



# PLANNING REPORT

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Buildings and works for an extension to an existing school and associated car parking areas and use of the land for an education centre

**775 and 779 High Street, Melton West**

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## Document Control

Version	Date	Issue
V1	12/07/2024	For Lodgement
V2	21/08/2025	Updated

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# 1. Application Summary

## 1.1 Application Summary

Application Summary	
Subject Land	775 and 779 High Street, Melton West
Proposal	Buildings and works for an extension to an existing school and associated car parking areas and use of the land for an education centre
Land Description	<p><b>775 High Street</b>                      Lot 1 on Plan of Subdivision 805452B                      Parent Title Volume 09570, Folio 940</p> <p><b>799 High Street</b>                      Lot 1 on Title Plan 138527A</p>
Land Use	Education Centre (Integrated Primary and Secondary School)
Land Use Definition	Land used for education
Zone	<p><b>775 High Street, Melton</b></p> <ul style="list-style-type: none"> <li>General Residential Zone - Schedule 1 to the GRZ</li> </ul> <p><b>799 High Street, Melton</b></p> <ul style="list-style-type: none"> <li>Urban Growth Zone - Schedule to the UGZ</li> </ul>
Overlays	N/A
Permit Triggers	<ul style="list-style-type: none"> <li>Clause 37.07-1 (UGZ) - Use of the land for an education centre</li> <li>Clause 32.08-10 (GRZ) - Buildings and works for a section 2 use</li> </ul>
CHMP	No compulsory requirement for a Cultural Heritage Management Plan.

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## 1.2 The Proposal and Relevant Background

This report is prepared in support of a planning permit application for an extension to an existing school.

The land is used by OneSchool Global (formally Glenvale School) which was developed and has since commenced under the Permit PA2016/5222. The permit was for the use and development of the land at "761-797" (now 775) High Street, Melton West for an Education Centre. The permit as it related to the development has been completed and fulfilled. There are no permit conditions relating to student numbers, hours of operations or any ongoing operational limitations.

OneSchool has enjoyed progressive growth and enrolment since its development and is now seeking to provide additional school space to accommodate future anticipated demand. The planning unit for the proposal consists of two adjoining allotments with the rated address of 775 High Street, Melton West (the existing grounds) and 799 High Street, Melton West.

The existing building consists of a primary east-west wing which presents to High Street and an intersecting north-south wing of two stories. An indoor sports hall presents as a separate building to the west of the main school building. The proposal is for an extension to both the east-west wing of approximately 17.90m projecting further to the west, and an extension of the two storied north south wing to a setback of 3m to the southern boundary.

As a consequence of the extension to the east-west wing, the staff parking area would be lost and form part of a larger outdoor recreation area. The staff parking would be relocated to the adjoining allotment west of the seasonal waterway which traverses the subject land and consists of two new proposed crossovers.

The proposal also includes substantial internal works and re-arrangement.

The proposal includes an extension to the sports field and walkway around the perimeter of the sports field.

### Car Parking and Student Arrival

Car parking and student arrival is highly managed in a procedural fashion. The School offers no parent drop offs and all student arrival occurs in school owned and managed 11 seat vans.

Students arrive daily from the surrounding region, Metropolitan Melbourne and as far as Geelong to the south west and Ballarat to the north west. Staff traffic occurs away from the bus drop off area and student arrival to limit the amount of external traffic risk to students. Similarly, departure occurs at the same time every day and at the one time. This is undertaken to remove all traffic movement away from the students. Currently there are 24 vans for students and all exit the

site together.

This application is accompanied by the following submissions:

- Application Plans (DetailX Studio)
- Acoustic Assessment (Audiometric and Acoustic Services)
- Landscape Plan
- Flora and Fauna Assessment (Morphum Environmental)
- Arborist report (Arbor Express)
- Car Parking Design Review (One Mile Grid)
- Stormwater Management Strategy (Loetis Engineering)
- Feature and Level Survey

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## 1.3 Planning Controls

The subject land consists of two parcels which are located in separate zones, generally as described below:

- General Residential Zone
  - Schedule 1 to the General Residential Zone
- Urban Growth Zone
  - Schedule to the Urban Growth Zone

