

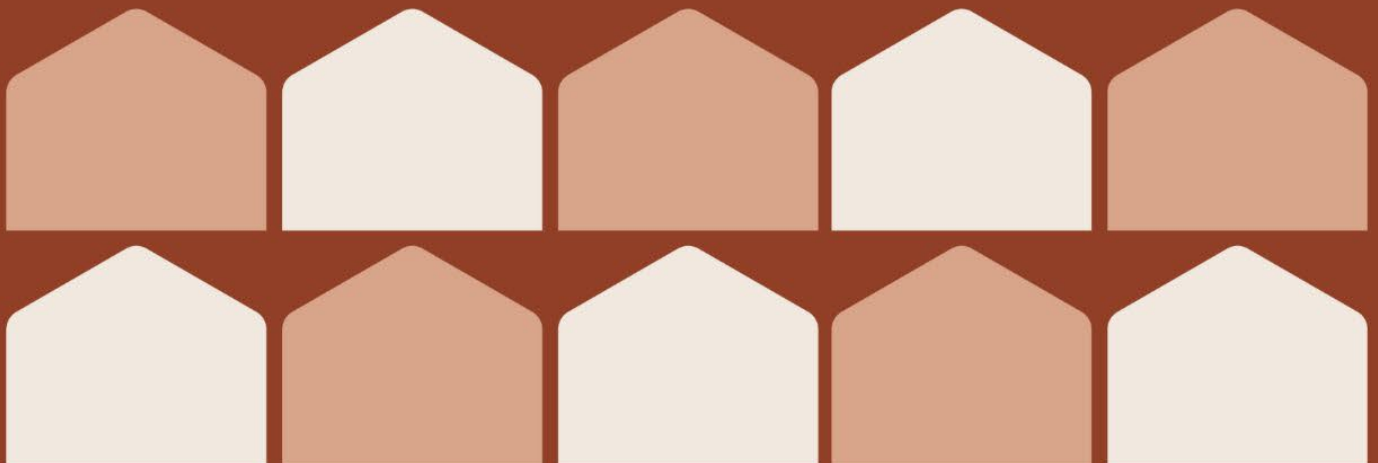
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Planning Report

710 Mt Ridley Road, Mickleham

Proposed Primary and Secondary School



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Glossop Quality System			
Author	EL	Checked By	EL
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1. Introduction

This town planning report has been prepared at the request of the permit applicant the Multicultural Youth Centre and relates to the land at 710 Mt Ridley Road, Mickleham (the site). It is proposed to use and develop the site for the purpose of a Primary and Secondary School.

A permit is sought for this proposal pursuant to the following clauses of the Hume Planning Scheme (the Planning Scheme):

- Clause 35.04-1 (Green Wedge Zone) to use land for a Primary and Secondary School.
- Clause 35.04-5 (Green Wedge Zone) to construct or carry out works for a Section 2 use.
- Clause 52.17 (Native Vegetation) to remove incidentally occurring native vegetation (no trees).

This report should be read in conjunction with the following:

- Architectural plans prepared by Blur Architecture.
- Landscape masterplan and landscape masterplan report prepared by Merri Studio.
- Biodiversity Assessment Report prepared by Abzeco.
- Demographic Report prepared by .id.
- Waste Management Plan prepared by Traffic Works.
- Traffic Impact Assessment prepared by Traffic Works.
- Land Capability Assessment prepared by Paul Williams & Associates.
- Bushfire Risk Assessment prepared by xwb consulting.

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2. The Site and Surrounds

2.1. The Site

The site is located approximately 65m west of Mickleham Road, in Mt Ridley Road, Mickleham. The Urban Growth Boundary (UGB) runs along Mickleham Road, placing the site immediately west of the UGB.

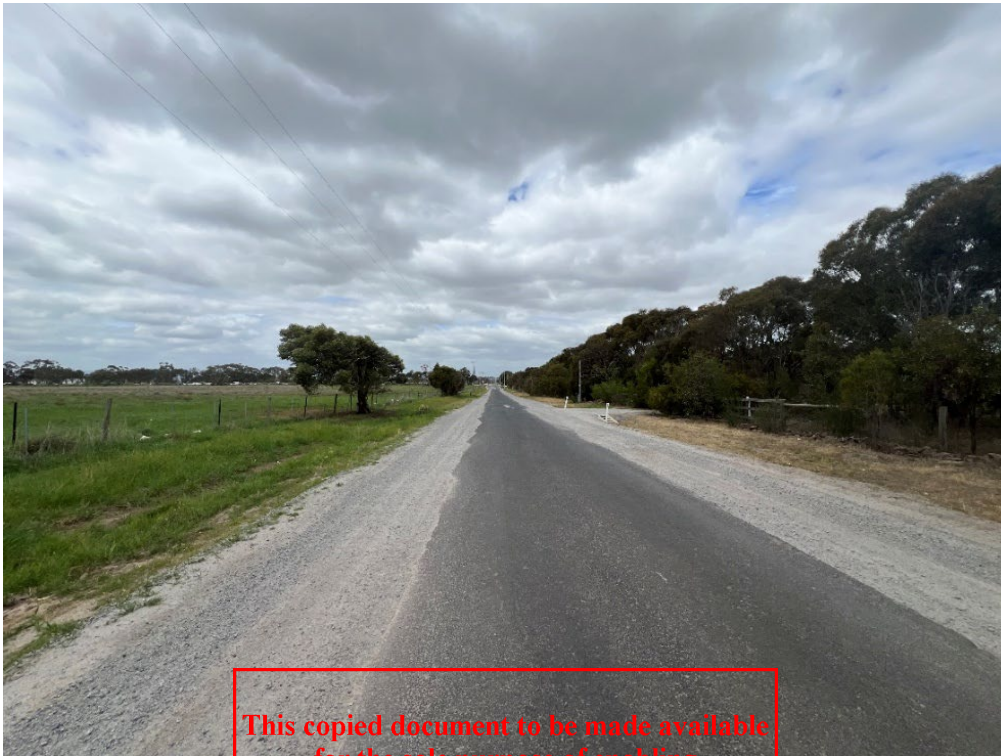


Location Plan (UGB shown in black)

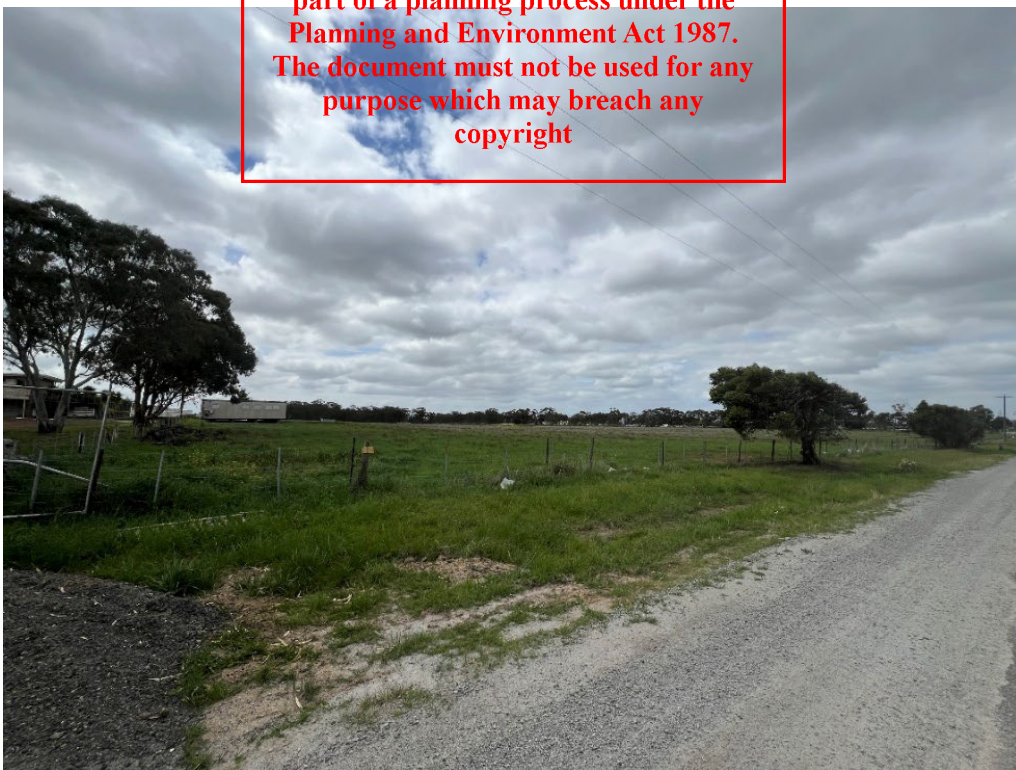
The site has frontage to Mt Ridley Road of 277.75m and a total site area of 13.14 hectares. Mt Ridley Road is a 4m wide sealed road with gravel shoulders, outside of an urban style intersection with Mickleham Road.

The southwest portion of the site is occupied by a dwelling and outbuildings. The remainder comprises vacant farmland. There are also some small dams.

