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## **TOWN PLANNING REPORT**

ST FRANCIS OF ASSISI SECONDARY SCHOOL  
MARCH 2026

PREPARED FOR CATHOLIC EDUCATION SANDHURST LTD

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## Acknowledgements and Recognition

Catholic Education Sandhurst Ltd  
Law Architects  
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## 1. INTRODUCTION

### 1.1 OVERVIEW

This report has been prepared in support of a planning permit application for the use and development of an Education Centre (secondary school) at Ellen McDonald Drive, Baranduda, specifically Lot 4 on Plan of Subdivision 533382K (the site).

Under this application, planning approval is sought for an indicative masterplan for the proposed development of the St Francis of Assisi Secondary School, comprising of five (5) stages.

It is noted that separate plans for Stage 1 of the proposed development have been submitted to the Minister for Planning under Application PA2604242. This report has been prepared in response to the Department of Transport and Planning's (DTPs) further information request (RFI), which sought submission of a revised application to include approval of an indicative masterplan for the site.

As such, this report and any revised documentation have been submitted pursuant to Section 50 of the *Planning and Environment Act 1987* ('the Act').

The purpose of this report is to provide background information about the subject site and surrounding environs, a detailed description of the proposal and an assessment against the relevant provisions of the Wodonga Planning Scheme.

This report should be read in conjunction with the following plans and documents submitted with this application:

- ▶ Architectural Plans and Masterplan prepared by Law Architects
- ▶ Copy of Title
- ▶ Bushfire Development Report prepared by Terramatrix
- ▶ Stormwater Management Report, Site Catchment Plan and Master Drainage Plan prepared by Adams (currently with DTP under Application PA2604242)
- ▶ Title Re-establishment, Level & Contour Survey prepared by Eslers Land Consulting (currently with DTP under Application PA2604242)
- ▶ Stage 1 Landscape Concept Plan prepared by Fraser Design
- ▶ Traffic Engineering Assessment prepared by Traffix Group
- ▶ Waste Management Plan prepared by Traffix Group
- ▶ Environmentally Sustainable Design (ESD) Assessment prepared by Blue Bee Sustainable Services (currently with DTP under Application PA2604242)
- ▶ Arborist Report prepared by Eco Tree Care (currently with DTP under Application PA2604242)
- ▶ Approved Cultural Heritage Management Plan prepared by Benchmark Heritage

## 1.2 PROJECT SYNOPSIS

A summary of the details relating to this planning permit application are provided in Table 1.

Table 1: Project Synopsis

<b>Property Address</b>	Ellen McDonald Drive, Baranduda	
<b>Parcel Details</b>	Lot 4 on Plan of Subdivision 533382K	
<b>Site Area</b>	12.78ha	
<b>Proposal</b>	Use and development of an Education Centre (Secondary School)	
<b>Planning Scheme</b>	Wodonga	
<b>Planning Controls</b>	<b>Zone</b>	▶ Urban Growth Zone – Schedule 1 (UGZ1)
	<b>Applied Zone</b>	▶ General Residential Zone (GRZ)
	<b>Overlay(s)</b>	<ul style="list-style-type: none"> <li>▶ Development Contributions Plan Overlay – Schedule 1 (DCPO1)</li> <li>▶ Bushfire Management Overlay (BMO) (Partial)</li> <li>▶ Vegetation Protection Overlay – Schedule 4 (VPO4) (Partial)</li> </ul>
<b>Permit Triggers</b>	Clause 32.08-2	To use the land for the purpose of an Education Centre (GRZ)
	Clause 32.08-10	To construct a building or construct or carry out works for the use of an Education Centre (GRZ)
	Clause 37.07-9	To use the land for the purpose of an Education Centre (UGZ)
	Clause 52.34-2	To reduce the number of required bicycle parking spaces.
<b>Bushfire Prone Area</b>	The subject site is within a Designated Bushfire Prone Area	
<b>Cultural Heritage</b>	The subject site is partially within an Area of Aboriginal Cultural Heritage	

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## 2. SITE CONTEXT

### 2.1 SUBJECT SITE

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The subject site is located at Ellen McDonald Drive, Baranduda, formally identified as Lot 4 on Plan of Subdivision 533382. There is a sewer easement in the north eastern corner of the site. Refer to the submitted Title information for further information.

The site is identified within the Leneva-Baranduda Precinct Structure Plan (the PSP) as Property number 50, allocated for 'residential'.

The subject site is generally rectangular in shape, with irregular boundaries, maintains a frontage to John Schubert Drive of approximately 353m, a depth of approximately 355m along the eastern boundary (Kiewa Valley Highway) and an area of approximately 12.78ha. The site is current vacant of any buildings. A dirt driveway runs through the centre of the site, running north to south, with entry provided from John Schubert Drive.

The site features undulating topography characterised by gentle variations across the land. The Arborist Report prepared for the project identifies several small native trees onsite and a prominent remnant Red Box tree. Along the eastern and southern boundaries are several native eucalypt species forming part of a native wildlife corridor, of which is protected by the VPO4.

Vehicle access to Lot 4 is via two crossovers: one from Ellen McDonald Drive (approximately 190m north of John Schubert Drive) and one from John Schubert Drive approximately 185m west of Kiewa Valley Highway. An aerial image of the site is shown at Figure 1.

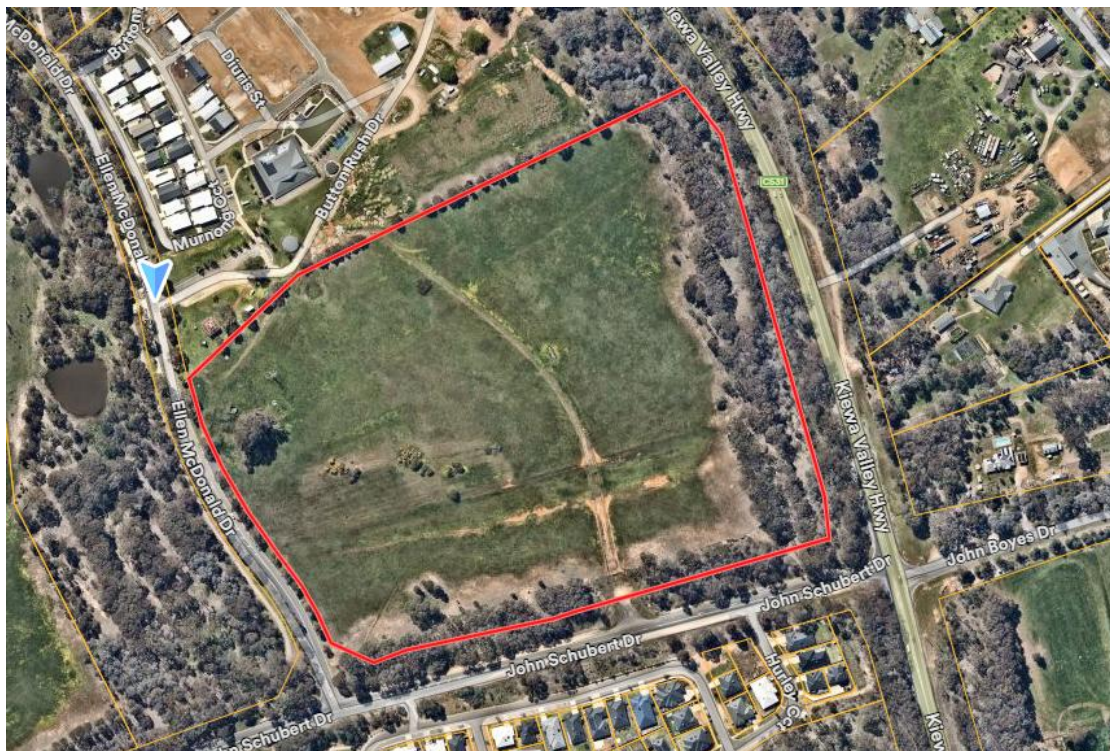


Figure 1: Aerial Photograph of Subject Site (red)

Source: Nearmap.com

## 2.2 SURROUNDING AREA

The subject site is located within the Leneva-Baranduda Growth Corridor, approximately 750m south-west of the Kiewa Valley Highway. The surrounding context of the site is detailed as follows:

- ▶ To the north: is a former school site which is currently being developed for the Baranduda Lifestyle Estate. The land is contained within the Urban Growth Zone and access via Ellen McDonald Drive. Further north is Boyes Road.
- ▶ To the south: The land to the immediate south is John Schubert Drive, a road in the Transport Zone 3. On the southern side of John Schubert Drive is residential estates typically developed with single detached dwellings. Further south is the Baranduda township.
- ▶ To the east: Kiewa Valley Highway directly adjoins the eastern boundary of the subject site. Further east is land developed for low density residential purposes.
- ▶ To the west: is Ellen McDonald Drive and further west is a WRENs reserve heavily vegetated and includes drainage line. This land is contained in the Public Park and Resource Zone. Further west is a vacant parcel of land.