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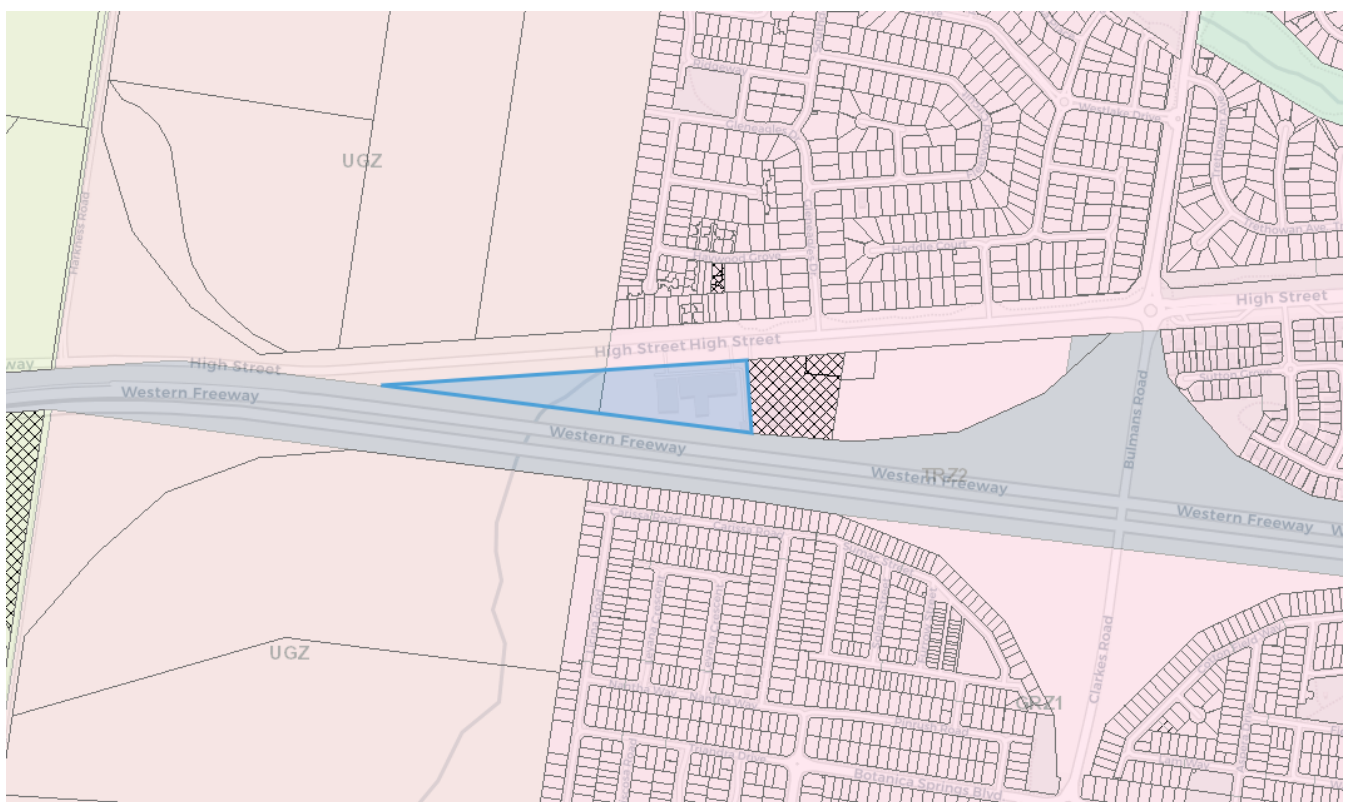


Figure 1. Subject land within surrounding zoning

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## 1.4 Aboriginal Cultural Heritage Sensitivity

No part of the subject land is affected by mapped areas of Aboriginal Cultural Heritage Sensitivity. Pursuant to Regulation 7 of the Aboriginal Heritage Regulations (2018), a cultural heritage management plan is required for an activity if–

- a) All or part of the activity area for the activity is an area of cultural heritage sensitivity; and*
- b) all or part of the activity is a high impact activity.*

Not meeting both items a) above there is no compulsory requirement for a Cultural Heritage Management Plan for the proposal.