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Mt Ridley Road looking east (site on left)



The site (viewed from southwest)

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The existing dwelling and driveway at the site



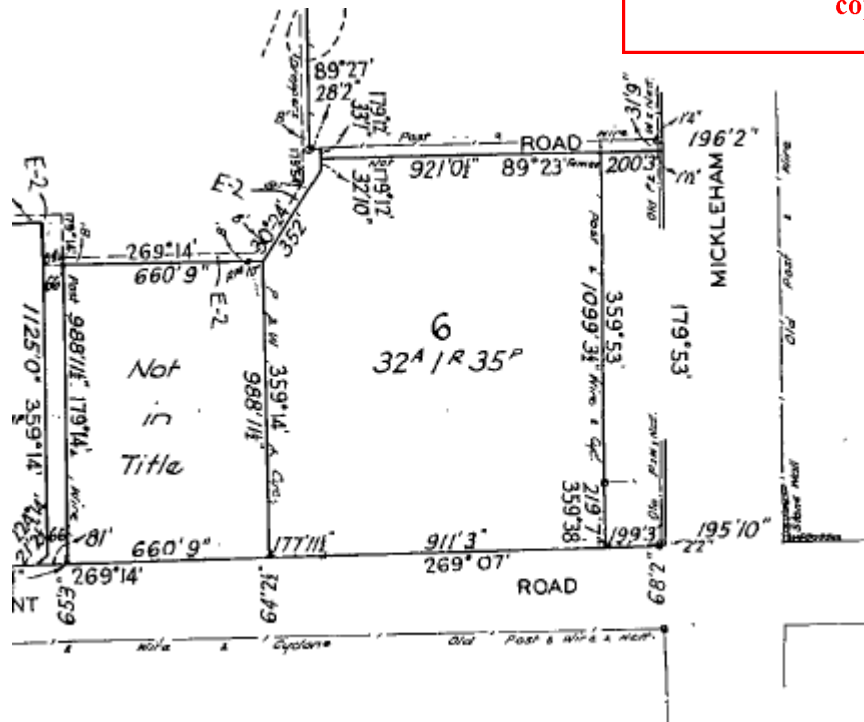
The site (viewed from near the intersection with Mickleham Road)

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2.2. Title

The site is formally described as Lot 6 on LP92893.

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Excerpt from title

The title is burdened by Covenant E386120, which prevents:

- Construction of a dwelling or dwellings with an area of less than 1,000sqm and of materials other than brick, brick veneer or stone (or another approved material).
- Construction of any building or buildings of a temporary nature and suitable for habitation.
- Use of the land for any offensive trade within the meaning of the *Health Act 1958* or for the purpose of kennels, a cattery or the keeping of goats or poultry.

The proposed school does not breach any of these covenants.

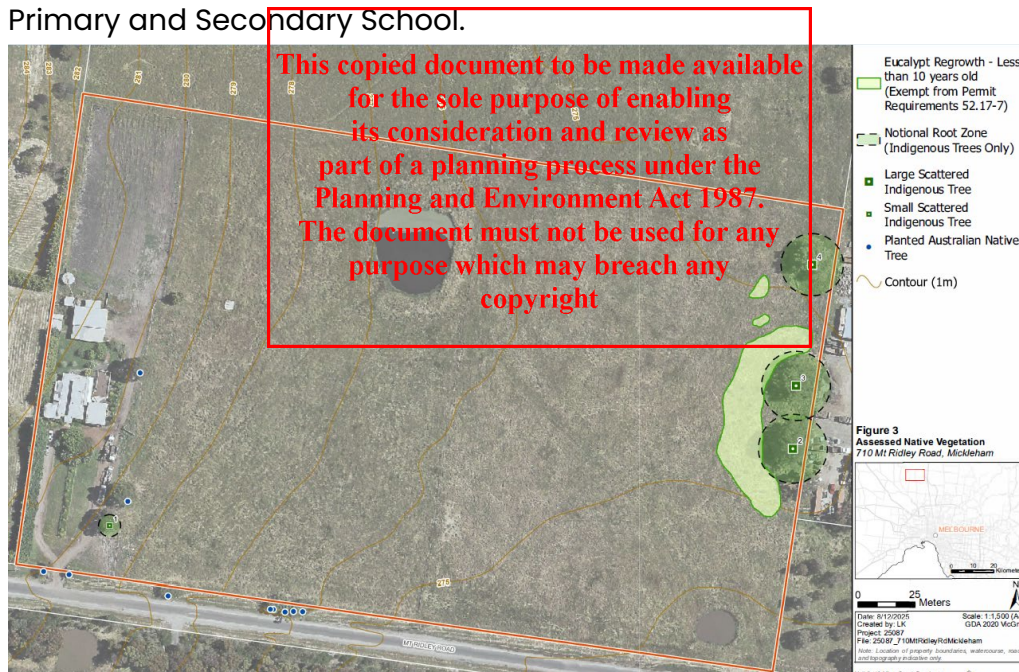
On title there is a second road extending along the north boundary of the site connecting to Mickleham Road. This road has not been constructed on the ground.

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2.3. Vegetation

This application is accompanied by a Biodiversity Assessment Report. Abzeco has carried out a detailed field assessment and survey, and determined the following:

- The majority of the vegetation within the site no longer bares any resemblance to any recognised Ecology Vegetation Class.
- The vegetation is almost wholly exotic resulting from historic management, agricultural practices and invasion by weeds.
- Exotic grasses form the majority of the vegetation.
- Four River Redgum's are located on the site (refer map below). These are classified as scattered trees in accordance with Clause 52.17 (Native vegetation). These trees are retained and protected within the proposed Primary and Secondary School.



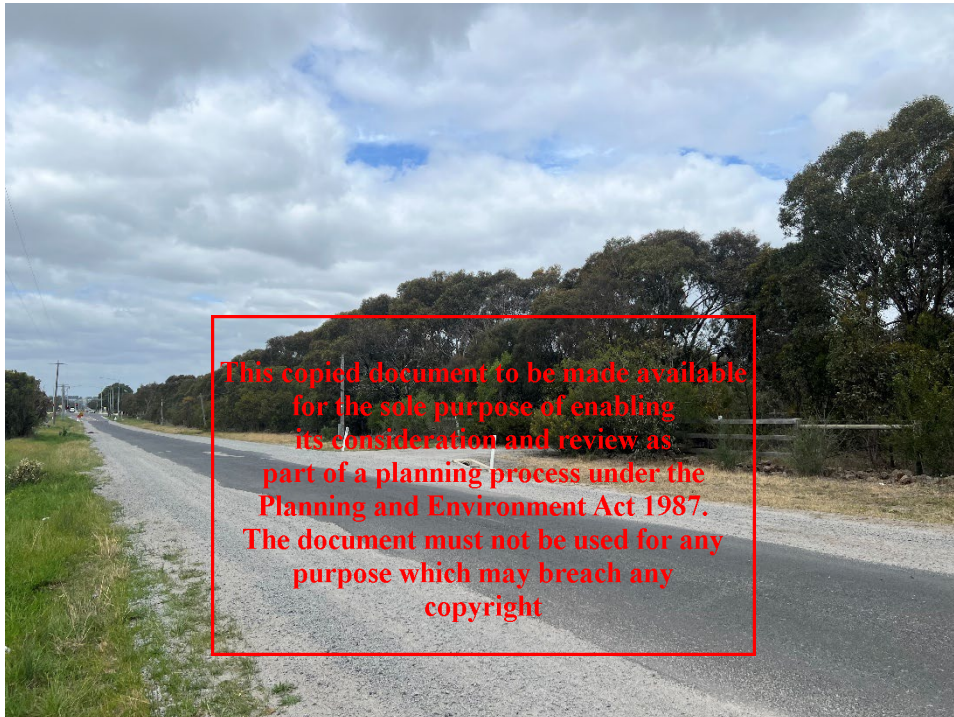
Excerpt from Biodiversity Assessment Report

- These is a cluster of planted native saplings (approx. 2.5 m in height), but these are not indigenous to the area.
- The domestic area situated in the western side of the site supports a variety of ornamental and / or exotic trees planted for amenity purposes.

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2.4. The Site Context

On the opposite side of Mt Ridley Road there is a large parcel of partially cleared rural land at 755-1875 Mickleham Road. The parcel accommodates several dwellings (one centrally and two adjoining Mickleham Road) as well as various outbuildings and farm structures. A near continuous row of trees / hedges border this property's north boundary with Mt Ridley Road.



South side of Mt Ridley Road

Immediately west of the site, there is a dwelling and associated rural activities at 730 Mt Ridley Road. The dwelling itself within this property is setback around 135m from the common boundary with the site and the setback area contains some sheds and paddocks. To the immediate north of this property (and partially abutting the site) is a rural residential lot at 20 Parkland Crescent.

Immediately east of the site there is a vacant parcel of land at 1905 Mickleham Road (at the intersection of Mt Ridley Road). To its north, there is a dwelling at 1925 Mickleham Road, along with a large hardstand area (which until recently accommodated a car store). There is a separate dwelling on a small lot at 1945 Mickleham Road.

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North of the site across the unmade 'road' reservation there is a large property at 1975 Mickleham Road, occupied by a dwelling and grape vines. The immediate interface to the site is to an area of uncleared vegetation.