Located approximately 800 metres west of the subject site is St Francis of Assisi Primary School.

Elen McDonald Drive is a local road managed by City of Wodonga. This road runs north to south connecting Boyes Road and John Schubert Drive. It is a sealed road with one lane in each direction and has a right-hand turning lane turning into the site. It has a 70km/hr speed limit in the vicinity of the site.

John Schubert Drive is a Significant Municipal Road managed by City of Wodonga and connects the Kiewa Valley Highway to Baranduda Boulevard. This road runs east to west and is sealed with one lane in each direction. On the southern side of the road are gravel service roads providing access to existing residential development.

An aerial image of the site within its broader context is shown at Figure 2.

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**Figure 2: Aerial Photograph of Surrounding Area and Subject Site (red) Source: nearmap.com**

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## 3. PROPOSAL

This application seeks planning approval for the use and development of an Education Centre (Secondary School) on the site.

### 3.1 INTRODUCTION

Catholic Education Sandhurst (CES) recognises an opportunity for the provision of a secondary school in Baranduda, and identified a site which is appropriately located in proximity to the existing primary school campus.

Once complete, the school is proposed to accommodate 800 students from Year 7 to Year 12. The development of the school is proposed to be undertaken in a number of stages, with the first stage due for completion to allow the commencement of operations at the start of the 2028 school year.

The key components of the School include:

- ▶ Student enrolments are expected to be approximately 800 at full capacity.
- ▶ Full-time equivalent staff is expected to be approximately 100 at full capacity.
- ▶ All car parking and bus parking/manoeuvring will be provided on the campus to meet everyday requirements.

A masterplan (consisting of five stages in total) for the entire school campus is provided in the submitted Architectural Plans set. **Plans submitted for works under Stage 1 of the site have been submitted to the DTP under this Planning Permit Application PA2604242.**

Whilst the proposed development will be undertaken in a number of stages as outlined below, planning approval is sort for all stages of the development.

### 3.2 STUDENT NUMBERS AND STAGING

Student numbers and staging of development is proposed as outlined below. The plans submitted with the application detail the staging of the built form.

Year	2028-2029	2030-2031	2032-2033	2034-2035	2036-2037
<b>Student Capacity</b>	250	500	750	750	800

Stage	Expected Building Timing	Expected Delivery
Stage 1	Commence 2026	January 2028
Stage 2	Commence 2028	January 2030
Stage 3	Commence 2030	January 2032
Stage 4	Commence 2032	January 2034

Stage	Expected Building Timing	Expected Delivery
Stage 5	Commence 2034	January 2036

### 3.3 HOURS OF OPERATION

The school will have normal school operating hours from Monday to Friday, generally being 7:30am to 4:30/5:00pm. However, as typical for schools, the School will also have some after-hours use for parent/teacher interviews and the like.

### 3.4 DEVELOPMENT

This application seeks planning approval for the use and development of an Education Centre and associated works.

A Masterplan has been prepared for the site, outlining a staged development comprising six (6) buildings of varying sizes and purposes, car parking areas and outdoor fields. The proposed buildings are to be located predominantly along the southern and south-western boundaries of the site, with vehicle access provided via John Schubert Drive and Ellen McDonald Drive.

Whilst plans have been submitted for Stage 1, the below table outlines the works under each of the stages of the masterplan. The number of students, staff and car parking for each stage is also provided.

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**Table 2: Proposed Works**

Stage No.	Proposed Works
1	<ul style="list-style-type: none"> <li>▶ Construction of the Administration building, which will be 710sqm and comprise the following internal layout:               <ul style="list-style-type: none"> <li>– A reception area, student reception and general office</li> <li>– Two (2) meeting rooms, one of which can be separated by bi-folding doors</li> <li>– Staff lounge and resources room</li> <li>– Four (4) office spaces and Principal's office</li> <li>– Five (5) water closets, including one DDA water closet</li> <li>– Server room</li> <li>– First aid room and accessible DDA water closet</li> <li>– Two (2) General Learning Areas (GLAs)</li> </ul> </li> <li>▶ Construction of the 'Learning Centre' building, which will be double storey, 1130sqm in area and comprise:               <ul style="list-style-type: none"> <li>– Three (3) GLAs</li> <li>– Five (5) 'adaptable studio' spaces, three at ground level and two on the first floor</li> <li>– Breakout space</li> <li>– Student toilets, accessible both internally and externally at ground level</li> <li>– Office</li> <li>– Two (2) storage spaces, one at ground level and one on the first floor</li> <li>– Three (3) toilets on the first floor level</li> </ul> </li> <li>▶ Construction of new vehicle access arrangements, incorporating access from John Shubert Drive via a sealed roundabout for traffic flow and safety. The design also includes secondary access via Ellen McDonald Drive, connecting to a temporary gravel roadway, extending to the on-site car park. The access arrangements will service all on-site car parking. A total of 75 car parking spaces is proposed, including two (2) accessible spaces. The car park will initially be constructed with an unsealed gravel surface.</li> <li>▶ The school will have up to 250 students and 28 staff.</li> <li>▶ Temporary bike enclosure including 44 bicycle spaces for staff and students.</li> </ul>

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Stage No.	Proposed Works
2	<ul style="list-style-type: none"> <li>▶ Construction of the 'Science and Learning' building, which will be located west of the buildings under Stage 1.</li> <li>▶ The number of students and staff will increase to 500 and 55 individuals respectively.</li> <li>▶ The John Shubert Drive access will include a left-turn deceleration lane to restrict entry movements. New car parking will be constructed east of the roundabout, ensuring the provision of 125 parking spaces.</li> </ul>
3	<ul style="list-style-type: none"> <li>▶ Construction of the 'Arts and Learning' building, which will adjoin the 'Learning and Technology' building under Stage 4. This building will front the Ellen McDonald Drive interface.</li> <li>▶ Construction of a new sports field, 100m x 65m.</li> <li>▶ The number of students and staff will increase to 750 and 87 individuals respectively.</li> <li>▶ Provision of bus parking lane accessible from the northern Ellen McDonald Drive access point, ensuring sufficient drop-off and pick-up operations.</li> <li>▶ Extension to car parking arrangements, ensuring the provision of 175 parking spaces.</li> <li>▶ A permanent bicycle storage facility will be constructed, accommodating a nominal 50 spaces.</li> <li>▶ Permanent bin storage north of Ellen McDonald Drive access point.</li> </ul>
4	<ul style="list-style-type: none"> <li>▶ Construction of the 'Technology and Learning' building, which will adjoin the 'Arts and Learning' building under Stage 3.</li> <li>▶ Construction of new sports oval, 150m x 125m.</li> <li>▶ The number of staff will increase slightly to a total of 90.</li> </ul>
5	<ul style="list-style-type: none"> <li>▶ Construction of the Gymnasium and covered sports courts near the southeastern corner of the site.</li> <li>▶ Extension to car parking arrangements, with the construction of new car parking at the northwest corner of the site in proximity to the Ellen McDonald Drive entrance. In total 201 spaces will be provided on site at the end of Stage 5.</li> </ul>

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### 3.5 BUILDING DESIGN AND MATERIALITY

The commentary below has been prepared with specific reference to Stage 1 of the proposed development, considering detailed architectural plans and elevations have been submitted.

As the plans for Stages 2-5 are indicative only, it is anticipated that future buildings will adopt a consistent design approach and material palette to those proposed under Stage 1, to

ensure a cohesive architectural character across the site. The building design and materiality will be further refined at each subsequent stage, in accordance with the endorsed indicative masterplan. Notwithstanding this, the submitted indicative elevations demonstrate the buildings under Stages 2-5 will range from approximately 10.5 metres to 14.2 metres in height, ensuring that the scale and built form do not result in a disproportionate dominant presence on the site.

The proposed buildings under Stage 1 will vary in scale, with the administration building being single storey scale and the learning building will be double storey by virtue of the topography of the site. The buildings will vary in height from approximately 6m to 10m high. Both buildings will be connected via a contemporary, multi-faceted pitch roof form with asymmetrical slopes. The roof also extends and overhangs the buildings to provide shading and weather protection. The building will be constructed of various materials (depending on the elevation) including non-combustible product, brick and metal cladding of light and dark tones to avoid the appearance of bulkiness and massing, and blend seamlessly with the landscape. An appropriate level of fenestration is proposed, including floor to ceiling glazed windows to allow passive surveillance and light spill into the learning and workspaces.

