

Officer Assessment Report

PA2302319, 92-96 Railway Crescent, Broadmeadows
Primary School and Secondary School



Officer Assessment Report
Development Approvals & Design

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Executive Summary



Key Information	Details			
Application No:	PA2302319			
Received:	21/06/2023			
Statutory Days:	45			
Applicant:	Multicultural Youth Centre Ltd c/- Blur Architecture			
Planning Scheme:	Hume			
Land Address:	92-96 Railway Crescent and 27-37 Kraft Court, Broadmeadows			
Proposal:	Staged development of a non-government primary and secondary school, variation of easement, and internally illuminated business identification signage.			
Development Value:	\$ 45 m			
Why is the Minister responsible?	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible Authority for this application because it is for use and development of the land for a primary school and secondary school where the estimated cost of development is more than \$3 million.			
Why is a permit required?	Clause	Control	Trigger	
Zone:	Clause 37.04	Commercial 2 Zone (C2Z)	<ul style="list-style-type: none"> Use for education centre (primary school and secondary school) Construct a building or construct or carry out works 	
Overlays:	Clause 44.05	Special Building Overlay (SBO)	Construct a building or construct or carry out works	
Particular Provisions:	Clause 52.02	Easements, Restrictions and reserves	Variation of easement	
	Clause 52.05	Signs	Internally illuminated business identification signage	
Cultural Heritage:	Not in an area of cultural heritage sensitivity			
Total Site Area:	13,304 m ²			
Gross Floor Area:	<u>Primary School</u> 5,897 m ²			
	<u>Secondary School</u> 15,960 m ²			
Height:	<u>Primary School</u> 12.3m, 3 storeys			
	<u>Secondary School</u> 13.7m, 3 storeys			
Land Uses:	Students		Staff	
	<u>Primary School</u> 672		<u>Primary School</u> 73	
	<u>Secondary School</u> 720		<u>Secondary School</u> 72	



	1392 Total	145 total
Parking:	Cars	Bicycles
	<u>Primary School</u>	<u>Primary School</u>
	47	51
	<u>Secondary School</u>	<u>Secondary School</u>
	170	204
	217 Total	255 Total
Referral Authorities:	Melbourne Water Transport for Victoria	
Public Notice:	Notice to Hume City Council Notice of the application was undertaken by the applicant at the direction of the Minister for Planning via display of signs on site and letters sent surrounding owners and occupiers. Objections from two properties have been received as of 25 November 2024.	



Application Process

1. The key milestones in the application process were as follows:

Milestone	Date
Pre-application meeting (DTP and applicant)	2 March 2023
Application lodgement	21 June 2023
Further information requested	14 July 2023
Further information received	27 November 2023
Further updated documents submitted including: <ul style="list-style-type: none">Arborist reportEnvironmental audit reportPermit and plans for (historic permits) P14335 and P21181	16 January 2024
Notice	February 2024
Amended documents: <ul style="list-style-type: none">Car Park Management Plan prepared by Ratio, dated 8 October 2024Land Use change Pipeline Safety Management Study prepared by Worley, dated 1 October 2024Review of Council Traffic Referral Comments and Objections prepared by Ratio, dated 8 October 2024Updated title documents Volume 11083, Folios 521, 522, 523, 524, 525 and 526 (produced 11 October 2024)Response to objections referral comments prepared by Blur Architecture, dated 11 October 2024	11 October 2024
Decision documents are the amended documents listed above and documents advertised February 2024 including: <ul style="list-style-type: none">Plans prepared by Blur Architecture 00-81A, dated 20 June 2023, 23 November 2023 and 24 November 2023Landscape plans L100, L101 and L200 prepared by Ochre Landscape, dated 22 November 2023Planning Report prepared by Blur Architecture, dated June 2023Transport Impact Assessment prepared by Ratio Consultants, dated 23 November 2023Preliminary Site Investigation report prepared by Prensa, dated September 2023Environmental Audit Report prepared by Prensa, dated 28 May 2020Arboricultural Impact Assessment prepared by Arbkey, dated 8 December 2023Flood Risk Management Plan prepared by Harc Services, dated September 2023Sustainability Management Plan prepared by Hip V. Hype Sustainability, dated 19 June 2023Building Services Schematic Design prepared by Intrax Projects, dated 3 November 2023 Easement Beneficiary Search prepared by Feigl & Newell Pty Ltd, dated 2 August 2023	