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## 1.5 Permit Triggers - The reason a permit application is required

Provision	Permit Trigger	Reason
Clause 32.08 General Residential Zone	Yes	The use of the land for an education centre is existing and permitted under the existing permit. The use of the land for an education centre is a Section 2 use in accordance with Clause 32.08-2. A permit is required under Clause 32.08-10 for buildings and works for a Section 2 use.
Clause 37.07 Urban Growth Zone	Yes	<p>799 High Street, Melton West is located within the Urban Growth Zone. No Precinct Structure Plan has been prepared for the precinct and as such the provisions of Clause 37.07-1 - Clause 37.07-8 apply.</p> <p>The land would be used for the purposes of an "education centre". An Education Centre is a Section 2 use in accordance with Clause 37.07-1.</p> <p>A permit is also required for buildings and works associated with a Section 2 use under Clause 37.07-4.</p> <p>A permit is required for buildings and works within 100m from a road in a Transport Zone 2. Which includes the proposed extension as well as the proposed relocated storage shed.</p> <p>Similarly, a permit is required for buildings and works within 100m of a waterway.</p>

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# 2. Site and Locality Analysis

## 2.1 Site Analysis

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The subject land consists of two adjoining parcels of land, 775 and 799 High Street, Melton. 775 High Street has been fully developed for OneSchool Global’s Melton Campus consisting of two main buildings and a small outbuilding. 799 High Street is located between High Street to its north and the Western freeway to its south. The land contains a small seasonal creek/drainage line which traverses the land from north to south located toward the eastern shared boundary. The land also contains a telecommunications tower in its south western corner.

The land has a gradual slope from the north eastern corner falling generally toward the south and west.

The main school building consists of two intersecting wings in an approximate “T” shape. The east-west wing has a primary presentation to High Street and is predominately single storey excepting the northern extent of the north-south wing which is two storied.

There are currently two vehicle crossovers servicing the school. A two way crossover located at the sites eastern extent and an egress located at the western end of the car parking area. This would be made redundant and reinstated as a result of the proposal.

The subject land has a combined area of approximately 3.06Ha across the two parcels.

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Figure 2. Subject land identified in red

## 2.2 Locality and Context Analysis

The land is located on the western periphery of the Melton urban environment with the western boundary of the existing school allotment forming the current delineation between the urban and rural environment.

The subject land is located approximately 1.5km west of the Woodgrove Major Activity Centre which includes Melton Community Health, major retailers and shopping centres.

The adjacent land north of High Street is suburban residential land extending to the northern bounds of the township.

Melton Secondary College is located approximately 2km east of the subject land on High Street.

High Street further east of the subject land is well serviced by public transit stops.



Figure 3. Subject land within surrounding land use context

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# 3. The Planning Provisions

The following section is a review of the relevant provisions of the Scheme as they specifically relate to the proposal. Relevant strategic planning considerations are also contained within.

## 3.1 Planning Policy Framework

The PPF contains the overarching objectives and principles of planning in Victoria. The PPF contains the broader objectives on which regional and local planning policy builds upon in the context of the finer grained local environment. The following clauses of the PPF are most relevant to the proposal:

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#### Clause 11 - Settlement

**Clause 11.02-1S Supply of urban land** aims “to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.”

**Clause 11.03-2S Growth areas** 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.”

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#### Clause 12 - Environmental and Landscapes Values

**Clause 12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs** aims “to protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands and billabongs.”

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Strategies toward achievement of the above objectives include:

- Conserve waterway systems and the landscapes and environmental values surrounding them by protecting ecological values, indigenous vegetation, terrestrial and aquatic habitats and encouraging biodiversity.
- Sensitively design and site development to maintain and enhance the waterway system and the surrounding landscape setting, environmental assets, and ecological and hydrological systems.
- Address the impacts of use and development on drought and flooding events at a catchment and site scale to protect the health and natural function of waterway systems and their surrounding landscape and environment.

#### Clause 13 - Environmental Risks and Amenity

**Clause 13.02-1S - Bushfire planning** seeks to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

With specific regard to the **Use and Development Control in Bushfire Prone Areas** for an “education centre”, policy seeks consideration to:

- Consider the risk of bushfire to people, property and community infrastructure.
- Require the implementation of appropriate bushfire protection measures to address the identified bushfire risk.
- Ensure new development can implement bushfire protection measures without unacceptable biodiversity impacts.