### 3.6 OVERSHADOWING

The proposed buildings are well setback from any neighbouring properties therefore will not have any overshadowing impacts. Overshadowing diagrams have been prepared for 9am on September 21 to demonstrate the extent of shadow impacts.

### 3.7 ENVIRONMENTAL SENSITIVE DESIGN

The commentary below has been prepared with specific reference to Stage 1 of the proposed development, for which detailed Environmentally Sustainable Design (ESD) documentation has been submitted.

As the plans for Stages 2-5 are indicative only, the ESD principles, sustainability measures and performance targets outlined in this section will be implemented and extended across subsequent stages, as appropriate, and will be further refined as part of the detailed design and approval of each stage, in accordance with the endorsed indicative masterplan.

The design incorporates a comprehensive suite of Environmentally sustainable design measure, including passive, design strategies such as low window-to-wall ratios, north-facing orientation, high performance glazing, and extensive external shading to reduce heating, cooling and lighting demand.

It integrates renewable energy through a 6kW solar PV system and reduces potable water use via a 40kl of rainwater harvesting and water-efficient landscaping. Indoor environmental quality is enhanced through increased mechanical ventilation rates, operable windows for mixed-mode ventilation, and carefully planned ventilation paths, while noise and air quality impacts are mitigated through a 40m boundary setback, high level insulation and double glazing.

The design supports sustainable transport with bicycle parking and school bus provision, and promotes circular economy principles through dedicated recycling, organic and e-waste facilities and building designed for future disassembly using lightweight, demountable materials.

Native drought-tolerant landscaping supports biodiversity, shading and cooling, and the site layout incorporates a BAL-2.5 compliant 40m buffer to address bushfire resilience, all contributing to a robust, future-focused ESD outcome.

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Refer to Blue Bee Sustainable Services ESD statement for further details.

### 3.8 VEHICLE ACCESS, CIRCULATION & CAR PARKING

A Traffic Engineering Assessment has been prepared by Traffix Group to inform and support the future development of the subject site for a school. A summary of the arrangements are provided below.

- ▶ All car parking spaces and access aisles are designed in accordance with Clause 52.06-9 of the Planning Scheme.
- ▶ At Stage 1, the car park will be constructed with an interim unsealed gravel surface, with car spaces defined by wheel stops and/or tack-down markers or similar.
- ▶ At Stage 2, the car park will be sealed.
- ▶ Accessible car spaces will be provided in accordance with the relevant Australian Standards and Clause 52.06-9.

#### Access Arrangements

- ▶ All vehicles are able to enter and exit the site in a forward direction in accordance with Clause 52.06-9.
- ▶ Vehicle access to the site will be provided via the following access points:
  - John Schubert Drive, via the existing dual-width access accommodating entry and exit movements at Stage 1. This access will be sealed, including the internal roundabout, and upgraded at Stage 2 to include a left-turn deceleration lane and prohibit right-turn entry movements.
  - Ellen McDonald Drive (southern access), accommodating entry and exit movements at Stage 1 and connecting to a temporary internal gravel roadway.
- ▶ During Stages 1 and 2, the internal accessway is intended to operate as a one-way system, with vehicles entering from Ellen McDonald Drive and exiting via John Schubert Drive during peak drop-off and pick-up periods.
- ▶ From Stage 3 onwards, the southern Ellen McDonald Drive access will operate as exit-only, and a northern Ellen McDonald Drive access will accommodate entry movements only, including buses and parent/staff vehicles. J-turn provisions within the main car park will allow vehicle recirculation and two-way internal movement.

Refer to the Traffic Engineering Assessment for further details.

### 3.9 WASTE MANAGEMENT

A Waste Management Plan has been prepared for the proposed masterplan and is submitted with this application. This plan details the waste management systems, waste generation and collection areas associated with the proposed use and development. The plan also outlines ongoing maintenance initiatives which should be monitored and reviewed on a regular basis post-construction.

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Stage 1 waste will be stored in a temporary bin store located east of the John Schubert Drive, near the internal roundabout. Trucks will enter the site via John Shubert Drive to ensure sufficient and egress.

From Stage 3 waste will be managed via a permanent bin storage area north of Ellen McDonald Drive entrance. Waste collection will occur within the internal roadway. Trucks will enter via Ellen McDonald Drive and unload bins in the roadway adjacent to the permanent bin storage.

Illustrations of the above waste management arrangements are provided at Figures 1 and 2 of the submitted Waste Management Plan.

### 3.10 VEGETATION REMOVAL

An Arborist Report has been prepared by Eco Tree Care and has assessed the trees located along the southern boundary of the construction area for Stage 1. All trees along the eastern and southern boundaries will be retained.

Tree 7 (*Eucalyptus polyanthemos* – Red Box), located in proximity to the southern boundary of the site and in close proximity to the existing vegetation corridor. The indicative masterplan indicates this tree will be impacted by the proposed car parking extension under Stage 3 and therefore requires to be removed. This tree does not require planning approval for removal.

### 3.11 LANDSCAPING

The commentary below has been prepared with specific reference to Stage 1 of the proposed development, for which a detailed Landscape Concept Plan has been submitted.

For Stages 2-5, landscaping will be informed by the same planting themes and design principles to ensure a cohesive landscape response across the site. It is anticipated that the landscaping associated with future stages will be appropriately resolved through conditions on any planning permit, in accordance with the endorsed indicative masterplan.

The proposed landscaping onsite includes an array of indigenous and native species to be planted around the buildings. This is in addition to large garden beds along the southern interface, paved areas and natural turf north of the buildings to improve the landscape character and aesthetic of the site. The entry forecourt of the administration building will comprise of unique seating and an informal gathering space to clearly distinguish this building as the primary entrance for the new campus. The extent of landscaping and the proposed planting palette are shown in the landscape plan prepared by Frazer Design and submitted with this application.

### 3.12 SERVICING

The development can be adequately serviced as follows:

#### 3.12.1 WATER SUPPLY

North East Water is the responsible authority for the provision of potable water infrastructure. The site can be connected to reticulated water in accordance with North East Water Authority requirements.

#### 3.12.2 SEWER

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Reticulated sewer mains are available at the site. The proposed development will be connected as required in accordance with North East Water Authority requirements.

### 3.12.3 DRAINAGE

Wodonga City Council is the responsible authority for drainage for the site. The proposed development will connect into the drainage system as per the requirements of the Infrastructure Design Manual (IDM).

A Drainage Master Plan and Site Catchment plans have been prepared by Adams and submitted with this application. The Stormwater Management Report outlines the design strategies and the requirements for discharging into existing council drainage assets. The main items in relation to this are summarised below. Please refer to the Stormwater Management Report and supporting plans for further information.

- ▶ *The proposed landscaping and car parks are designed to convey overland flows around the buildings and into grassed swales, which then discharge into the downstream road network.*
- ▶ *The site is proposed to have two Legal Points of Discharge (LPDs). The stages of development are assumed to discharge all into an on-site detention (OSD) basin, which will connect to Council's existing drainage system on Ellen McDonald Drive. The second LPD will collect runoff from the rear area via a grassed swale and convey it through a pipe system to an existing stub provided by the neighbouring development. A formal LPD determination is required to confirm the exact location of the discharge points.*
- ▶ *The required allowable site discharge and OSD volume for the proposed development has been calculated to limit the maximum stormwater discharge to 200 L/s, with a minimum OSD volume of 528.93 m<sup>3</sup>.*
- ▶ *Grassed swales and rainwater reuse tanks have been proposed for the site to achieve the Best Practice Environmental water quality targets.*

### 3.12.4 ELECTRICITY

Ausnet is the responsible authority for electricity supply in this area. The proposed development will be connected to electricity as per the requirements of Ausnet.

### 3.12.5 TELECOMMUNICATIONS

Telecommunications infrastructure is provided to the site and will be connected to the development.

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## 4. WODONGA PLANNING SCHEME – OVERVIEW

The Wodonga Planning Scheme guides the use and development of land with this municipality. This section lists the relevant planning controls and provisions contained within the Wodonga Planning Scheme.

In summary the requirement for a planning permit with the Wodonga Planning Scheme is triggered through the following:

- ▶ Pursuant to Clause 32.08-2, a planning permit is required to use the land for the purpose of an Education Centre in the applied General Residential Zone.
- ▶ Pursuant to Clause 32.08-10, a planning permit is required to construct a building or construct or carry out works associated with the use of an Education Centre in the applied General Residential Zone.
- ▶ Pursuant to Clause 37.07-9, a planning permit is required to use the land for the purpose of an Education Centre in the Urban Growth Zone.
- ▶ Pursuant to Clause 52.34-2, a planning permit is required to vary, reduce or waive any bicycle parking requirements of Clause 52.34-5 and Clause 52.34-6.