2. The subject of this report is the decision plans and revised documents (as described above).



10. The Minister for Planning is only the responsible authority for the school land use and not for the community centre land use and its associated car parking. Further, given the community centre was allowed under a permit issued by the council, any changes to the way it operates would need to be sought via the council.

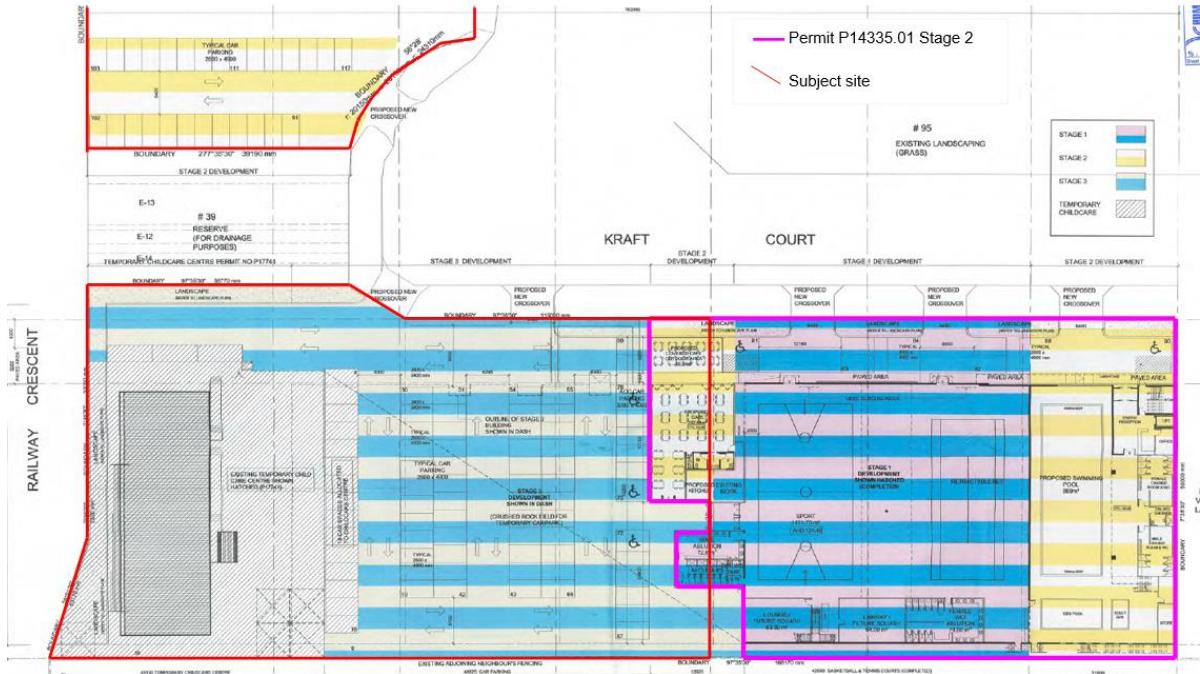


Figure 2 Endorsed plan Permit P14335.01

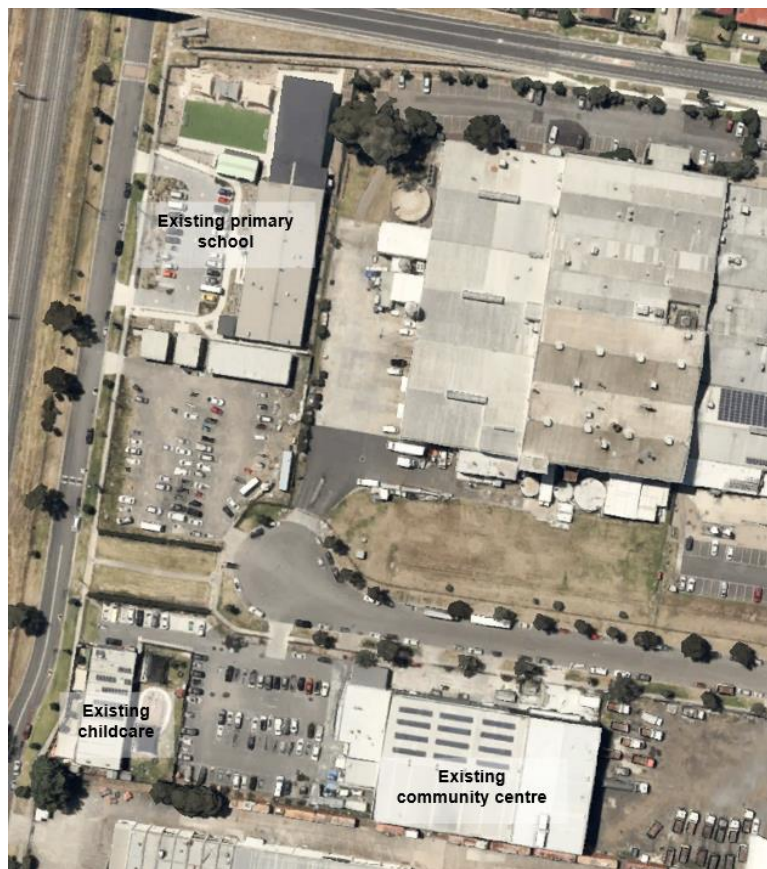


Figure 3 Existing site use and development

Proposal Summary

11. The proposal involves development of a primary and secondary school in stages, generally as follows:

Stage 1 – Primary School

- Demolition of the existing buildings on site (permit not required).
- Construction of a 12.3m, 3 storey building with pedestrian access from Railway Crescent and vehicle access from Kraft Court with egress to Railway Crescent.
- A total of 672 students and 73 staff.
- Internally illuminated business identification signage as follows:
 - SN4: 1x sign to Railway Crescent (on building): 1.75m²
 - SN6: 1x sign to the ground level (integrated into fencing): 1.68m²
 - SN7: 1x sign to the drainage reserve (integrated into fencing): 1.68m²Total: 5.11m²
- Temporary car park with 96 car spaces.

Stage 2 – Secondary School