**Clause 13.05-1S - Noise Management** aims to assist the management of noise effects on sensitive land uses.

**Strategies** toward the achievement of the above objectives include:

- 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 13.07-1S - Land Use Compatibility** aims to preserve community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

**Strategies** toward the achievement of the above objective include:

- Ensure that use or development of land is compatible with adjoining and nearby land uses
- Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.
- Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.

## Clause 15 - Built Environment and Heritage

Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.

**Clause 15.01-1S - Urban Design** aims to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

**Strategies** toward the achievement of the above objective include:

- 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.

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- *Ensure the interface between the private and public realm protects and enhances personal safety.*

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

**Clause 15.01-5S Neighbourhood character** seeks to “recognise, support and protect neighbourhood character, cultural identity, and sense of place.”

### Clause 17 - Economic Development

**Clause 17.01-1S Diversified Economy** seeks to strengthen and diversify the economy by supporting rural economies to grow and diversify.

**Strategies** include:

- *Facilitate growth in a range of employment sectors, including health, **education**, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*

### Clause 19 - Infrastructure

*Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services ) facilities.*

**Clause 19.02-2S Education facilities** aims to assist the integration of education and early childhood facilities with local and regional communities.

**Strategies** toward achievement of the objective include:

- *Ensure childcare, kindergarten and primary school and secondary school facilities provide safe vehicular drop-off zones.*
- *Facilitate the establishment and expansion of primary and secondary education facilities to meet the existing and future education needs of communities.*
- *Recognise that primary and secondary education facilities are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).*

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### 3.2 Municipal Planning Strategy

The Municipal Planning Strategy outlines local strategic planning directions and identifies the specific contextual matters relevant to the City of Melton. The following clauses of the MPS are relevant to and speak directly to the proposal:

**Clause 02.01 Context** identifies that *“the key drivers of the economy are retail trade, education and training, construction, health care, manufacturing and public administration. The agriculture sector plays an important role across the economy although it is not a large employer in the region.”*

**Clause 02.03-5 Built environment and heritage** understands *“the quality and character of the urban fabric can impact on the liveability of a place. Good planning and design outcomes can engender community pride, enhance community cohesion and create a sense of safety. Good design also means that spaces, buildings and pathways are suitable for use by people of all abilities and that private and public green spaces, including in growth areas, are landscaped and functional.”*

**Clause 02.03-7 Economic development** recognises that *“there is a lack of skills-based education and local job creation in the City that needs to be addressed in order for the City to prosper. The City’s economy will greatly benefit from improving its education sources and expanding its education sector (including its secondary schools, skills-based education, alternate forms of education and tertiary institutions ).”*

Building on the above understanding the MPS seeks to:

- Facilitate development that provides opportunities for local employment and education that are close to homes and are accessible by a variety of transport options.

**Clause 02.03-9 Infrastructure** recognises that planning for infrastructure seeks to:

- Enhance educational and recreational opportunities through the provision of community infrastructure, including new schools and youth services.

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### 3.3 Local Planning Policy

Local Planning policy builds upon the Planning Policy Framework and contextualises future land use and planning policy direction. The following specific local planning policy is relevant or speaks to the proposal.

**Clause 11.02-2L - Structure planning for growth areas** builds upon the PPF settlement policy and where relevant to the proposal seeks to

- Avoid land use and development that has the potential to undermine future precinct structure plans.
- Plan for the provision of a range of educational facilities within precinct structure plan areas.

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Clause 11.02-3L - Sequencing of development seeks to appropriately provide development in the order of provision that best contributes to net community benefit and orderly planning by:

- Support out of sequence development only where it can provide the necessary infrastructure to facilitate development.

Clause 12.01-1L Protection of biodiversity is relevant to the provision of landscaping within the site and the connection of the proposed works to the traversing waterway through the land by seeking to:

- Support landscaping that provides habitat and increases connectivity between remnant and other vegetation to increase ecosystem resilience.
- Improve habitat connectivity by using creek lines and floodplains as open space, especially those that connect with existing Bio link projects, or link current areas of public conservation land.
- Support development design that incorporates existing environmental values on the site including vegetation, wetlands, creeks and grasslands.
- Protect local biodiversity and habitat values within roadside reserves to create wildlife and vegetation corridors.
- Replace environmental weeds with local indigenous species.
- Protect and rehabilitate remnant indigenous vegetation, particularly at roadsides, paddocks, and river and creek corridors.