### 4.1 MUNICIPAL PLANNING STRATEGY

**Clause 02.02 Vision** contains the following:

*‘Wodonga is an accessible, well-connected, sustainable City with a vibrant economy that fosters a sense of belonging and is welcoming to both residents and visitors. Wodonga provides the liveability associated with the country in tandem with many of the opportunities of a metropolitan area. The City has a distinct physical character created by the natural amphitheatre of hills that frame it’.*

**Clause 02.03-1 Settlement** states that Baranduda will ‘accommodate the medium to long-term growth of the City. The Leneva and Baranduda Precinct Structure Plan comprises approximately 1062 hectares and creates a well-defined urban character that has a strong relationship to the surrounding rural landscape and the Wodonga Retained Environment Network (WREN). This urban development focuses on affordable, sustainable and healthy living opportunities through a traditional urban structure comprising a walkable street network, housing diversity, employment opportunities, activity centres, schools and open space areas.’

**Clause 02.03-3 Environmental risks and amenity** acknowledges the significant bushfire hazard areas within the municipality, particularly within the Leneva Valley and Baranduda growth corridor. Council seeks to ensure that bushfire risk can be mitigated to an acceptable level.

**Clause 02.03-9 Infrastructure** highlights the pressure of increasing population on Wodonga’s community infrastructure, including social, cultural, health, education and open space. Emphasis is placed on the delivery, timing and upgrade of vital community infrastructure to ensure the community is healthy, vibrant and resilient.

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### 4.2 PLANNING POLICY FRAMEWORK

**Clause 11.03-2S Growth areas** policy seeks to locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability

benefits while protecting primary production, major sources of raw materials and valued environmental areas. The following strategies are of relevance to the application:

- ▶ *Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.*

**Clause 12.01-1L Protection of biodiversity** seeks to:

- ▶ *Identify and protect significant native vegetation and habitat corridors prior to rezoning for urban development.*
- ▶ *Encourage the retention of native vegetation patches within reserves, open spaces, road reserves and wildlife corridors.*

**Clause 13.02-1S Bushfire planning** policy applies to all planning and decision making under the *Planning and Environment Act 1987* relating to land that is within a designated Bushfire Prone Areas. This policy aims to *'strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.'*

**Clause 13.04-S Contaminated and potentially contaminated land** seeks to *'ensure that contaminated and potentially contaminated land is used and developed safely.* The strategies include:

- ▶ *Protect a sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school from the effects of contamination.*

**Clause 13.05-1S Noise** aims to assist the management of noise effects on sensitive land uses. The strategies of this Clause are to:

- ▶ *Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.*
- ▶ *Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.*

**Clause 15.01-1S Urban design** policy seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. The following strategies are of relevance to the application:

- ▶ *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
- ▶ *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- ▶ *Promote good urban design along and abutting transport corridors.*

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**Clause 15.01-2S Building design** includes several strategies to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

**Clause 15.01-1L-01 Urban design along main roads** applies to the development and use of land adjoining the Transport Zone 2 and Transport Zone 3 of which the Kiewa Valley Highway

and John Schubert Drive are respectively located within. This policy seeks to ensure that all new use and development make a positive contribution to the built environment in terms of design, siting, landscaping, ongoing maintenance and presentation. The following strategies are of relevance:

- ▶ *Discourage metal clad facade treatments unless it provides an architectural feature and enhances the streetscape.*
- ▶ *Provide landscaping that allows development to integrate with the surrounding environment.*

**Clause 15.03-2S Aboriginal cultural heritage** seeks to ensure the protection and conservation of places of Aboriginal Cultural Heritage significance. There is one area, located in the northern part of the site, that is identified as an area of Aboriginal Cultural Heritage Sensitivity. The following strategies are of relevance to the application:

- ▶ *Provide for the protection and conservation of pre-contact and post-contact Aboriginal cultural heritage places.*
- ▶ *Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006.*

**Clause 19.02-2S Education facilities** seeks to assist in the integration of education and early childhood facilities with local and regional communities. The following strategies are of relevance to the application:

- ▶ *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).*

## 4.3 ZONE PROVISIONS

### 4.3.1 CLAUSE 37.07 URBAN GROWTH ZONE

The subject site is located within the Urban Growth Zone – Schedule 1 (UGZ1), as shown in Figure 5. The purpose of the UGZ is:

- ▶ *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.*
- ▶ *To provide for a range of uses and the development of land generally in accordance with a precinct structure plan.*
- ▶ *To contain urban use and development to areas identified for urban development in a precinct structure plan.*
- ▶ *To provide for the continued non-urban use of the land until urban development in accordance with a precinct structure plan occurs.*
- ▶ *To ensure that, before a precinct structure plan is applied, the use and development of land does not prejudice the future urban use and development of the land.*

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Schedule 1 of the UGZ pertains to land within the Leneva-Baranduda Precinct Structure Plan (PSP). The applied zoning to the land is the General Residential Zone (GRZ).

Pursuant to Clause 37.07-9, a planning permit is required for the use of an 'Education Centre'.

Additionally, Section 2.3 of the UGZ1 specifies that the use of an 'Education Centre' is subject to the following condition:

*A permit is required if the land is within the 100m Concrete Batching Plant Air Emissions Buffer, 500m Landfill Gas Migration Buffer or 1.5km Green Waste Facility Odour Buffer in the incorporated Leneva-Baranduda Precinct Structure Plan.*



Figure 5: Urban Growth Zone

Source: VicPlan

#### 4.3.2 CLAUSE 32.08 GENERAL RESIDENTIAL ZONE (APPLIED ZONE)

Section 2.2 of Schedule 1 to the UGZ indicates that the applied zoning for the site is the General Residential Zone (GRZ). The purpose of this zone is:

- ▶ To implement the Municipal Planning Strategy and the Planning Policy Framework
- ▶ To encourage development that is responsive to the neighbourhood and character of the area.
- ▶ To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- ▶ To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

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Pursuant to Clause 32.08-2, the use of an 'Education Centre' is listed under section 2 (permit required) and therefore requires permission.

Furthermore, Clause 32.08-10 specifies that a permit is required to construct a building or construct or carry out works for a Section 2 use.

In summary, a permit is required for the use and development of an Education Centre on site under the applied GRZ.

## 4.4 OVERLAY PROVISIONS

### 4.4.1 CLAUSE 42.02 VEGETATION PROTECTION OVERLAY

The subject site is partially affected by the Vegetation Protection Overlay – Schedule 4 (VPO4), specifically the eastern and southern boundaries. The purpose of this overlay is:

- ▶ *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To protect areas of significant vegetation.*
- ▶ *To ensure that development minimises loss of vegetation.*
- ▶ *To preserve existing trees and other vegetation.*
- ▶ *To recognise vegetation protection areas as locations of special significance, natural beauty, interest and importance.*
- ▶ *To maintain and enhance habitat and habitat corridors for indigenous fauna.*

Pursuant to Clause 42.02-2, a permit is required to remove, destroy or lop any vegetation specified in the schedule to this overlay. This does not apply:

- ▶ *To the removal, destruction or lopping of native vegetation in accordance with a native vegetation precinct plan specified in the schedule to Clause 52.16.*

Trees are not proposed to be removed as part of this application.

The extent of the VPO4, which pertains to the Leneva Valley and Baranduda Native Vegetation Areas, is shown in Figure 6 below.



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Figure 6: Vegetation Protection Overlay

Source: VicPlan

## 4.4.2 CLAUSE 44.06 BUSHFIRE MANAGEMENT OVERLAY

The site is also partially affected by the Bushfire Management Overlay (BMO). The purpose of this Overlay is:

- ▶ *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.*
- ▶ *To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.*
- ▶ *To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.*

Pursuant to Clause 44.06-2, a permit is required to construct a building or construct or carry out works associated with an Education Centre.

Mapping within the Bushfire Development Report by Terramatrix indicates the BMO only covers the northeastern corner of the property where a sports field is proposed and an area in the southeast of the site where access to John Schubert Drive is proposed.

Whilst there are no buildings proposed within the BMO, Terramatrix has considered the bushfire risk and the recommendations have been incorporated into the design of the development.