Immediate neighbours (the site shown in blue)

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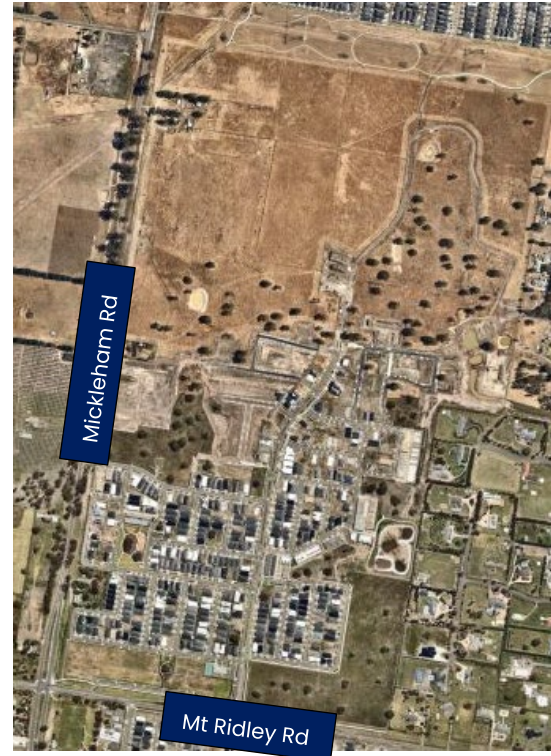
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On the east side of Mickleham Road, land is under development in accordance with Lindum Vale Precinct Structure Plan (PSP) (north of Mt Ridley Road). This land is subject to Urban Growth Zone (UGZ) – Schedule 11 (Lindum Vale PSP).

The southern part of the Lindum Vale PSP is now mostly developed and mostly comprises housing around some parkland.



Excerpt from UGZ11 (the site indicated)



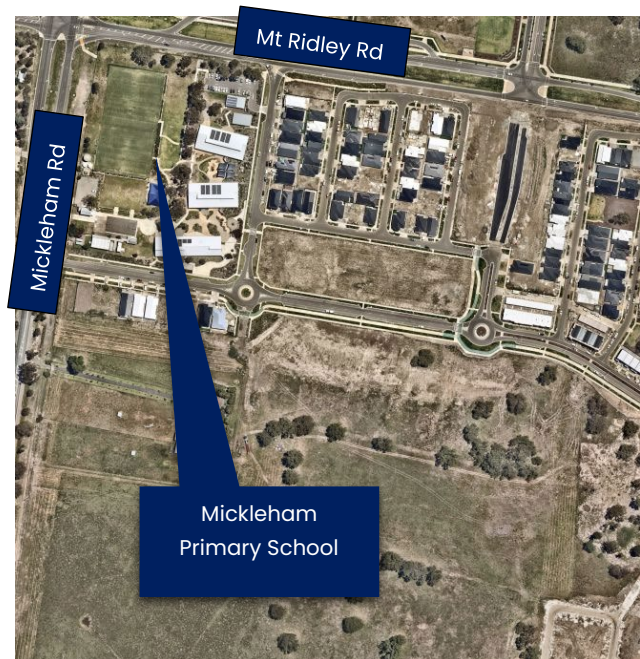
Aerial of Lindum Vale PSP

To the south of Mt Ridley Road (within the UGB) land is being developed in accordance with the Craigieburn West PSP. This land is subject to UGZ – Schedule 12 (Craigieburn West PSP).

On the southeast corner of the intersection of Mt Ridley Road and Mickleham Road is the Mickleham Primary School. Land around the primary school is currently under development for a residential estate.

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Excerpt from UGZ12 (the site indicated)

Current Aerial

The intersection of Mt Ridley Road and Mickleham Road has been recently upgraded with urban treatments on both sides of Mickleham Road including concrete kerbing, pedestrian crossings and handrails and signage.



Constructed Mt Ridley Road / Mickleham Road intersection

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3. The Proposal

It is proposed to use and develop the site as a Primary and Secondary School.



Excerpt from Landscape Masterplan

It is proposed to accommodate up to 400 students and up to 50 staff within the school. The student intake will start at lower years, and the student body will gradually extend through to the senior years.

The school is proposed to operate between the hours of 7.30am to 5pm, Monday to Friday.

The existing dwelling in the southeast of the site will be retained, along with its outbuildings.

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The school will be accommodated a series of detached, single level buildings.



Excerpt from architectural plans

Internal provision has been made for:

- Seven primary school classrooms (P-6)
- Six senior school classrooms (7-12)
- Specialist classrooms including art, home economics, science / tech and VCE study rooms
- A library
- Staff and administration facilities
- A school hall

External to the buildings are various facilities including:

- Sports grounds (AFL / soccer)
- Horticultural learning gardens
- Grazing paddock

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- Hard courts
- Nature play areas

Access, car parking, bus parking and school pick up / drop off, will be managed within the area immediately in front of the buildings. Within this parking area there are 50 car parking spaces and four bus / large vehicle bays.

In addition a total of 53 bicycle parking spaces is provided across the site.

The hard stand parking area is setback from Mt Ridley Road by a landscape buffer. No front fencing is proposed, and it is anticipated that ultimately the landscape impression upon Mt Ridley Road will be comparable to the southern neighbour.

The carpark will ultimately have an accessway from Mt Ridley Road up the east and west ends of the site (in this scenario, exit will be exclusively from a location towards the east end). It is proposed to upgrade Mt Ridley Road to accommodate the anticipated vehicular trips, including through widening, sealing and additional line marking (as described in the accompanying Traffic Impact Assessment).

Mt Ridley Road upgrade works and site access is proposed to be carried out in two stages:

- Up until the student body reach 200, only the eastern two crossovers (one entry / one exit) from Mt Ridley Road are required and therefore only the eastern section of Mt Ridley Road will be upgraded.
- Once student numbers exceed 200, the whole of Mt Ridley Road in front of the site will be upgraded and the western crossover constructed. At this point, the eastern entry would only be available for bus movements.

In both scenarios the intention is to rotate vehicles in a clockwork direction through the carpark allowing free flow in, around and out of the site.

The application is supported by a Land Capability Assessment, which has calculated waste water requirements. Correspondingly, a waste dispersal field and storage ponds are located in the northeast of the site.

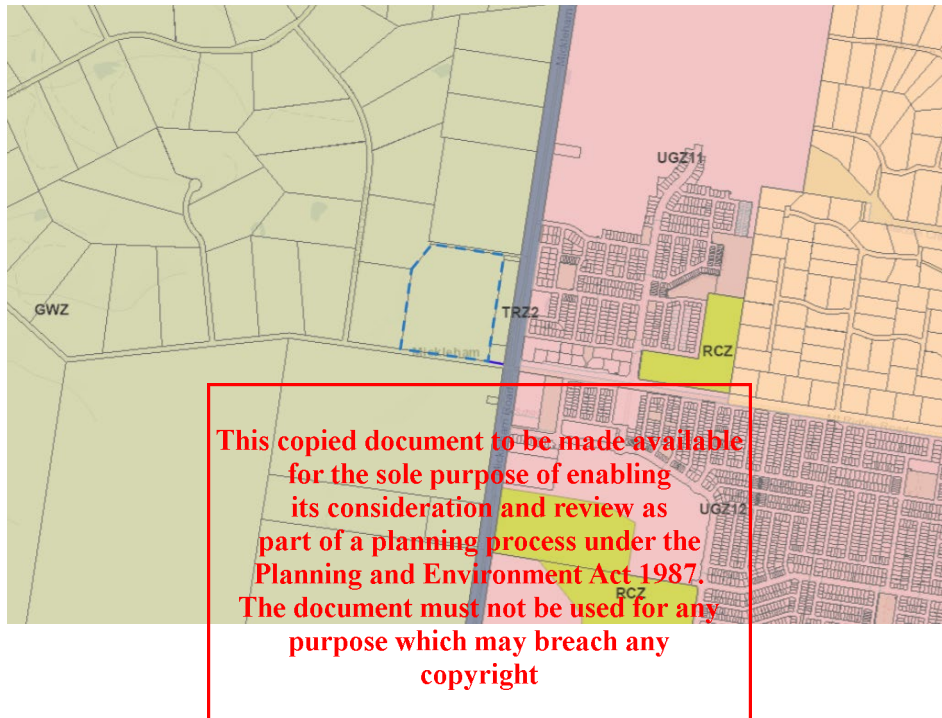
Buffer landscaping is incorporated along all of the site's boundaries and has been integrated throughout the site, as described in the accompanying Landscape Masterplan and Masterplan Report.

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4. Key Planning Provisions

4.1. Zone

The site is located in the Green Wedge Zone (GWZ).



Zone Map

The Purpose of the GWZ is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.
- To encourage use and development that is consistent with sustainable land management practices.
- To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses.

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- To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes.
- To protect and enhance the biodiversity of the area.

Within the GWZ, a permit is required to use land for a Primary and Secondary School.

A permit is also required to construct or carry out works for a permit required use, and to construct a building within:

- 100 metres from a Transport Zone 2 or land in a Public Acquisition Overlay if the Head, Transport for Victoria is the acquiring authority and the purpose of the acquisition is for a road.
- 20 metres from any other road.
- 5 metres from any other boundary.
- 100 metres from a dwelling or small second dwelling not in the same ownership.

No buildings are proposed in these setback areas.