In addition and building upon the above Clause 12.03-1L River Corridors, waterways, lakes and wetlands seeks to "Set development back from adjoining waterways to prevent sedimentation of the waterway and provide opportunities for re-vegetation and bank stabilisation."

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Building on Clause 15, Clause 15.01-1L-01 Urban design seeks to:

- Support built form that includes colours, materials, architectural features and finishes that add visual interest and enhance the streetscape.
- Orient streets and buildings to face any adjacent open space reserves.

Clause 13.02-1L Bushfire planning identifies the following strategies:

- Design development to allow for the rapid and effective response by emergency services
- Locate dwellings as close as possible to public roads to maximise opportunities for safe evacuation.
- Implement grassfire protection measures to address identified grassfire risk.

Specifically targeted at the design of commercial buildings and spaces, however the principles are still relevant to the proposal at hand in Clause 15.01-2L-01 Commercial building design whereby the policy seeks "to enhance the amenity and appearance of commercial areas." Strategies seen as positively achieving this objective include:

- *Locate loading, car parking and service areas at the rear of the site with screening.*
- *Incorporate landscaping into the site layout, and where appropriate also in the public realm.*

Clause 15.01-2L-03 Landscaping and green space seeks to “improve the quality and functionality of green space”.

Strategies toward positive achievement of the above include:

- *Support the planting of indigenous vegetation.*
- *Incorporate canopy tree planting into landscaped setbacks.*
- *Encourage planting in accordance with the Landscape Guidelines for the Shire of Melton (Melton Shire Council, 2010).*

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### 3.4 Urban Growth Zone

The proposed car parking area is contained within the surrounding Urban Growth Zone and the land on which the school is currently situated is located within the General Residential Zone. The purpose of the Urban Growth Zone includes:

- *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.*

The provisions of Clauses 37.07-1 to 37.07-8 apply if no precinct structure plan applies to the land.

**Clause 37.07-4 buildings and works** state that a planning permit is required for:

- *Buildings and works associated with a section 2 use.*
- *Buildings within 100m from a road in a Transport Zone 2. Which includes the proposed extension as well as the proposed relocated storage shed.*
- *Buildings and works within 100m of a waterway.*

**Clause 37.07-6 Environmental Audit** specifies that the requirement for a preliminary risk screen assessment statement, an environmental audit statement, a certificate of environmental audit or a statement of environmental audit in this provision does not apply to the construction or carrying out of buildings and works, if:

- The buildings and works are associated with an existing pre-school centre, primary school or secondary school, included in Clause 62.02-1 or 62.02-2, and the soil is not disturbed;

The proposed works are located on an existing school which has been developed.

Section 4 of the report reviews the relevant provisions of the Decision Guidelines as appropriate.

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### 3.5 General Residential Zone

The allotment on which the existing school is located is located within the General Residential Zone. An “Education Centre” is a use not nominated in Section 1 or 3 under the provisions of the zone and by consequence falls within a Section 2 use. A permit is required under the zone for buildings and works for a section 2 use. A “Primary School” and “Secondary School” is included in the definition of an “education centre”.

The Responsible Authority have made a decision as to the use of the land for an education centre which is existing and ongoing.

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### 3.6 Particular Provisions

#### CLAUSE 52.06 - CAR PARKING

Pursuant to Clause 52.06-1, Clause 52.06 applies to an “increase to an existing use by the measure specified in Column C of Table 1 for that use”.

The existing permit does not currently specify a maximum number of students that are permitted to be on site at any one time and so whilst the proposed extension is to facilitate additional students and enrolment demand, the application does not propose an additional permit condition placing a limit on the number of students on site at any one time. As such there is no statutory requirement for additional provision of on site car parking.