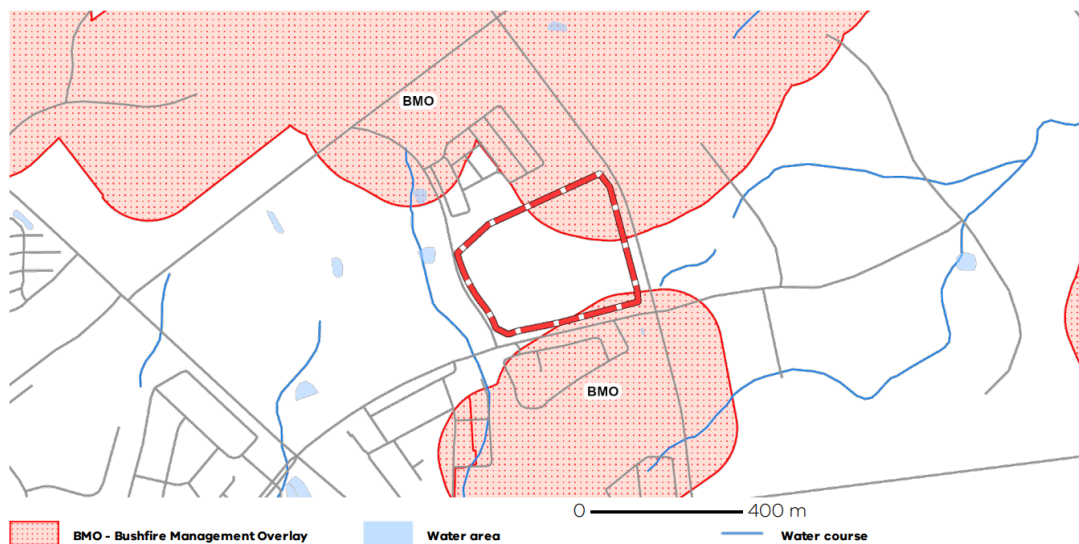


Figure 7: Bushfire Management Overlay

Source: VicPlan

## 4.4.3 CLAUSE 45.05 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

The entirety of the site is affected by the Development Contributions Plan Overlay – Schedule 1 (DCPO1). The purpose of this overlay is:

- ▶ *To implement the Municipal Planning Strategy and the Planning Policy Framework.*

# ADVERTISED PLAN

- ▶ To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

Schedule 1 pertains to the Leneva-Baranduda Development Contributions Plan. This Contributions Plan specifies the contribution per hectare a developer must contribute towards the provision of public infrastructure required to support the development of the Leneva-Baranduda Growth Corridor, such as infrastructure including roads, bridges, intersection, recreation, community facilities and drainage.

Section 4 of Schedule 1 exempts non-government schools and community facilities (provided by a public land manager) from development contributions.

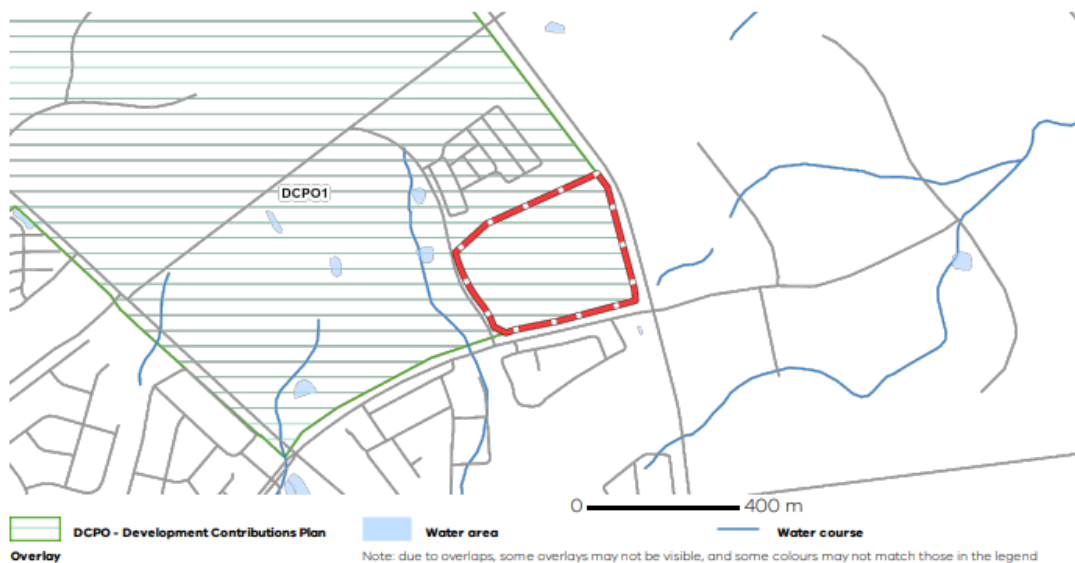


Figure 8: Development Contributions Plan Overlay

Source: VicPlan

## 4.5 PARTICULAR PROVISIONS

### 4.5.1 CLAUSE 52.06 CAR PARKING

Clause 52.06 seeks:

- ▶ To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- ▶ To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- ▶ To support sustainable transport alternatives to the motor car.
- ▶ To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- ▶ To ensure that car parking does not adversely affect the amenity of the locality.
- ▶ To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

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Pursuant to Clause 52.06-1, the provision applies to:

- ▶ a new use; or
- ▶ an increase in the floor area or site area of an existing use; or
- ▶ an increase to an existing use specified in Table 1 to clause 52.06-5 by the corresponding measure specified in Table 1 to clause 52.06-5.

The site is located within Category 1 of the *Car Parking Requirement Maps* (Department of Transport and Planning, 2025).

Pursuant to Table 1 at Clause 52.06-5, Secondary Schools have a statutory car parking requirement of 1 parking space to each employee. Following the development, it is expected a total of 100 employees will be employed by the school. The following assessment against Clause 52.06-5 is provided:

**Table 3: Car parking requirements**

USE	RATE	REQUIREMENT
Secondary School	1 to each employee	1 X 100 staff = 100 spaces
<b>PROPOSED</b>		<b>201 spaces</b>

A more detailed table of the proposed car parking for each stage is provided in the submitted Traffic Engineering Assessment. In summary, the school will provide a total of 201 parks, including 2 accessible spaces and as such the statutory requirement has been met.

## 4.5.2 CLAUSE 52.16 NATIVE VEGETATION PRECINCT PLAN

The purpose of this Clause is:

- ▶ To provide for the protection, management and removal of native vegetation through the use of a native vegetation precinct plan incorporated into this scheme.
- ▶ To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Energy, Environment and Climate Action, 2025). (the Guidelines):
  1. Avoid the removal, destruction or lopping of native vegetation.
  2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
  3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.
- ▶ To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.

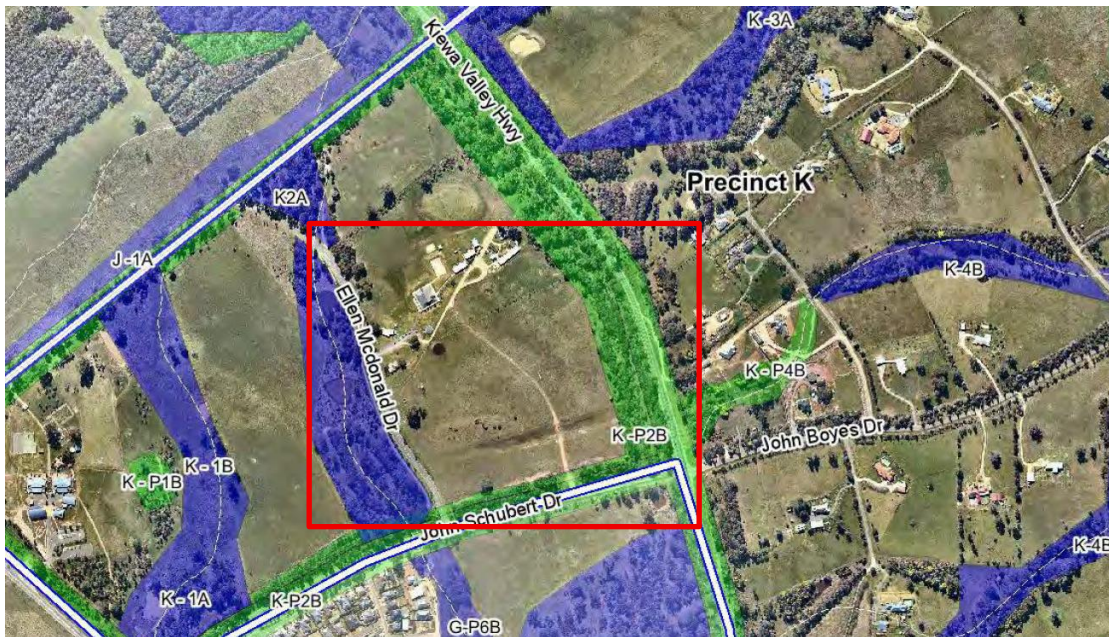
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Clause 52.16-3 states that a permit is required to remove, destroy or lop any native vegetation, including dead native vegetation. This does not apply:

- ▶ *If the removal, destruction or lopping of native vegetation is in accordance with a native vegetation precinct plan incorporated into this scheme. Any conditions or requirements specified in the plan must be met.*
- ▶ *To the removal, destruction or lopping of native vegetation specified in the table to Clause 52.16-8, unless a native vegetation precinct plan specifies otherwise.*

The subject site is contained within the *Leneva Valley & Baranduda Native Vegetation Precinct Plan, November 2014 (NVPP)*, specifically within Precinct K as illustrated in Figure 9 below.