A permit is also required in the GWZ for earthworks which involve the receipt, importation, stockpiling or placement of more than 100 cubic metres of fill. The buildings do rely on some cut and fill to create a level surface. It is intended to smooth the existing ground surface to create the necessary benching without using external fill. A permit is therefore not required under this provision.

4.2. Overlays

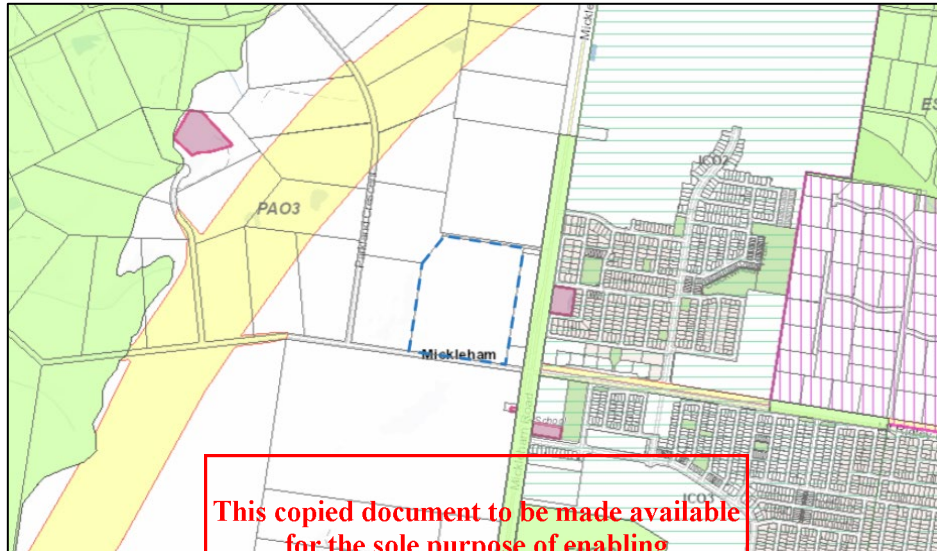
No overlays affect the site.

Notable overlays nearby the site include:

- A Public Acquisition Overlay – Schedule 3 (Outer Metropolitan Ring) (PAO3) to the west. PAO3 is located approximately 430m west of the site and delineates the future alignment of the Outer Metropolitan Ring Road (OMR). The proposal has no impact on the OMR.
- Environmental Significance Overlay – Schedule 11 (River Red-Gum and Grassy Woodland) along Mickleham Road. No works are proposed within the alignment of ESO11.

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- Several Heritage Overlay including covering the former Mickleham Uniting Church (at 1881 Mickleham Road), the former State School #1051 (at 1880 Mickleham Road) and former Post Office (at 1920 Mickleham Road). The proposal has no impact on these sites.

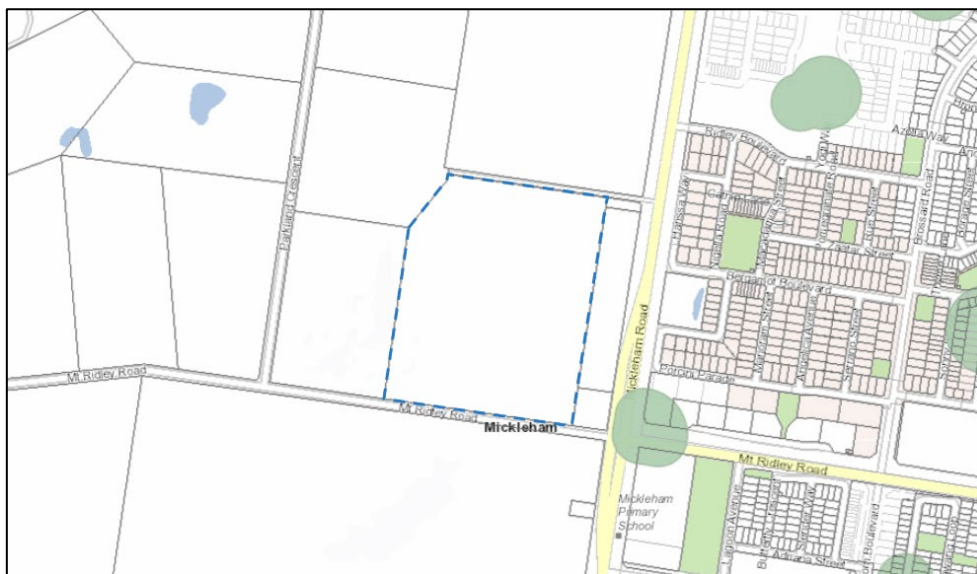


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Overlay Map

4.3. Cultural Heritage

The site is not within an area of cultural heritage sensitivity.

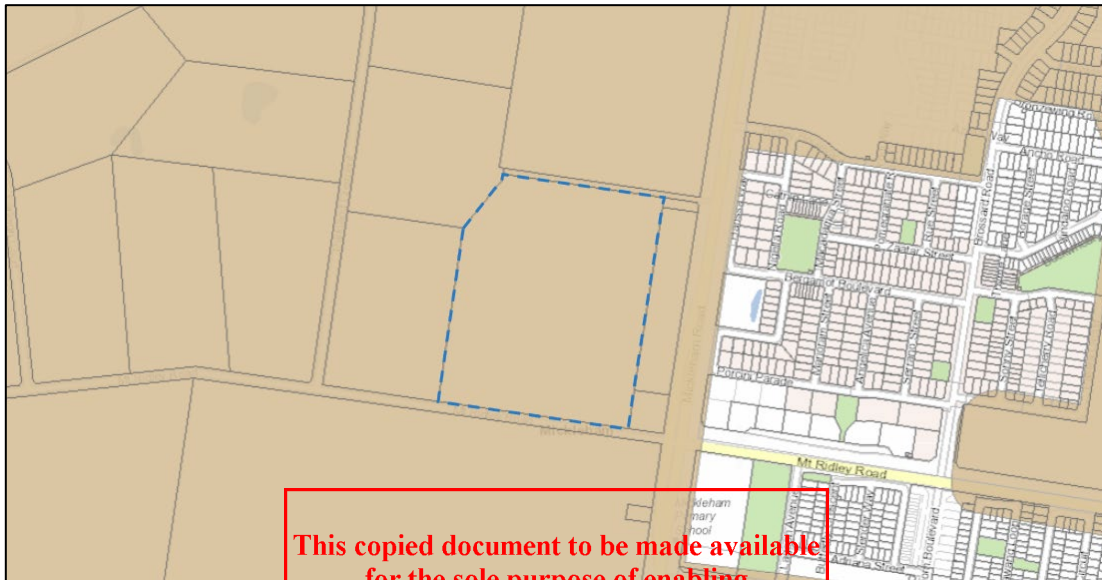


Area of cultural heritage sensitivity map

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4.4. Bushfire

The site is within an area which is bushfire prone.



Bushfire prone map

Consequently, this application is supported by a Bushfire Risk Assessment. The proposed school has been designed to respond to bushfire risk as discussed further below.

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4.5. Particular Provisions

Clause 52.06 Car Parking

Pursuant to Clause 52.06 Car Parking a permit is required to:

- Reduce (including reduce to zero) the minimum number of car parking spaces required under clause 52.06-5 or in a schedule to the Parking Overlay.
- Provide some or all of the car parking spaces required under clause 52.06-5 or in a schedule to the Parking Overlay on another site.
- Provide more than the maximum parking requirement specified in clause 52.06-5 or in a schedule to the Parking Overlay.

According to the Car Parking Requirement Maps available on VicPlan, the site is within a Category 1 area, where the following minimum carparking rates apply:

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Primary school	To each employee	1
Secondary school	To each employee	1

Excerpt from Clause 52.06 Car Parking

A total of 50 car parking spaces is provided for the school. The total number of staff proposed is 50. A permit is therefore not required pursuant to Clause 52.06.

Clause 52.27 Native Vegetation

Pursuant to Clause 52.27 Native Vegetation a permit is required to remove, destroy or lop native vegetation unless (among other things) the table in that clause states that a permit is not required.

As described in Section 2 and within the accompanying Biodiversity Assessment Report, native vegetation assessable under Clause 52.27 is limited to:

- Four scattered trees which are being retained (no permit required).
- Scattered native individual vegetation through the development footprint (i.e. within the mostly exotic grass land) (permit required).

A permit is therefore sought pursuant to Clause 52.27 for the incidental removal of scattered native grass specimens within the building's footprint.

Clause 52.34 Bicycle Facilities

Pursuant to Clause 52.34 Bicycle Facilities a new use must not commence until the required bicycle facilities have been provided on the land. Pursuant to Table 1 of Clause 52.34 the following rates are applicable:

Primary school	1 to each 20 employees	1 to each 5 pupils over year 4
Secondary school	1 to each 20 employees	1 to each 5 pupils

Excerpt from Clause 52.34 Bicycle Facilities

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The 400 students will ultimately be evenly distributed across the school years meaning 31 students per year group (and 248 students over Year 4). This calculation generates a demand for 50 bicycle parks for students and 3 for staff.

The required spaces are shown on the application plans.