We do note that there are currently 54 car parking spaces on site and 24 van/bus parking spaces which would be increased to 78 car parking spaces and 40 van/bus parking spaces under the proposed extension. The subject land is located in car parking requirement area 1. Both a primary and secondary school have the same rate of parking under table 1 to Clause 52.06-5 being 1 to each employee. The proposed number of car parking spaces is sufficient for up to 78 employees.

#### CLAUSE 52.34 - BICYCLE FACILITIES

The permit has no permit conditions controlling student or staff numbers. Consequently, the proposal does not propose an increase to the student or staff numbers and by consequence there is no statutory requirement for the provision of bicycle spaces.

It is a requirement of the school that all students arrive by van/bus and so there is no student bicycle facilities either provided or required.

There are presently approximately 40 staff which are on site at any one time, this is expected to increase as the school grows accordingly. Pursuant to table 1 to Clause 52.34-5 both Primary and Secondary Schools generate a requirement for 1 bicycle space for every 20 staff. Two bike rails have been provided in the staff parking area which is sufficient bicycle facilities for four bike spaces and up to 80 staff.

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### CLAUSE 53.19 - NON-GOVERNMENT SCHOOLS

Clause 53.19 has been implemented to facilitate upgrades and extensions to existing non-government schools and applies to an application to use or develop land for a primary or secondary school that is ancillary to, carried out in conjunction with, and on the same land or contiguous land in the same ownership as, a primary school or secondary school. This is the circumstance proposed and as such the application is exempt from the notice requirements of Section 64(1), (2) and (3) of the Act and the review rights of section 82(1).

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## 4. Planning Assessment

Having reviewed the relevant planning provisions in Section 3 above. This section of the report provides an assessment of the relevant policy and the merits of the proposal. Clause 71.02-3 states that “*planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.*”

The key planning considerations are:

- Is the proposed design solution appropriate with regard to the existing built form and land use context?
- Is the proposed car parking area appropriately sited and does it present appropriately to the public realm?
- Is the use of the land at 799 High Street Melton orderly planning and does it compromise the development of the surrounding Urban Growth Zone?
- Does the proposal pose an unacceptable bushfire risk?
- Clause 65 Decision Guidelines

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### 4.1 Is the proposed design solution appropriate with regard to the existing buildings and land use context?

The proposed extensions are logical and pragmatic adaptations to the existing built form. Extending the existing wings in the only available directions clear of existing buildings and major outdoor recreation areas. The original design of the school had considered this possibility into the built form and constructed those sections of lightweight materiality (as opposed to concrete tilt panel) for ease of later extensions. The proposed extensions ensure that the high value and high use outdoor recreation areas are maintained free from future development.

Neighbouring sensitive land uses where there is the largest potential for off site amenity impacts as a result of the proposed buildings are confined to those north High Street and those south of the Western Freeway. The neighbouring land to the east is a place of worship. The proposed setback to that boundary is ~5m and immediately adjacent is located the main trunk of the vehicle accessway. There are no buildings proximate the proposed extension to the east. There would be no adverse impacts felt as a result. Notwithstanding that, the hours of operation of the existing place of worship do not generally conflict with the hours of operation of the school. The proposed extension is appropriate and a pragmatic design outcome. Further, it provides additional outdoor recreation space physically connected to existing recreation space. The outcome anticipated is well considered.

The southern boundary has an interface with the Western Freeway and an approximate verge width of 25m to the nearest trafficable surface. The space for the proposed extension is an overshadowed southern yard which does not currently provide connectivity through the senior and junior school outdoor recreation areas. The proposed extension is over lower value outdoor recreational area to a boundary in which there would be no adverse impacts to the neighbouring land as a result. The wide road verge provides an adequate visual separation from the public realm. The length of the proposed wall proximate that boundary is not significant and does not present an imposing or domineering form. Reverse amenity impacts from road and traffic noise to the students has been considered in design and an addendum to the endorsed acoustic assessment provided. The Acoustic Assessment demonstrates that there are a number of construction methodologies available which would adhere to the relevant Australian Standard for sound levels and reverberation times for building interiors for the class of building proposed.

The built forms themselves are representative of the existing buildings shape and materiality and have been designed to blend naturally with the existing form. So as to present as a building which may have been original rather than a separate and distinct extension which have occurred over time.