**Figure 9: Site within Precinct K of Leneva Valley and Baranduda NVPP**

As illustrated above, existing vegetation onsite along the southern and eastern boundaries is located under Category 2 native vegetation within the areas shaded green. The NVPP specifies that the removal of this category of native vegetation should generally be avoided but may be removed, destroyed or lopped subject to a planning permit. Any offsets identified or provided under this NVPP are not attributed to removal of any native vegetation within Category 2 and the offset requirements to remove this vegetation will need to be assessed as part of a planning permit application.

No vegetation is proposed to be removed within these areas.

#### 4.5.3 CLAUSE 52.34 BICYCLE FACILITIES

Clause 52.34 seeks:

- ▶ *To encourage cycling as a mode of transport.*
- ▶ *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

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A permit is required to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

Pursuant to Table 1 to Clause 52.34-5, the statutory requirement for bicycle space is 1 bicycle space is required to each 20 employees and 1 bicycle space to each 5 pupils.

**Table 4: Bicycle parking requirements**

USE	RATE	REQUIREMENT
Secondary School	1 to each 20 employees	5 staff space
	1 to each 5 pupils	160 pupil/student spaces
<b>PROPOSED</b>		<b>50 bike spaces</b>

A detailed table outlining the proposed bicycle parking provision at each stage of development is provided in the Traffic Engineering Assessment. Overall, the application seeks planning approval to reduce the statutory bicycle parking requirement by 115 spaces, with a total of 50 bicycle spaces proposed to be provided within a permanent storage facility.

#### 4.5.4 CLAUSE 53.18 STORMWATER MANAGEMENT IN URBAN DEVELOPMENT

Clause 53.18 seeks:

- ▶ *To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.*

A Stormwater Management Report has been prepared by Adams and has been submitted with this planning application.

#### 4.5.5 CLAUSE 53.19 NON-GOVERNMENT SCHOOLS

This application is made under the provisions of Clause 53.19 as St Francis of Assisi is a non-government school.

#### 4.5.6 CLAUSE 72.01 RESPONSIBLE AUTHORITY FOR THIS PLANNING SCHEME

The Minister for Planning is the Responsible Authority in relation to use and development of land for a primary school or secondary school where there is no existing school on the land, or the estimated cost of development is \$3 million or greater. As the land is vacant, the Minister for Planning is the Responsible Authority for this planning permit application.

#### 4.6 ABORIGINAL CULTURAL HERITAGE

The site contains one area of Aboriginal Cultural Heritage. A Cultural Heritage Management Plan (CHMP) has been approved and submitted with this application.

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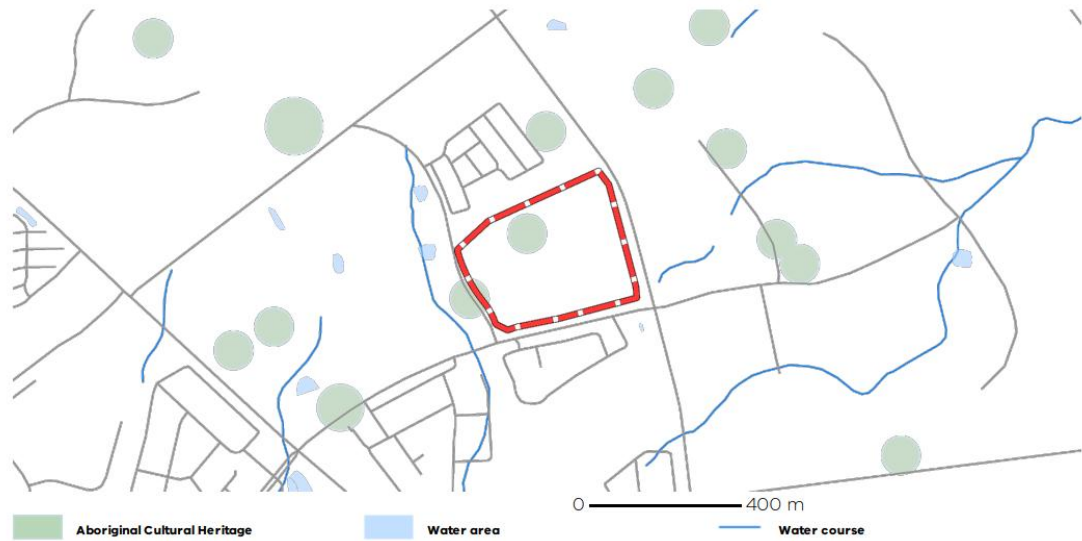


Figure 10: Areas of Aboriginal Cultural Heritage Sensitivity

Source: VicPlan

#### 4.7 DESIGNATED BUSHFIRE PRONE AREA

It is acknowledged that the site is entirely within a Designated Bushfire Prone Area and the Bushfire Development Plan prepared by Terramatrix addresses the bushfire risk.

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## 5. WODONGA PLANNING SCHEME – ASSESSMENT

The following section provides a planning assessment of the proposal against the relevant provisions of the Wodonga Planning Scheme.

### 5.1 MUNICIPAL PLANNING STRATEGY

The proposal is development ensures that suitable learning facilities in the Leneva Valley and Baranduda area, which will accommodate for medium to long term growth within the City of Wodonga. Consistent with Clause 02.03-3, 40 square metres is proposed around the buildings, sufficient access for emergency services and a fire hydrant system are being implemented to ensure the development mitigates the risk of bushfires.

As noted in Clause 02.03-9, existing community infrastructure in Wodonga is under increasing pressure as a result of the growing population. The construction of new, large educational facilities within the Leneva Baranduda Growth Corridor is a key strategy for Council as key infrastructure for the community. Furthermore, the development is of a high-quality design that will provide an enhanced learning experience, greatly contributing to the liveability of the community.

Overall, it is submitted that the proposal is consistent with the Municipal Planning Strategy and conforms with the overarching vision of the Wodonga area.

### 5.2 PLANNING POLICY FRAMEWORK

The proposal is in accordance with the Leneva and Baranduda Precinct Structure Plan, being in keeping with the sites intended land use as described by the PSP. The development ensures that fit-for-purpose and high-quality education offerings are available for the growing community. As a growth area, the surrounding population is expected to rapidly increase, hence it is crucial that the school has capacity to accommodate future enrolments. The proposal will ensure compliance with Clause 11.03-2S and Clause 19.02-2S on this basis.

The proposed secondary school will incorporate a bus drop off area within the site to ensure safe and sufficient access and reduce congestion along John Schubert Drive. The design acknowledges the distinct purpose and function of a secondary school compared to residential developments, adopting a built form of appropriate scale and massing while featuring articulated facades and extensive landscaping to soften the interface with the adjoining road and residential areas. While detailed designs for buildings under Stages 2–5 are yet to be prepared, the indicative masterplan demonstrates that future development will adopt a built form consistent with that established under Stage 1. Consequently, the proposal will perfectly integrate with the local Leneva/Baranduda community as per the objective of Clause 19.02-2S.

The school site is located over 70m from the nearest residential development on the south side of John Schubert Drive. The built form will be setback a further 40m from the southern boundary, combined with double glazed windows and insulated walls and ceilings. Noise impacts will ensure noise impacts are minimal without the need of additional attenuation measures. While detailed building designs for Stages 2-5 are yet to be prepared, the indicative masterplan confirms that future buildings will be sited and designed in a manner consistent with these built form and amenity outcomes. The proposed use is separated entirely from any residential development, ensuring community amenity or health is not impacted, hence consistent with Clause 13.05-1S.

Atma has prepared a Preliminary Soil Investigation which did not identify any areas of contamination on the site and concluded that *'The site is considered aesthetically acceptable*

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*for the proposed secondary school use, and the sample analysis did not identify contamination that would prevent or restrict the proposed use.’ (Clause 13.04-1S).*

As the site adjoins a road within the Transport Zone 3, the proposal has been designed to ensure it makes a positive contribution to the existing built environment. None of the buildings proposed will front Kiewa Valley Highway, and by virtue of the existing native vegetation along the eastern interface, should not be visible from this road.