4.6. Key considerations

The key town planning considerations relevant to this planning assessment are as follows:

- Is the School strategically supported in this location?
- Are there any environmental factors to consider?
- What are the built form consequences?
- Will there be any impacts for the site's neighbours?
- Are car parking and traffic matters adequately resolved?

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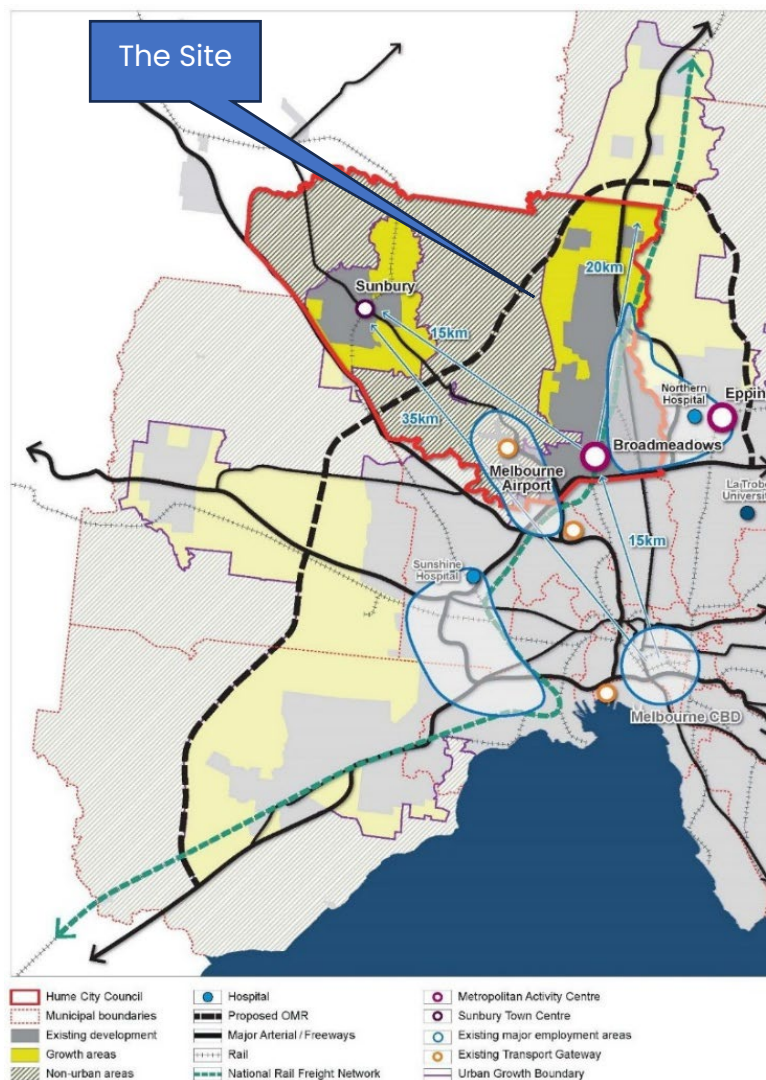
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5. Planning Assessment

5.1. Strategic Analysis

Hume City Council is a high growth municipality, and its settlement pattern consists of two urban corridors (Hume and Sunbury) separated and surrounded by rural areas.

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Clause 02.04-1 Regional Context Map

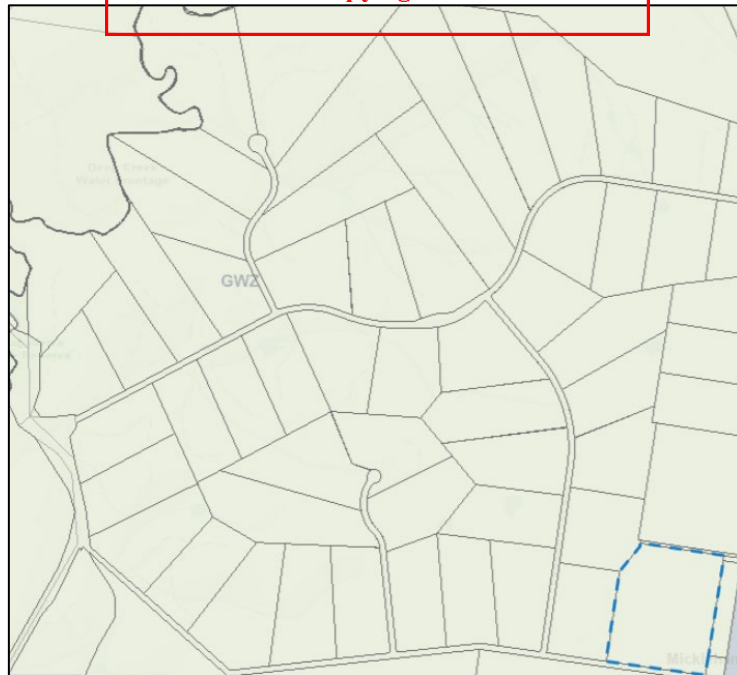
Clause 02.03-1 (Settlement) identifies that rural areas provide separation between the City's two urban corridors and protection for Melbourne Airport. It describes these rural areas as follows:

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Rural Areas make up over half of Hume and provide a permanent break between the urban areas of Hume Corridor and Sunbury Township, create a distinct rural landscape character and outlook to the edge of the urban areas and contain important conservation, natural resources and landscape features. The Rural Areas include Green Wedge Zone land, Special Use Zone (i.e. quarries), Public Use and Recreation Zones and the Bulla township (Township Zone).

The rural areas protect the curfew free status of Melbourne Airport by limiting land uses that are affected by aircraft noise. Farming has traditionally been a major land use in the rural areas, however over time a number (of) factors have combined to reduce its feasibility and profitability, and as a result farming has declined through the majority of the municipality.

The site is located immediately outside the Urban Growth Boundary (UGB) and it is a part of the Hume Green Wedge. It is within a rural area however, one heavily influenced by the Mickleham Road transport corridor and the urban growth areas abutting its eastern side. This is not an area where large scale agriculture occurs. Further, within the immediate context of the site, the land north of Mt Ridley Road is characterised by principally rural living allotments.



Cadastral (site shown in blue)

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The site is not currently used for agricultural purposes. Its relatively small size and its context, do not easily lend it to agricultural purposes in the future. There are no intensive forms of agricultural (or other uses) around the site which could be impacted by a proposed school.

Use of land for a school is permitted in the green wedge. While the Purpose statements of the GWZ primarily focus on farming, this does not mean that permit required uses, not mentioned, are not appropriate. They are clearly appropriate in some settings as evidenced by their Section 2 status. An assessment therefore needs to be made as to the specific nature of a proposal and its specific setting.

The site has immediate access to the arterial road network and offers an opportunity to consider a non agricultural use. Critical too is the site's immediate proximity to the community it intends to services. The area's high suitability for schools is clear through the recent development of the Mickleham Primary School on the southeast corner of Mickleham Road and Mt Ridley Road.

The development of Hume's growth areas is rapidly taking place. Clause 02.03-1 (Settlement) identifies that the local population will grow by more than 50% by 2041, and once all current growth area land is developed, will house a population of around 420,000 people. Pursuant to Clause 16.01-15 (Housing supply) Hume's greenfield housing target is 53,500. This housing needs to be supported by services, including educational services.

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Hume has a considerable and growing local resident population who identify as Muslim. This application is supported by a Demographic Report, which finds that the Muslim school-aged cohort within 10km of the site will increase materially over the next few decades. This catchment has been selected as a reasonable distance for parents to travel to access a school and takes in the suburbs of Mickleham, Craigieburn and parts of Kalkallo, Roxburgh Park and Greenvale.

Specifically, within this 10km catchment:

- The general population grew 148% between 2011 to 2021 (+61,831).
- Muslim residents increased from 5,562 (2011) to 17,780 (2021).
- Muslim children aged 5 to 16 increased from 1,078 (2011) to 3,312 (2021)
- The general population is forecast to rise from 132,981 (2026) to 183,213 (2046) (+50,232).

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- The general population aged 5 to 16 is forecast to increase by 7,277 (to 33,382) by 2046.
- Muslim children aged 5 to 16 are forecast to number between 4,580 to 7,329 in 2046.

The Demographic Report therefore demonstrates a strong and growing demand for Muslim focused facilities in the immediate environs of the site, particularly catering for school students.

Hume's vision as set out at Clause 02.02 is a sustainable and thriving community with great health, *education*, employment and infrastructure and a strong sense of belonging. It says that this will be achieved by (among other things):

- *Valuing education and life long learning.*
- *Acknowledging and celebrating the diversity of Hume people.*

Clause 02.03-9 (Infrastructure) seeks to create 'liveable communities and open space'. It identifies that Hume's community does not experience the same level of access and choice to the things they require as compared to inner Melbourne areas. It states that it is vital that the growth of Hume provides existing and future populations with the level of access experienced in other areas of Melbourne. Strategic directions from this clause include *ensure the provision of local infrastructure and services that meets the needs of the local community*. The proposal directly implements these objectives.

While it is accepted that ideally, local infrastructure and services are located within zoned urban land, this is not always feasible. All schools face challenges in securing appropriately sized and located land, which becomes available at the appropriate time. Emphasising these difficulties is that the proposed school will be operated by a not-for-profit group. The site represents an appropriate opportunity to provide critical education services to the growing cohort of local Muslim students in a still highly proximate location.