The siting of the proposed extensions have been well considered, are logical and pragmatic. The built form which was considered previously by the Responsible Authority to have been a good design outcome is continued in the proposal. The proposed design outcome is appropriate with regard to the context, the existing buildings and the surrounding land uses.

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## 4.2 Is the proposed car parking area appropriately sited and does it present appropriately to the public realm?

The proposal moves the car parking area from a primary presentation with the side boundary to a presentation to High Street. There can be, if designed poorly, a perceived detrimental impact resulting from large open format hardscaping provided for car parking. Poorly designed car parking areas can present as an open hard surfaced 'desert' with high visual permeability. To soften the appearance of the car parking area and provide some visual screening, large setbacks have been provided to property boundaries for a significant volume of mixed vegetation including canopy trees.

Find appended the proposed landscape plan which demonstrates significant vegetated screening and landscaping to each public realm interface.

In addition there are large roadside verges from both the Western Freeway to the south and from High Street to the north which provide a sense of space and removal from the public realm.

Given the interface with two higher order roads and the particular design response we consider the proposed car parking area to be a good design response and causing no material detriment as a result.

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## 4.3 Is the use of the land at 799 High Street Melton orderly planning and does it compromise the development of the surrounding Urban Growth Zone?

The land at 799 High Street is located on the boundary of the land within the General Residential Zone and the Melton West Urban Growth Zone. No Precinct Structure Plan has been developed for the land as of the date of submission.

The subject land at 799 High Street is a uniquely isolated, Urban Growth Zoned parcel of land with no immediately adjoining neighbour aside from the existing school. The Western Freeway naturally bisects the Melton West growth area into two major trunks, north and south. High Street further provides the same bisection and physical break between the only isolated UGZ land south of High Street and north of the Western Freeway and the main contiguous land holdings north of High Street. The use of the subject land for education associated with the existing school is a natural progression of existing land uses and does not in any way prejudice the future development or planning of the Urban Growth Zone due in most part to that separation and isolation.

The subject land, if not owned by the school, would have been considered as a development prospect in isolation in any case and not as a part of the main trunk of UGZ zoned land. There are no physical connections or integrated planning which would have been made.

Before deciding on an application to use or subdivide land, construct a building or construct or carry out works, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

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**Decision Guidelines (Clause 37.07-7) | Response**  
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The Municipal Planning Strategy and the Planning Policy Framework.

Sections 3 & 4 of this report identify the relevant provisions of the scheme and provide a comprehensive review of the key planning considerations.

The effect on the future urban development and use of the land, and adjacent or nearby land, having regard to:

- o Any relevant Growth Corridor Framework Plan.
- o Any precinct structure plan being prepared for the area.
- o Any comments or directions of the referral authority.

Any future growth plan or integrated Development Plan would not consider the subject land for integration with the larger contiguous land holdings. As discussed above, the subject land is isolated from other Urban Growth Zoned land and is bisected by two major roads. Any development of the land is and should be considered in isolation offering no connectivity opportunities.

Whether the proposal will prejudice the logical, efficient and orderly future urban development of the land, including the development of roads, public transport and other infrastructure.

Given the lands isolation and separation from future urban land, the development and use of the subject land for an education centre is pragmatic and in no way prejudices or alters future urban development north of High Street or south of the Western Freeway.