As mentioned, the site adjoins John Schubert Drive which is a road under the Transport Zone 3. The proposed development will make a positive contribution to the built environment through its contemporary architectural design, thoughtful siting and integrated landscaping. The buildings proposed under Stage 1, as shown on the submitted architectural plans, are positioned to maintain an attractive interface with John Schubert Drive and feature articulated façades and material treatments that reduce visual bulk and enhance presentation. While detailed architectural designs for Stages 2-5 are yet to be prepared, the indicative masterplan demonstrates that future buildings will be guided by the same built-form principles, with detailed façade articulation and materials to be resolved at the detailed design stage.

Landscaping associated with Stage 1, as shown on the submitted Landscape Concept Plan, will soften the built form and integrate the development with the surrounding natural characteristics. While detailed landscaping for Stages 2–5 has not yet been prepared, the indicative masterplan establishes a consistent landscape framework, with detailed landscape design to be resolved through conditions on any future planning permit. The proposal intends to deliver a well-considered, high-quality design that aligns with the overarching objective of Clause 15.01-1L-01 by creating a visually appealing and functional community facility in a prominent growth corridor outside of metropolitan Melbourne. Subsequently, the proposal is consistent with Clause 15.01-1S.

The subject site is located within a designated Bushfire Prone Areas and therefore consideration of bushfire risk is required (Clause 13.02-1S). Terramatrix has prepared a Bushfire Development Report and confirm the bushfire risk on the site can be appropriately managed.

The subject is partly affected by Areas of Aboriginal Cultural Heritage Sensitivity. A Cultural Heritage Management Plan been approved for the site. All works will be undertaken as per the conditions of the CHMP (Clause 15.03-2S).

## 5.3 ZONE PROVISIONS

### 5.3.1 CLAUSE 37.07 URBAN GRWOTH ZONE – SCHEDULE 1

The relevant decision guidelines at Clause 37.07-14 are as follows:

- ▶ *The Municipal Planning Strategy and the Planning Policy Framework*
- ▶ *Any relevant Growth Area Framework Plan.*
- ▶ *The precinct structure plan applying to the land, including the vision and objectives of the precinct structure plan.*
- ▶ *Any guidelines in the schedule to this zone.*

Section 6 of the UGZ1 also includes the following decision guidelines:

- ▶ *The Leneva-Baranduda Precinct Structure Plan, October 2018.*

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- ▶ *Wodonga Retained Environment Network – A threatened species and habitat conservation strategy*
- ▶ *Leneva Valley and Baranduda Native Vegetation Precinct Plan*

As outlined in Section 5.2 above, the proposal is consistent with the objectives of the Municipal Planning Strategy and Planning Policy Framework of the Wodonga Planning Scheme.

As identified, the site is located within the Leneva-Baranduda Precinct. The vision within the PSP is:

*“With the Baranduda Range, Flagstaff Hill and Bears Hill as the backdrop to the future urban area, the Leneva-Baranduda Precinct Structure Plan will have a well-defined urban character that has a strong relationship to the surrounding rural landscape.*

*Development within the precinct will be strategically directed away from the conservation reserve network as established in the Leneva Valley and Baranduda Native Vegetation Precinct Plan (LVBVPP), encouraging whole of water cycle management principles and seeking to retain the scattered tree population within the future street network.*

*The future precinct will deliver affordable and sustainable housing and will be a place where all people can enjoy a healthy lifestyle and strong community. The foundations for this vision are based on an urban structure comprising a walkable and cyclable street and trail network, housing and lifestyle choices, local jobs, local schools, and safe, attractive and functional open spaces offer a broad range of recreational pursuits. A traditional street network that ensure local traffic movement is safe and provides the capacity for future expansion of the public transport network.*

*The urban structure concept supports an engaged community with development opportunities that encourage access to local employment, participation in community and recreation activities, and contributes positively to the physical and social health and well-being of all members of the community.”*

The proposed education centre supports the vision by delivering essential education infrastructure within the growth area and contributing to a connected and healthy community. The works proposed as part of this development are located a reasonable distance from the conservation reserve network and seeks to minimise the impacts on existing vegetation within this network.

The proposal aligns with the PSP's intent for a walkable and cyclable network to encourage a healthy and strong community. The school is an urban structure that will serve as a local point for community activity by supporting education locally and reducing the need to families and students to travel outside of the Precinct. Subsequently, this will allow access to local education-based employment and assist in improving the well-being of the community.

The staged approach to the development ensures the infrastructure aligns with the growth of the area. overall, the proposal positively contributes to the physical and social well-being of the community and is consistent with the PSP's vision for a vibrant, sustainable and integrated urban environment.

In addition to the above, a response to the objectives relevant to the proposal is tabulated below. It has been determined that the proposed development does not hinder the achievement or the implementation of the other objectives within the Precinct.

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**Table 4: Response to Objectives from Leneva-Baranduda PSP**

Objective No.	Objective	Response
2	Recognise and respond to the natural landscape of Leneva-Baranduda, in particular hills, waterways, and the conservation network set out in the Leneva Valley and Baranduda Native Vegetation Precinct Plan (LVBNVVP)	<p>The proposed development appropriately responds to the natural landscape of the Leneva-Baranduda area. The design of Stage 1 demonstrates how development within the site can be sited to avoid impacts on hills, waterways and the conservation network identified in the Leneva Valley and Baranduda Native Vegetation Precinct Plan.</p> <p>The masterplan establishes a development layout that directs built form away from areas of retained native vegetation and protects existing scattered trees and vegetation corridors. This approach provides a clear framework for development of the site that recognises and responds to the surrounding natural environment.</p>
4	Encourage built form that demonstrates environmentally sustainable design principles	<p>The development demonstrates a commitment to environmentally sustainable design principles. The detailed design of Stage 1 incorporates a range of ESD measures, including appropriate building orientation, passive design strategies, external shading, high-performance glazing and efficient building services.</p> <p>Stage 1 also includes the provision of a 6 kW solar photovoltaic system and a 40kL rainwater harvesting system, contributing to reduced operational energy demand and potable water use. The masterplan establishes an overarching ESD framework for the site, ensuring that these principles can be extended and refined across the development as it evolves, consistent with the objective of encouraging sustainable built form outcomes.</p>

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Objective No.	Objective	Response
15	Co-locate schools, sporting facilities, parks and other community facilities to create social hubs	<p>The proposed secondary school is located within the Leneva-Baranduda growth area and in close proximity to the existing St Francis of Assisi Primary School, supporting the co-location of education and community facilities.</p> <p>The masterplan for the school campus will function as a local education and community focal point, providing accessible learning facilities for the surrounding residential area. The detailed design of Stage 1 demonstrates the role of the site as an integrated education facility within the broader community, consistent with the intent of this objective.</p>

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On the basis of the above, the proposal is deemed consistent with the vision and the relevant objectives of the PSP.

### 5.3.2 CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

In response to the relevant decision guidelines at Clause 32.08-14, the following response is provided:

**Table 5: Response to Decision Guidelines**

Decision Guideline	Response
The Municipal Planning Strategy and the Planning Policy Framework	As outlined above, the proposal is consistent with the objectives of the Municipal Planning Strategy and Planning Policy Framework.
The purpose of the zone	The proposal is consistent with the purpose of the zone, being an appropriately located development that will serve the local community and respect the character and amenity of the surrounding area.
The objectives set out in a schedule to this zone	N/A - there are no objectives in Schedule 1 of the GRZ.
Any other decision guidelines specified in a schedule to this zone	N/A - There are no decision guidelines specified in Schedule 1 of the GRZ.

Decision Guideline	Response
<p>The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Housing Choice and Transport Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.</p>	<p>No overshadowing into adjoining properties will result from the proposed development.</p>
<p><b>Non-residential use and development</b></p>	
<p>Whether the use or development is compatible with residential use.</p>	<p>The proposed school is entirely compatible with the surrounding residential use as it provides an essential community service within a residential area. While the school introduces a new land use, its operating hours are generally limited to daytime hours on weekdays, reducing potential impacts on residential amenity during evenings and weekends. As discussed, noise impacts are not anticipated by virtue of the siting of the buildings and the hours of operation.</p>
<p>Whether the use generally serves local community needs</p>	<p>The proposed development is integral to serving community needs as it will assist in providing for an inclusive and enhanced learning environment whilst also ensuring that places are available for prospective students.</p> <p>Given that the proposal is within a key growth corridor, it is critical that ample and well-built facilities are available to a growing community.</p>
<p>The scale and intensity of the use and development.</p>	<p>The scale of all buildings proposed within Stages 1-5 are typical of a secondary school.</p>

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Decision Guideline	Response
<p>The design, height, setback and appearance of the proposed buildings and works</p>	<p>The proposed buildings across the masterplan will generally maintain a single or double storey scale, which is appropriate for a secondary school campus and compatible with the surrounding residential context. Detailed architectural plans have been prepared for Stage 1, demonstrating a high quality built form outcome in terms of height, setbacks, articulation and materiality.</p> <p>While the layouts and elevations for Stages 2-5 are indicative only, the endorsed masterplan establishes clear built-form parameters, including building siting, scale and massing, ensuring that future development can be delivered in a manner consistent with the architectural character established under Stage 1. The indicative elevations confirm that future buildings will remain of an appropriate height and scale, with sufficient setbacks from site boundaries and surrounding development to mitigate visual and amenity impacts.</p> <p>The design approach across all stages will adopt a consistent architectural and material palette, to be refined at each stage.</p>

The proposed landscaping

Landscaping for Stage 1 is detailed through a Landscape Concept Plan and comprises a mix of canopy trees, shrubs and groundcovers that soften the built form, enhance site presentation and contribute positively to local landscape character. The landscaping also assists in screening built elements from adjoining roads and responds to bushfire management considerations through appropriate plant selection and placement.