It is further noted that the Hume Rural Strategy (March 2022) anticipates the potential use of rural land for school purposes. It states:

It is appreciated that independent school providers and religious organisations are looking for sites within the Green Wedge as suitable

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urban land is very challenging. Where schools or places of worship seek sites within the Green Wedge the following objectives and guidelines will be used.

Objective:

To encourage Schools and Places of Worships in locations proximate to urban communities and on roads with capacity for existing and projected traffic volumes.

Guidelines:

Locate Schools and Places of Worship in Hume's rural areas on (in order of preference):

a. a declared arterial road on the immediate edge of the urban growth boundary

b. a declared arterial road

c. a local road within 1km by road of a declared road and with a fully sealed lane width in each direction (minimum 7 metres wide)

G 36. These uses are discouraged in locations that do not have these transport attributes and will generally not be supported under the Melbourne Airport Environs Overlay.

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The site is consistent with these aspirations. It is on the immediate edge of the UGB, approximately 62m west of a declared arterial road. It does not however, require direct access from Mickleham Road, which could have negative traffic implications. Rather the proposal includes sealing and upgrading Mt Ridley Road as discussed further in Section 5.5. These interventions (funded by the permit applicant) will ensure the road has capacity to accommodate the projected traffic volumes.

The site is also not affected by the Melbourne Airport Environs Overlay. It is also even outside the N60 night contour depicted in the Rural Strategy. Its occupation by a sensitive use therefore will have no potential to impact upon airport operations.

The location of the site complies with the guidance provided in the Rural Strategy.

The site presents a strategically appropriate opportunity to establish a school.

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Moreover, the rural context of the site is integral to the specific learning environment sought to be created within the new school. The school incorporates horticultural gardens, sensory gardens, nature play areas and an orchard. It is anticipated that nature based learning will play a role in the curriculum. In addition, a large area of the site is set aside to continue the primarily grazing activities that the site has most recently been used for. School children will also benefit from the large open spaces that can be created within the site, including sports fields and areas for more informal activity. The rural context is critical to the key philosophies underpinning the school, and these ideas could not easily be accommodated within urban land.

5.2. Environmental Considerations

Native Vegetation

The site hosts four remnant River Red Gums, as shown in Section 2. These four trees will be retained and protected within the school.

The site also hosts some other Eucalypt species, which are native to Australia but not Victoria. These trees are not protected by Clause 52.17 but nevertheless are also being retained and protected.

The majority of the site is covered in exotic grass, which would likely have been either grazed and / or cropped in the past. Distributed within the pasture there are remnant native grass species. These specimens cannot be individually accounted for however, may be impacted by the development footprint. For this reason, a permit is sought under Clause 52.17 to remove any such vegetation. As described in the accompanying Biodiversity Assessment, there are no offset requirements associated with this application.

Bushfire

The site is not within a Bushfire Management Overlay however, it is within an area that is Bushfire Prone. Clause 02.03-3 (Environmental risks and amenity) identifies bushfire as a significant risk within the municipality (particularly grass fires) and seeks to minimise this risk.

The permit applicant has commissioned a Bushfire Risk Assessment, which accompanies this application. The Assessment finds:

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- The proposal involves the development of a primary and secondary school on the site. Based on the assessment undertaken, the bushfire risk is considered to be low. The bushfire risk to the site is from the surrounding grassland landscape to the north west and south west.
- Separation distance should be provided for school buildings from classified vegetation to ensure the buildings are not exposed to a radiant heat flux of greater than 10 kilowatts/square metre as required by the National Construction Code (Spec 43). Landscape areas within the separation distances should be landscaped to achieve a minimal fuel condition under AS3959 and buildings should be constructed in accordance with the National Construction Code (Spec 43).
- Water supply to the school by reticulated supply, static supply or a combination of both should be sufficient to provide for suppression of a building fire at the school as well as providing water for the protection of the school in the event of a bushfire / grassfire in the surrounding landscape. that the site is a low to moderate risk location, with the potential for long run grassfires from the north west and south west.

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The required separation distances and the bushfire consultant's comments are shown in the table below:

Aspect	Vegetation	Slope	Sep distance	Comments
North	Grassland	Flat	22.8m	Accommodated by the sports fields / courts shown on the concept plan.
West	Grassland	Flat	22.8m	Accommodated by 49.3m setback to school buildings.
South	Woodland	Flat	39.4m	Accommodated by Mt Ridley Road and the proposed access / carparking for the school.
East	Low threat	n/a	10m	10m is the property boundary setback under NCC Spec 43 which is well exceeded.

Excerpt from Bushfire Risk Assessment

The buildings within the school achieve these separation distances.

The proposal therefore raises no issues in terms of bushfire.

Waste water treatment.

This application is accompanied by a Land Capability Assessment (LCA). The LCA confirms that the site (including its soil profile, topography and flows) is suitable for sustainable on site effluent disposal. The LCA has calculated a conservative,

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scientifically based, well-founded wastewater system. This system is reflected on the application plans.

Waste Management

This application is accompanied by a Waste Management Plan (WMP), which details waste generation by the school, as well as the means of storage and collection. The WMP calculates the required bins (and bin types) required for the school. These are shown below, along with collection frequency:

Waste Stream	Bin Quantity	Bin colour Code	Bin Size (L)	Combined bin floor area (m ²)	Collections per week	Capacity (L/week)
Garbage	2	Red	1,100	3.5	2	4,400
Co-mingled recyclables	2	Yellow	1,100	3.5	1	2,200
Organics	1	Lime green	240	0.5	1	240
Hard waste	As required					

Excerpt from WMP

A waste storage area is shown on the plans to the east of the car park.

Waste will be collected up to four times per week by a private collection contractor (twice a week for garbage, once a week for recycling, and once a week for organics waste). A 10.5 m rear-lift vehicle will be used for the collection of waste. The truck will stop within the internal circulation road, outside of school times, to collect waste. The required swept paths are appended to the WMP.

Waste management has been well resolved.

5.3. Built Form

Clause 02.03-2 (Environmental and landscape values) identifies that Hume includes important remnant vegetation, particularly within rural areas. It says that the local rural landscapes are part of Hume's image and identity and provide an important backdrop to urban areas. This clause seeks to preserve the natural environment and significant views and vistas of hilltops, escarpments, ridgelines, creek valleys and waterways, including views towards the Melbourne CBD and surrounding mountain ranges.

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The environs of the site are typical of the metropolitan 'edge', where conditions on the east and west sides of Mickleham Road are vastly different. Nevertheless, the experience in Mt Ridley Road, west of Mickleham Road is generally rural albeit with the regular insertion of dwellings, sheds and other structures.

Mt Ridley Road gently rises to a peak that is west of the site, while the topography of the site is generally fairly flat. The site is not readily visible from Mickleham Road, given the intervening lots (that face Mickleham Road). Its main public presence is from Mt Ridley Road, although it is really only viewable when immediately outside the property. The site is not at a high point nor does it form part of any recognised vista or backdrop.

In this context, the approach to building design has focused on retaining a low scale and allowing good opportunities for landscaping both along Mt Ridley Road and around the proposed buildings.

The Landscape Masterplan Report, accompanying this application, is predicated on four landscape principles, as follows:

- Protecting the local rural character with landscaping that actively reinforces the green wedge setting and rural character.
- Creating comfortable onsite conditions that provide shelter, shade and wind protection.
- 'Landscape as curriculum' an idea that embeds the school philosophy with the local environment through on site horticultural, scientific and sensory learning.
- Ecological productivity meaning the landscaping is purposeful and incorporates stormwater management and enhances the local ecological values.

The proposed Landscape Masterplan has been organised to specifically respond to the rural environment, including through:

- Retaining the site's existing significant native trees.
- Retaining a principally open landscape with scattered groupings of trees
- Retaining a grazing paddock to the east of the school adjoining Mt Ridley Road.
- Incorporating horticultural learning opportunities within the built form clusters.

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- Creating landscape buffers to adjoining land and to Mt Ridley Road.

The landscape plan successfully manages the site's location and ensures the school will be an unobtrusive and positive feature in the local environment.

The built form has been kept purposely low scale and low density even though it is considerably setback from all of the site's boundaries. In terms of the general strategies for rural areas at Clause 15.01-2L-01 (Building design – Hume) it is noted:

- The proposal includes a series of detached buildings within the centre of the site. The buildings form a consolidated footprint although are appropriately spaced within landscaped setting.
- The building volumes are all a single level and well setback from Mt Ridley Road (as well as other boundaries). The buildings are finished in conventional materials commonly found in rural areas including brick and cladding, with metal roofing. The built form presents a discrete insertion into the rural landscape.
- The site is essentially flat and no net fill is required to facilitate the proposal.
- Existing vegetation at the site is retained and protected.
- The buildings sit comfortably below the existing and proposed tree canopy line.
- The proposal does not interfere with any notable view line and would only be visible when viewed from immediately nearby.

The building design is consistent with Clause 15.01-2L-01.

