Strategic Plan to provide a framework for the physical development of the College over the next 30 years.

The Development Plan will form strong connections between each campus precinct which will inspire contemporary learning within flexible, technology-enabled spaces. Additionally, the Development Plan will reinforce the identity of Xavier College in the wider area.

This Development Plan has been prepared in consultation with key stakeholders to ensure that the vision for the College limits off-site amenity impacts and integrates within the surrounding residential environment.

The Development Plan ultimately reaffirms the overall intent form exceptional graduates through inspiring learning experiences and our distinct Jesuit character.









## Xavier College Development Plan - 135 Barkers Road KEW