- Construction of a 14.2m, 3 storey building with pedestrian access from Railway Crescent and vehicle access to basement car parking via Kraft Court.
- A separate at-grade car park to Railway Crescent in front of the proposed secondary school.
- 720 students and 72 staff.
- Signage as follows:
 - SN1: 1x directional sign to the ground level: 0.08m²
 - SN2: 1x business identification sign to the ground level (integrated into fencing): 1.68m²
 - SN3: 1x directional sign to the ground level: 0.08m²
 - SN4: 2x internally illuminated business identification sign to Railway Crescent (on building): 1.75m² each
 - SN5: 1x internally illuminated business identification sign to Railway Crescent (on building): 4.30m²Total: 9.64m²
- Removal of Stage 1 temporary car park.

Car Parking

- A total of 217 car parking spaces are proposed, comprising:
 - A two-level car park accommodating a total of 152 car parking spaces on the secondary school portion of the site.
The applicant proposes this car parking be used by school staff and shared with the existing community centre, accessed via a new crossover to Kraft Court.
 - 18 car parking spaces, including two DDA spaces, within an at-grade car park accessed via Railway Crescent, provided for use by the school.
 - 47 car parking spaces provided within a new at-grade car park to the Primary School, with access provided both to Kraft Court and Railway Crescent.