<p>The capability of the land to accommodate the proposed use or development, including the disposal of effluent.</p>	<p>N/A. No effluent disposal required. In any case any infrastructure required is existing on the adjacent land.</p>
<p>How the use or development relates to sustainable land management.</p>	<p>The proposed development makes efficient use of undeveloped urban land connected to or with the capacity to be connected to reticulated services. The proposal provides opportunities for revegetation and waterway improvement.</p>
<p>Whether the site is suitable for the use or development.</p>	<p>The proposed use is suitable for the proposed use for a variety of reasons, not the least of which is its connection to the existing use. The proposed use is adjoining the proposed use which is existing and ongoing.</p>
<p>The impact of the siting, design, height, bulk, colours and materials to be used on the natural environment, major roads, vistas and water features, future urban use of the land, and the measures to be undertaken to minimise any adverse impacts.</p>	<p>The proposed built form and its impact on the public realm and neighbouring land uses has been considered in Sections 4.1 and 4.2 above.</p>
<p>The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.</p>	<p>There are no significant architectural, historic or scientific features on the subject land. Nor has the land been identified for its natural or scenic landscape qualities. The design solution has considered the existing creek and adopted the principles of avoid and minimise after early considerations relating to bridging/culverting for vehicle access.</p>
<p>The location and design of existing and proposed infrastructure including roads, public transport, walking and cycling networks, gas, water, drainage, telecommunications and sewerage facilities.</p>	<p>The proposal has considered its visual impact on the public realm from adjoining roads. The proposal has also considered its vehicle connection to High Street, specifically with a focus on limiting crossovers and rationalising and simplifying vehicle movements into and out of the subject land.</p>
<p><b>ADVERTISED PLAN</b></p>	<p>Reticulated infrastructure is available adjoining the land or on the land and appropriate permit conditions would ensure that connections are made to the relevant standards.</p>
<p>Whether the use and development will require new or upgraded infrastructure, including traffic management measures</p>	<p>High Street is a higher order two laned road with considerable capacity. Any increase in</p>

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*traffic anticipated will be easily absorbed by the existing transport network.*

#### 4.4 Does the proposal pose an unacceptable bushfire risk?

The subject land presently in use as a school. The relevant planning considerations are whether or not the proposed buildings themselves pose a bushfire risk to occupants and of course whether the increase in student numbers on site as a result of the proposed extension will cause an unreasonable risk to human life or an increased vulnerability to a bushfire risk.

The proposed building extensions are to locations which bring them closer to managed vegetation conditions. i.e. the managed land to the east (church) and to the Western Freeway. The buildings and works themselves would not contribute toward an increased bushfire risk to occupants, neighbouring development or the potential for neighbourhood level destruction.

The key consideration then is whether the increased number of peoples expected on site in a bushfire prone area is likely to cause an unacceptable risk to human safety?

- There are no recorded bushfires within 2km of the subject land.
- The nearest recorded bushfire was approximately 3.7km south west of the subject land and did not spread beyond the river environs.
- Land to the north, south and east is managed urban land to a low threat bushfire condition
- Land to the west is zoned urban growth zone and is planned for urban growth and by consequence will be managed to a low threat condition in the long term.
- As it stands, the surrounding land to the west has been cleared and is actively managed by ongoing agriculture.

The risk to human life by bushfire in consideration of the proposed works, the landscape risk and the history of bushfire risk in the area.

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## 4.5 Clause 65 Decision Guidelines

### **Clause 65 Decision Guidelines**

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- The matters set out in section 60 of the Act.
- Any significant effects the environment, including the contamination of land, may have on the use or development.
- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the environment, human health and amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within the site.
- The extent and character of native vegetation, and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.
- The impact the use or development will have on the current and future development and operation of the transport system.

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### **Policy Response:**

The proposal, in the general scheme of matters is modest and allows for the expansion and growth of an existing school on a contiguous land holding.

The proposal would have a negligible affect on the environment. There is no vegetation removal proposed, native or otherwise.

Factors relating to land degradation, flooding, fire hazard, stormwater and native vegetation loss are not relevant to the proposal at hand.

The proposal is clearly of net community benefit and would facilitate an intensive and productive agricultural use on rural land for that purpose.

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## 5. Conclusion

The previous section of this report reviewed and assessed the relevant State and Local planning policy as it applies to the proposal. It is clear and self evident that the proposal is well supported by the relevant provisions of the scheme that call upon the Responsible Authority to “support” “facilitate”, “ensure”, “promote” and actively work toward the achievement of proposals such as this. Language such as “support” and “facilitate” expressly calls upon the Responsible Authority to assume an active role in the assessment of development proposals that achieve their stated benchmarks and presumably facilitate the granting of a permit when they do.

### 5.1 Should a permit be granted?

The proposal responds positively to the relevant provisions of the Melton Planning Scheme and consistent with the objectives of the zone.

All relevant matters such as amenity impacts, landscape character and environmental impacts have been considered. The proposal achieves a high level of accordence with the scheme and is representative of a positive and orderly planning outcome.

The proposal provides for the ongoing use of the land for a growing and thriving school.

It is submitted that the proposal achieves a good planning outcome and is recommended that a permit be granted

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