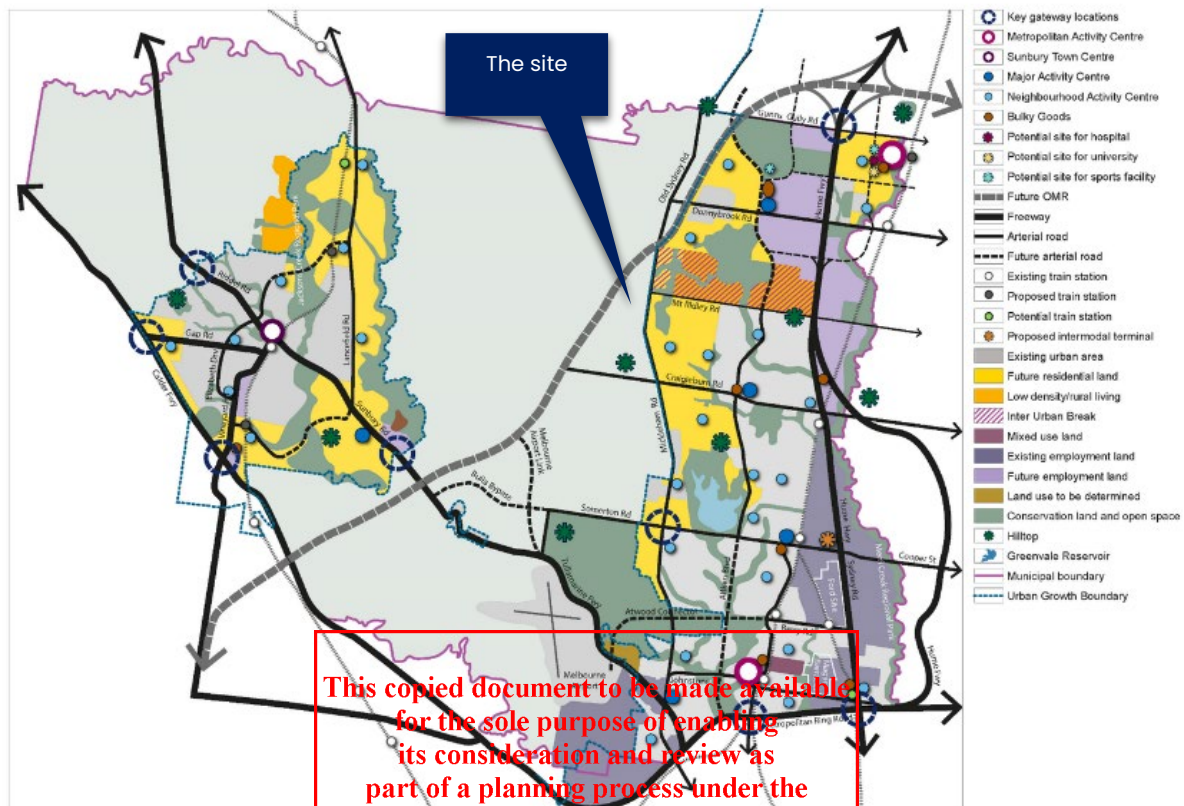
Clause 15.01-2L-01 also states:

Ensure development maintains uninterrupted views in all directions from Redstone Hill, Jacksons Hill, Bald Hill, Mount Holden, Mount Ridley and Mount Aitken.

These hill tops are located on the Strategic Framework Plan provided at Clause 02.04-2 (refer below).

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Most relevantly Mount Ridley is located up the opposite (east) end of Mt Ridley Road, within the urban area. The intervening land is well developed meaning the proposal has no impact on this view. The Strategic Framework Plan also identifies an unnamed hilltop just north of Craigieburn Road. This is a fairly modest rise in the landscape, which is some 2km south of the site. The proposed school would not be visible from this location. It is not considered to have any impact therefore on existing views and vantage points.

5.4. Off Site Impacts

All built form is proposed to be centrally located within the southern portion of the site, where it is well setback from existing, residential neighbours. As a consequence, there are no adjacent properties that would experience impacts relating to overshadowing, overlooking or visual bulk.

The proposed school is intended to have a student population of up to 400 and be staffed by up to 50. It is only proposed to operate Monday to Friday, between 7.30am

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and 5pm. These are modest operating conditions and align with periods when there is already local activity, most notably within Mickleham Road.

The generous building setbacks proposed will also mitigate noise impacts from activities carried out inside the proposed buildings. The minimum building setbacks are summarised below:

- South 55.5m
- West 71.9m
- East 122.5m
- North 210m (approx.)

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These buffers are more than sufficient to absorb activities being carried out within the buildings.

While there *may* be some incidental noise audible from children playing outside (including within the ovals), this would only occur during limited parts of the day. The total student body is modest in size and moreover outdoor play times are likely to be staggered, further limiting the numbers of children outside at any one time. It would be unlikely that such noise would be audible from inside any adjacent dwelling.

Further, given the school will only operate during week **day** periods, any such noise cannot be considered unreasonable or a nuisance. There is already activity occurring within this rural area, including agricultural activities, within the constant backdrop of vehicles in Mickleham Road. The school will operate unobtrusively within this setting.

5.5. Car parking and Traffic

Clause 02.03-88 seeks to integrate land use and transport to create sustainable and well connected communities. It seeks to concentrate high trip generated uses, such as community uses close to activity centres and public transport corridors.

The site has immediate access to the substantial road corridor of Mickleham Road. The road network provides excellent connectivity between the site and the community it intends to serve.

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It is proposed to use the front portion of the site for car parking and to accommodate all school pickup and drop off of students. The intention is to rotate vehicles in a clockwork direction through the carpark allowing free flow in, around and out of the site. The parking area has been designed to accord with Clause 52.06.

The school provides the statutorily required number of car parking and bicycle parking spaces within the site. The proposal therefore will not create unreasonable impacts associated with parking.

Entry and exit to the car park will be managed as follows:

- Up until the student body reach 200, only the eastern two crossovers (one entry / one exit) from Mt Ridley Road are required and therefore only the eastern section of Mt Ridley Road will be upgraded.
- Once student numbers exceed 200, the whole of Mt Ridley Road in front of the site will be upgraded and the western crossover constructed. At this point, the eastern entry would only be available for bus movements.

These arrangements have been resolved in consultation with the Head, Transport for Victoria, the road manager of Mickleham Road. Provided at **Appendix A** is a letter of in-principal support from the Head, Transport for Victoria to this proposal.

Further details concerning car parking and traffic matters (including modelling) are addressed in the Transport Impact Assessment that accompanies this application.

The permit applicant has also considered how car parking and access could be managed on a longer term basis. While there is no current intention to expand the school, it is important that the design *could* facilitate such an outcome, should it be proposed in the future.

Accordingly, at **Appendix B** a potential 'future' car parking extension plan is provided. The plan shows how the car parking could be extended to the east, without relying on additional crossovers in Mt Ridley Road. While this concept does not form part of the current application it demonstrates that the school is 'future proofed' and will not present road impacts in the future.

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6. Conclusion

Based on the above assessment, it is considered that the proposed Primary and Secondary School at 710 Mt Ridley Road, Mickleham represents an acceptable town planning outcome and it appropriate for the following reasons:

- The school is strategically supported in that it caters to an identified local demand for Muslim focused schools in this area, aligns with Hume's Rural Strategy and improves local services in a highly accessible location.
- The proposal has mitigated environmental influences including bushfire, flora and fauna and through its management of wastewater.
- The proposed buildings adopted a low profile and low density and retain the primarily rural character of the area.
- Generous boundary setbacks protected the site's adjacent residents from unreasonable impacts.
- Car parking and traffic matters have been well resolved and there will be no unreasonable, consequential impacts upon the local road network.

It follows that a town planning permit should be granted for the proposal.

Glossop Town Planning

8 May 2026

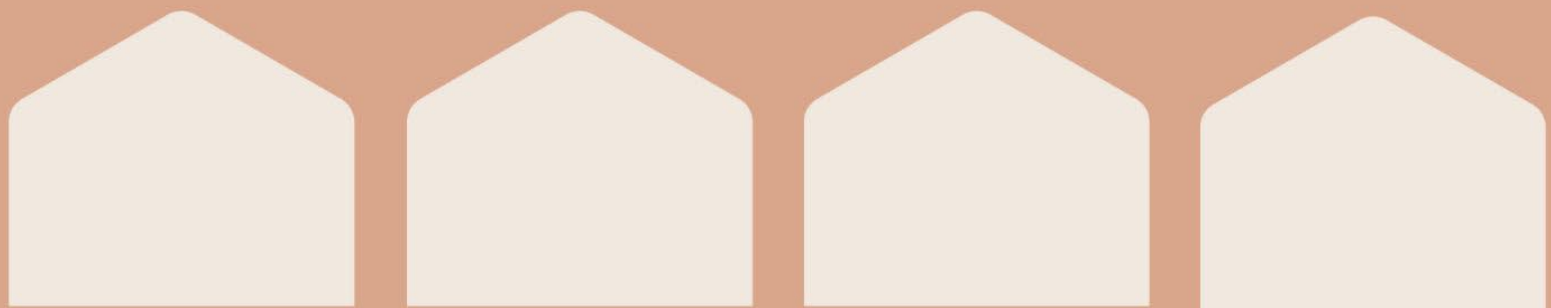
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Appendix A

In-principle support from Head,
Transport for Victoria





Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.transport.vic.gov.au

Ref: ENQ 4775/25

Attention: Michelle Wang

Dear Michelle

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DEPARTMENT REFERENCE NO:
PROPERTY ADDRESS:

**ENQ 4775/25
710 MT RIDLEY ROAD, MICKLEHAM VIC 3064**

Pre-application enquiry response

Thank you for your pre-application documentation received by the Department of Transport and Planning (Head, Transport for Victoria).