- 12. It is also proposed to vary Hume City Council drainage easement E-1 to reduce its length along the west boundary (adjacent to Railway Crescent).
- 13. The applicant has provided the following concept images of the proposal:



DETAIL OF METAL SCREENS AND BRICK PATTERN



DETAIL OF BRICK PATTERNS



SIDE VIEW FROM DRAINAGE RESERVE AND RAILWAY CRESCENT



FRONT VIEW FROM RAILWAY CRESCENT



VIEW OF PLAY AREA



GROUND FLOOR PLAY AREA LOOKING TOWARDS SECONDARY SCHOOL

Figure 4 - Primary School renders



FRONT VIEW FROM RAILWAY CRESCENT



FIRST FLOOR OUTDOOR PLAY AND COURTYARD



BUILDING AND STAIR DETAIL



LANDSCAPING TO RAILWAY CRESCENT



VIEW OF COURTYARD



VIEW OF FIRST FLOOR OUTDOOR PLAY

Figure 5 Secondary School renders




Site Description

14. The site is located in Broadmeadows, on the east side of Railway Crescent and includes frontages to the Kraft Court cul-de-sac and a pedestrian pathway that runs parallel and connects to Riggall Street, which is elevated adjacent to the subject site.
15. There are two parcels that make up the site which are separated by a municipal reserve. The two parcels have a combined area of approximately 13,304m².



Figure 6 aerial view subject site

16. The southernmost parcel includes an existing child care centre and car parking as well as part of an existing double storey community centre with which it shares car parking.
17. The community centre accommodates up to 342 patrons and relies on a total of 102 car parking spaces provided across the paved car park on the same land parcel as the community centre and gravel car park within the subject site.
18. The northernmost site parcel includes primary school buildings, sports fields and a car park which were approved under Hume City Council planning permit P21181.
19. The site is formally described as comprising Lots 1 - 9 on plan of subdivision POS600857. The secondary school comprises Lots 1-4 and the primary school site comprises Lots 6-9.
20. There are several easements on the site, as follows:
 - E-1 – a 2m wide drainage easement running along the west boundary of the secondary school site and along the south boundary of the primary school site.
 - E-10 – a 4m wide power line easement on the western frontage and in the northwest corner of the secondary school site.
 - E-8 – a 2.7m wide data transmission easement along the north boundary of the secondary school site.

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21. At the time the permit application was lodged, section 173 agreement AF622004J was registered on the title. Agreement AF622004J has since been removed as confirmed in updated title documents submitted 11 October 2024.
 22. Agreement AV788786E is registered on Lot 7 on Plan of Subdivision 600857Q. The agreement relates to drainage easement E-1 along the southern boundary of the primary school site which has been constructed over for a fire exit staircase. The agreement generally requires the owner to:
 - Permit Hume City Council (the council) to enter into and upon the building or other structure and/or the easement for the purpose of inspecting maintaining or repairing any sewer or drain.
 - To ensure that the foundations of the building or other structure shall be clear of any sewer, drain or other works already in the easement.
 - To construct the floor in a way that the sewer or drain or other works will be accessible for repair.
 23. The proposal includes a driveway with permeable and impermeable surfaces partially located over easement E-1 to the south boundary. The primary school building itself is not located over the easement. It is noted that separate building consent is required to build over an easement.

Site Surrounds

24. The subject site is located within an established commercial/industrial area that contains a mix of uses.
25. It is anticipated that the area will undergo a degree of change over the coming years in response to the strategic work undertaken by the Victorian Planning Authority (VPA) and Council. Examples of more recent development to the south, along King William Street contribute to the realisation of these aspirations.
26. The built form character along Kraft Court is generally industrial in nature and includes traditional warehouse/industrial forms of tilt up concrete, metal cladding and glazing for mezzanine/administrative spaces.
27. The site is located approximately 90 metres east of Broadmeadows Metropolitan Activity Centre which includes a range of commercial uses. Council offices and a range of other community oriented uses including bus and rail stations are approximately 690m south west and the site is therefore well located to public transport and other community infrastructure.
28. Strategic direction points to the local area becoming more linked with the Broadmeadows Metropolitan Activity Centre and transitioning to a mixed-use area, taking advantage of proximity to the existing activity centre and public transport.
29. The site is located opposite the Craigieburn rail line and approximately 760m north of the Broadmeadows Railway Station.
30. Development surrounding the site can be described as follows:
 - To the **north** of the site: is a pedestrian pathway that connects to Riggall Street and the associated overpass. Further north is a residential area which consists of a range of single dwellings and multi-unit development.
 - To the **south** of the site: is a manufacturing and warehousing facility which features a large scale industrial built form of up to three storeys.
 - To the **east** of the site: is a milk product factory within a three storey industrial complex. Land directly abutting the boundary with the proposed secondary school contains landscaped, hardstand and storage areas and provides vehicle access and parking.