For Stages 2-5, landscaping is indicative at this stage however, future landscape works will be informed by the same planting themes and design principles demonstrated in Stage 1, and can be resolved in detail through permit conditions to ensure a cohesive and high quality landscape outcome across the entire campus.

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Decision Guideline	Response
<p>The provision of car and bicycle parking and associated accessways</p>	<p>The proposal provides a coordinated and staged approach to car and bicycle parking provision, ensuring that parking demand generated by the school can be safely and efficiently accommodated over time. Stage 1 proposes an initial supply of car parking spaces adjacent to the primary entry from John Schubert Drive, providing convenient access for staff and visitors, with parking areas designed to allow for expansion in later stages.</p> <p>As the school transitions through Stages 2–5, additional car parking will be progressively delivered in accordance with the masterplan, culminating in a total of 201 car parking spaces at full development. Bicycle parking will also be consolidated into a permanent, secure facility as part of the later stages, consistent with the endorsed masterplan and the recommendations of the Traffic Engineering Assessment.</p> <p>Accessways throughout the site are designed to facilitate safe and efficient circulation, including the use of a roundabout and staged access arrangements from John Schubert Drive and Ellen McDonald Drive, enabling traffic movements to be managed appropriately as the school grows.</p>

Any proposed loading and refuse collection facilities

Loading onsite is to occur within the car park accessway and on an infrequent basis. Any delivery vehicles can comfortably access the site via John Schubert Drive and the proposed Ellen McDonald Drive entrances. No separate loading facilities are proposed onsite.

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Decision Guideline	Response
<p>The safety, efficiency and amenity effects of traffic to be generated by the proposal</p>	<p>A Traffic Engineering Assessment has been prepared to assess the impacts of the proposed development across all stages of the masterplan. The assessment concludes that traffic generated by the school can be accommodated within the surrounding road network without any material adverse impact on safety, efficiency or amenity.</p> <p>The staged delivery of access upgrades, car parking and internal circulation ensures that traffic impacts are managed in line with the growth of student and staff numbers. Access arrangements, including the roundabout, staged use of Ellen McDonald Drive access points and bus management provisions, are designed to minimise congestion during peak drop-off and pick-up periods.</p> <p>Overall, the masterplan demonstrates that the traffic impacts associated with the full development of the school will be appropriately managed and will not compromise the safety, efficiency or amenity of the surrounding area.</p>

Overall, the proposal is entirely consistent with the provisions of the GRZ. Notably, it is compatible with the existing residential uses, provides for vital community infrastructure, respects the neighbourhood character through its design and appropriately sited to mitigate any potential offsite impacts.

## 5.4 OVERLAY PROVISIONS

### 5.4.1 CLAUSE 42.02 VEGETATION PROTECTION OVERLAY – SCHEDULE 4

As previously outlined, no native vegetation is proposed to be removed that is located within the VPO4.

### 5.4.2 CLAUSE 44.06 BUSHFIRE MANAGEMENT OVERLAY

As discussed, only a sports field and an area in the southeast of the site (with Stages 4 and 2 respectively) are located within the BMO.

Whilst there are no buildings proposed within the BMO, Terramatrix have prepared a Bushfire Development Report that responds to the provisions of Clause 44.06 and 53.02 of the Planning Scheme. Please refer to this report for discussions pertaining to bushfire management. All recommendations have been incorporated into the design and siting of the buildings as shown in the Bushfire management Plan provided at Appendix F of Terramatrix's assessment. All buildings will be constructed to a minimum BAL-19 and provide BAL12.5 defensible space.

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## 5.5 PARTICULAR AND GENERAL PROVISIONS

### 5.5.1 CLAUSE 52.06 CAR PARKING

The proposed development adopts a staged approach to car parking provision, consistent with the staged delivery of the school under the endorsed masterplan. At full development, the site will provide a total of 201 on-site car parking spaces, including accessible spaces, which exceeds the statutory requirement of one (1) space per employee for a secondary school. This ensures that staff and visitor parking demand can be accommodated entirely within the site and will not result in reliance on on-street parking.

At Stage 1, an initial supply of car parking spaces is provided in proximity to the primary site access from John Schubert Drive. As the school expands through Stages 2–5, additional car parking areas will be progressively delivered in accordance with the masterplan, ensuring the level of parking provision remains proportionate to staff and student numbers at each stage.

All car parking spaces and access aisles are designed in accordance with Clause 52.06-9 of the Planning Scheme and the relevant Australian Standards. Vehicles are able to enter and exit the site in a forward direction, and the layout of the internal road network enables safe and efficient circulation throughout the campus.

Vehicular access is managed through a combination of access points from John Schubert Drive and Ellen McDonald Drive, including a roundabout arrangement and staged access upgrades. These measures ensure traffic movements are appropriately managed during peak school drop-off and pick-up periods and minimise potential impacts on the surrounding road network.

The Traffic Engineering Assessment prepared by Traffix Group confirms that the proposed car parking provision exceeds the statutory minimum requirement, meets anticipated demand at each stage of development and can operate safely and efficiently.

Accordingly, it is submitted that the proposal satisfies the requirements of Clause 52.06 and will not result in any unacceptable traffic or amenity impacts.

### 5.5.2 CLAUSE 52.34 BICYCLE FACILITIES

The site in total will comprise 50 bicycle spaces within a permanent bike storage facility. Section 6 of the Traffic Engineering Assessment prepared by Traffix Group deems the reduction in the number of bicycle spaces satisfactory and an appropriate level of bike parking at each stage is appropriate.

### 5.5.3 CLAUSE 53.18 STORMWATER MANAGEMENT IN URBAN DEVELOPMENT

As discussed, a Stormwater Management Report has been prepared and submitted with this application in response to this Clause. A MUSIC assessment was also conducted to address Clause 53.18-5. It is submitted that the proposal meets the applicable requirements of this Clause and ensures stormwater matters are appropriately managed onsite.

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## 5.6 ABORIGINAL CULTURAL HERITAGE

The *Aboriginal Heritage Act 2006* came into effect on 28 May 2007. Under this Act, the subject land is partly within an area of Cultural Heritage Sensitivity. The artifacts identified by the sensitivity area mapping have been removed as confirmed by Aboriginal Victoria, however the mapping designation remains. A CHMP has been prepared and approved for the site.

## 6. CONCLUSION

This report establishes a sound planning basis for the Minister of Planning to support the proposed use and development of an Education Centre (Secondary School) at Lot 4 on Plan of Subdivision 533382K.

The proposed development has been carefully designed to ensure it seamlessly blends with the existing school campuses in proximity to the site. The proposal will allow for additional learning spaces for secondary school level students and provide for an optimal learning experience, ensuring that educational services are provided within the growth corridor.

It is submitted that the proposal should be supported by Council for the following reasons:

- ▶ The proposal is consistent with the Municipal Planning Strategy and Planning Policy Framework contained within the Wodonga Planning Scheme.
- ▶ The proposal is consistent with the vision and objectives of the Leneva-Baranduda PSP, meets the applied zone provisions of the GRZ, and is an appropriate use given its proximity to existing and future residential communities and other educational facilities.
- ▶ The development protects all vegetation within the Vegetation Protection Overlay.
- ▶ The proposal responds appropriately to the site and surrounding context and will maintain, and in parts enhance, the visual amenity of the broader area.

For the above reasons, and as detailed in this Report, the proposal is commended to the Minister of Planning as one seeking to achieve the relevant outcomes as promoted by the Wodonga Planning Scheme.

Accordingly, it is respectfully requested the Minister consider this application favourably.

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