Your pre-application enquiry has been given the above reference number which should be quoted in any further correspondence and contact with the Department.

It is noted that the traffic report has been updated in accordance with the comments provided by the Head, Transport for Victoria (the Head, TfV), as outlined in the letter dated 11 December 2025 and discussed at the meeting held on 23 January 2026.

The proposed development triggers a planning permit at clause 66.02-11 of the Hume Council Planning Scheme. Council may choose to forward the application to the Head, Transport for Victoria under Section 52 and/or 55 of the *Planning and Environment Act 1987* as part of its notification of adjoining landowners and/or referral authorities in the planning process in which case the Department may be required to provide Council with its decision or advice.

The Head, TfV has completed its assessment by considering the following key aspects and noting the amendments made to each:

Traffic analysis including impacts on the intersection of Mt Ridley Road / Mickleham Road

- The traffic assessment has been updated in accordance with DTP's recommendations to apply a 25% traffic distribution to the north, along with a 5% per annum traffic growth rate applied to all approaches of the intersection.
- The SIDRA analysis incorporates the updated traffic datasets and reflects amended signal phasing to include fully controlled right-turns on both Mt Ridley Road approaches. The 2037 modelling indicates that the Degree of Saturation (DoS) will exceed 0.95 but remain below 1.0.

Mitigating works for the Mt Ridley Road / Mickleham Road intersection

- The SIDRA modelling has been prepared based on the inclusion of an additional right-turn lane length on the westbound Mt Ridley Road approach. However, the TIAR includes a concept plan showing an exclusive right-turn lane with a 50-metre storage length.

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- The concept plan currently nominates 3.0-metre lane widths for the west approach; however, 3.5-metre lanes are typically required. Some carriageway widening may be required therefore to accommodate the additional right-turn lane.
- A footpath connection from the intersection to the proposed school is included in the concept plan.

Site Access Arrangements

- The proposed site access is located approximately 130 metres from the Mt Ridley Road / Mickleham Road intersection, which is considered appropriate given the expected 95th percentile queue length of approximately 100 metres.
- It is noted that once student numbers exceed 200, the site access arrangements will be modified to include a secondary access point approximately 335 metres from the intersection, to be used by all vehicles other than buses.

Accordingly, in-principle the Head, TfV supports the proposal, however, following must be included as part of the formal planning permit application for Head, TfV's review:

1. The concept Functional Layout Plan (FLP) must include a 60-metre right-turn lane on the Mt Ridley Road approach.
2. The westbound approach lanes must provide 3.5-metre-wide traffic lanes.
3. A notation must be added to the concept FLP indicating that the signal phasing is to be remodelled, including fully controlled right-turns (FCRT) on both Mt Ridley Road approaches.
4. The proposed site access is located approximately 130 metres from the Mt Ridley Road / Mickleham Road intersection.
5. The planning report must include details confirming that once student numbers exceed 200, an additional access point (approximately 335 metres from the intersection) on Mt Ridley Road will be provided for all vehicles other than buses.

Should you have any enquiries regarding this matter, please contact Padma Dissanayake on 9313 1173 or statutory.planning@transport.vic.gov.au.

Yours sincerely,



Saurabh Shirude

Team Leader – Statutory Planning, Greater Metro Region
Under delegation from the Head, Transport for Victoria

16 February 2026

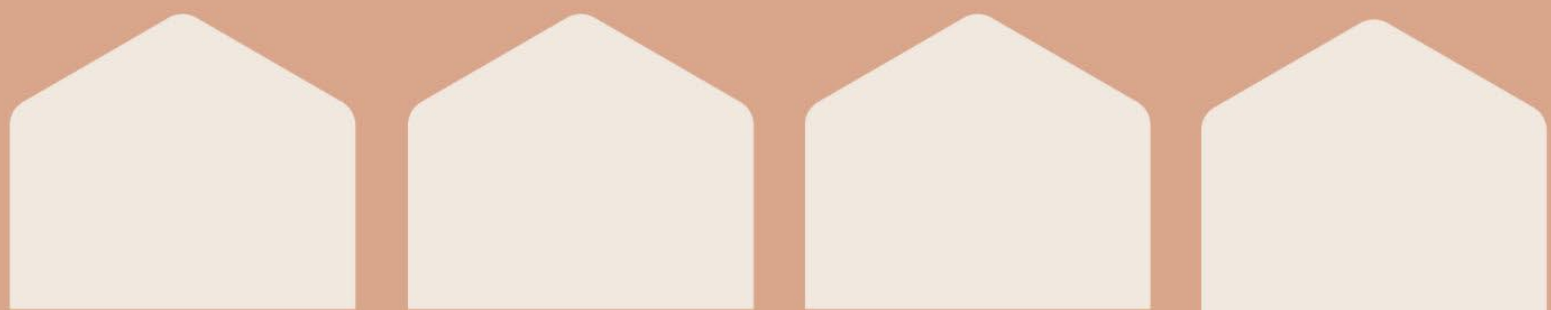
Cc: Permit applicant

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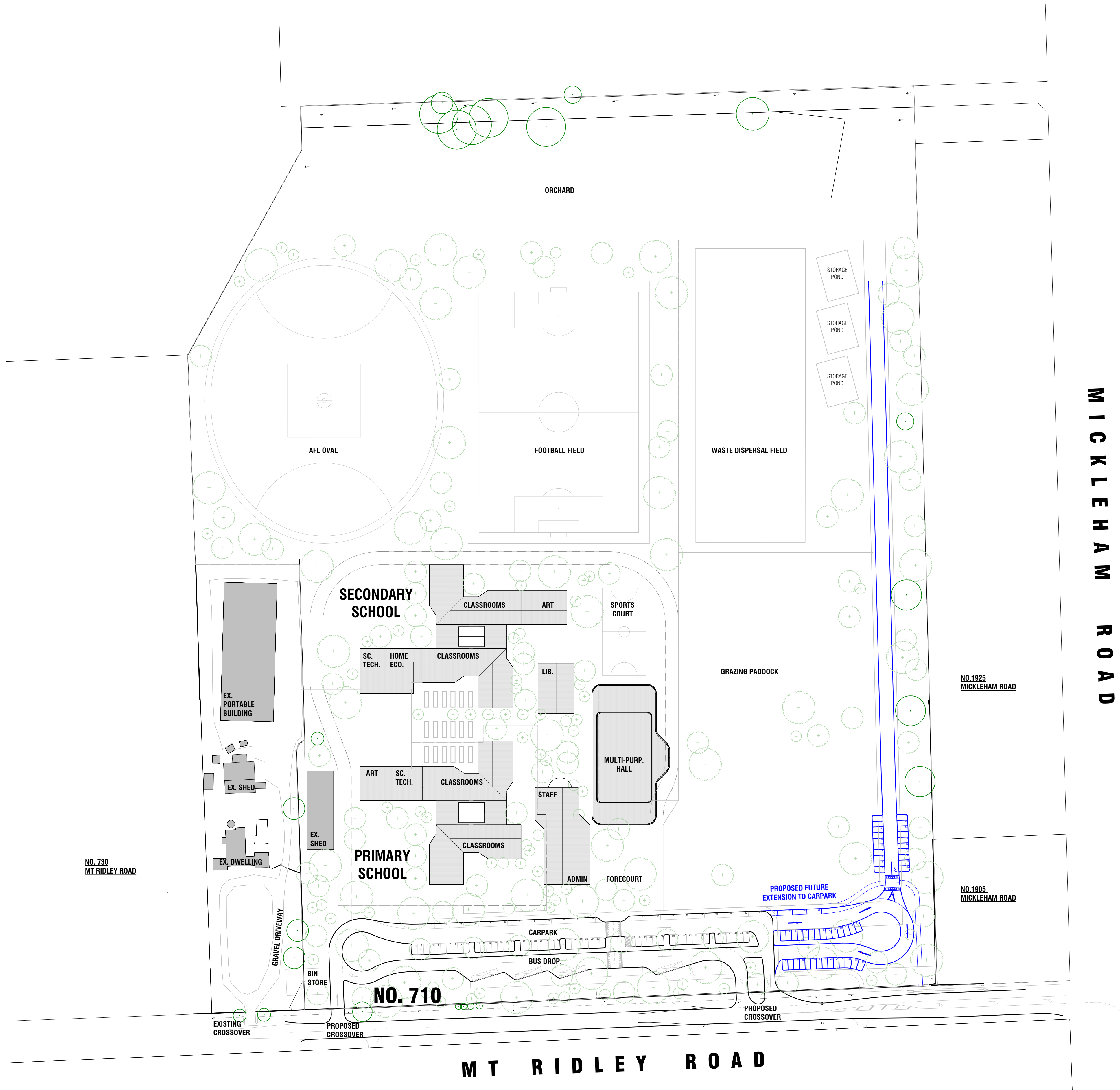
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Appendix B

Potential long term parking option



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