East of the proposed primary school site is an existing double storey community centre and associated facilities, under the same ownership as the subject site.



- To the **west** of the site: is Railway Crescent and the rail reserve. Railway Crescent is an approximately 20m road reserve and provides for north-south vehicle movements.

The Somerton Jet Fuel Pipeline runs along the railway reserve parallel to the subject site, located approximately 55m away from the western boundary of the site.



Municipal Planning Strategy

31. The following objectives and strategies of the Municipal Strategic Statement of the scheme are relevant to the proposal:

Clause	Description
02.01	Context
02.02	Vision
02.03-1	Settlement – Docklands
02.03-3	Amenity, Safety, Noise
02.03-5	Built environment and heritage
02.03-6	Housing
02.03-7	Economic development
02.03-8	Transport
02.03-9	Infrastructure
2.04-2	Strategic Framework Plan

Planning Policy Framework

32. The following objectives and strategies of the Planning Policy Framework of the scheme are relevant to the proposal:

Clause 11	Settlement
11.01-1S	Settlement
11.01-1R	Settlement – Metropolitan Melbourne
11.01-1L-01	Settlement - Hume
11.01-1L-02	Broadmeadows
13.07-1S	Land use compatibility
Clause 13	Environmental Risks and Amenity
13.03-1S	Floodplain management
13.04-1S	Contaminated and potentially contaminated land
13.05-1S	Noise management
13.06-1S	Air quality management
13.07-1S	Land use compatibility
Clause 15	Built Environment and Heritage
15.01-1S	Urban design
15.01-1R	Urban design - Metropolitan Melbourne
15.01-1L-01	Urban design – Transport corridors
15.01-1L-05	Signs
15.01-2S	Building Design
15.01-2L-01	Building design - Hume
15.01-2L-02	Energy and resource efficiency - Hume



15.01-2L-03	Environmentally sustainable development - Hume
15.01-4S	Healthy neighbourhoods
15.01-4R	Healthy neighbourhoods - Metropolitan Melbourne
15.01-5S	Neighbourhood character
15.01-5L	Hume preferred neighbourhood character
Clause 17	Economic Development
17.01-1S	Diversified economy
17.01-1R	Diversified economy - Metropolitan Melbourne
17.01-1L	Diversified economy - Hume
17.03-1S	Industrial land supply
17.03-1L	Industrial land supply
17.03-3S	State significant industrial land
Clause 18	Transport
18.01-1S	Land use and transport integration
18.01-3S	Sustainable and safe transport
18.01-3R	Sustainable and safe transport - Metropolitan Melbourne
18.01-3L	Sustainable personal transport - Hume
Clause 19	Infrastructure
19.01-3S	Pipeline infrastructure
19.02-2S	Education facilities
19.03-3S	Integrated water management

Statutory Planning Controls

Commercial 2 Zone

33. Pursuant to Clause 34.02-1 planning permit is required to use the land for and education centre which includes primary school and secondary school.
34. Pursuant to Clause 34.02-4 permit is required to construct a building or construct or carry out works.

Special Building Overlay

35. Pursuant to Clause 44.05-2 a planning permit is required to construct a building or construct or carry out works.

Particular Provisions

Clause 52.02 Easements, Restrictions and Reserves

36. Pursuant to Clause 52.02 a permit is required before a person proceeds under Section 23 of the *Subdivision Act 1988* (the Subdivision Act) to create, vary or remove an easement.
37. Section 23 of the Subdivision Act can be used by an owner of land to create, vary or remove an easement over land which they own provided the planning permit is first granted to create, remove or vary any such easement.



Clause 52.05 Signs

- 38. Pursuant to Clause 34.02-8 sign requirements are at Clause 52.05. The C2Z is in Category 1 (commercial areas).
- 39. Pursuant to Clause 52.05-11 a permit is required for a business identification sign if the total display area of all signs to each premises exceeds 8m². A permit is required for internally illuminated sign if the total display area to each premises exceeds 1.5m².
- 40. The primary school includes a total signage area of 5.11m² and the secondary school includes a total signage area of 9.64m². Accordingly, a permit is required for signage.

Clause 52.06 Car Parking

- 41. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under 52.06-5.
- 42. Pursuant to Clause 52.06-5 a primary school requires 1 car space and a secondary school requires 1.2 spaces to each employee that is part of the maximum number of employees on site at any time.
- 43. The proposed primary school requires 73 car spaces. The proposed secondary school requires 92 car spaces. The overall proposal includes a total of 217 car spaces. Accordingly, a permit is not required in relation to school parking provision.
- 44. As noted above, the Minister for Planning is not the responsible authority for matters relating to the existing community centre and, as such, any car parking reduction associated with that use is not part of this assessment.

Clause 52.34 Bicycle Facilities

- 45. Pursuant to Clause 52.34-2 a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.
- 46. Pursuant to Clause 52.34-5 the following bicycle parking details are relevant.

Proposed Use	Purpose	Bicycle Parking Rate	No. of Spaces Required	No. of Spaces Provided
Primary school	Employee	1 space / 20 employees	4	51
	student	1 space / 5 pupils over year 4	60	
Secondary school	Employee	1 space / 20 employees	4	204
	student	1 space / 5 pupils	144	
Total			152	255

- 47. If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter. The secondary school includes two showers adjacent to the carpark and the primary school includes two shower/end of trip rooms.

Clause 53.18 Stormwater Management in Urban Development

- 48. Clause 53.18 applies to the construction and carrying out of works and includes objectives and standards in relation to stormwater management.

Clause 53.19 Non-government Schools

- 49. Clause 53.19 applies to use or development of the land for a primary school and for a secondary school.

Other Strategic Considerations

Plan Melbourne

50. Plan Melbourne 2017-2050 includes a series of directions and policies for . The following are relevant to the proposal:
- **Direction 1.1** Create a city structure that strengthens Melbourne's competitiveness for jobs and investment
 - **Policy 1.1.6** Plan for industrial land in the right locations to support employment and investment opportunities.
 - **Policy 1.1.7** Plan for adequate commercial land across Melbourne.
 - **Direction 1.2** Improve access to jobs across Melbourne and closer to where people live
 - **Policy 1.2.2** Facilitate investment in Melbourne's outer areas to increase local access to employment
 - **Direction 3.3** Improve local travel options to support 20-minute neighbourhoods
 - **Policy 3.3.4** Locate schools and other regional facilities near existing public transport and provide safe walking and cycling routes and drop-off zones
 - **Direction 4.3** Achieve and promote design excellence
 - **Policy 4.3.1** Promote urban design excellence in every aspect of the built environment
 - **Direction 5.1** Create a city of 20-minute neighbourhoods
 - **Policy 5.1.1** Create mixed-use neighbourhoods at varying densities
 - **Policy 5.1.2** Support a network of vibrant neighbourhood activity centres
 - **Direction 6.1** Transition to a low-carbon city to enable Victoria to achieve its target of net zero greenhouse gas emissions by 2050
 - **Policy 6.1.1** Improve energy, water and waste performance of buildings through environmentally sustainable development and energy efficiency upgrades
 - **Direction 6.3** Integrate urban development and water cycle management to support a resilient and liveable city
 - **Policy 6.3.1** Reduce pressure on water supplies by making the best use of all water sources
 - **Policy 6.3.2** Improve alignment between urban water management and planning by adopting an integrated water management approach
 - **Direction 6.4** Make Melbourne cooler and greener
 - **Policy 6.4.1** Support a cooler Melbourne by greening urban areas, buildings, transport corridors and open spaces to create an urban forest
 - **Direction 6.6** Improve air quality and reduce the impact of excessive noise
 - **Policy 6.6.1** Reduce air pollution emissions and minimise exposure to air pollution and excessive noise

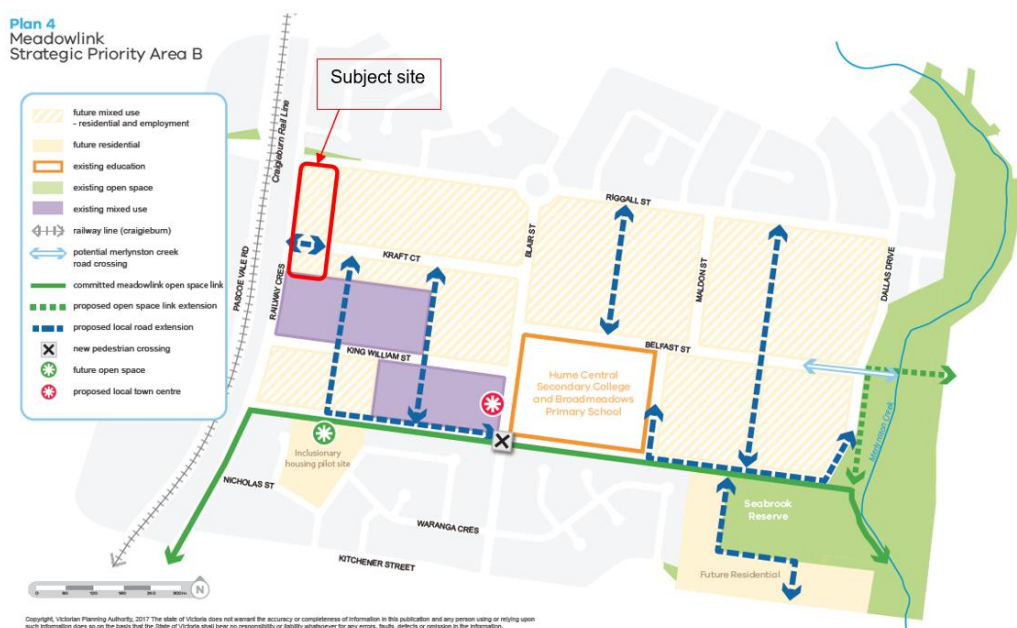
Melbourne Industrial and Commercial Land Use Plan, 2020

51. The Melbourne Industrial and Commercial Land Use Plan (MICLUP) is referred to under Clause 17.03-3S (State significant industrial land) and builds on Plan Melbourne 2017-2050.

52. The purpose of state significant industrial precincts is to provide strategically located land for major industrial development linked to the principal freight networks and transport gateways.
53. It is state policy that these areas are to be protected from incompatible land uses to allow continual growth in freight, logistics and manufacturing investment.
54. The subject site is in the northern region as outlined in the MICLUP. The site is identified as being existing local industrial land, rather than state significant industrial land.
55. The Broadmeadows Metropolitan Activity Centre is identified as important due to its location within the fast-growing northern region and as a major hub for transport to both metropolitan and key regional centres. It is an important regional mixed-use centre providing significant retailing, entertainment, civic, office, health and education facilities. There is significant opportunity for expansion and urban renewal to the east of the existing centre.

Greater Broadmeadows Framework Plan, December 2017

56. The Greater Broadmeadows Framework Plan (GBFP) sets out a vision for the area for the next three decades and outlines a range of actions required to achieve this vision. This includes the creation of a vibrant town centre, the facilitation of a range of diverse housing opportunities, the identification of public transport and local road issues and a strong focus on improving the public realm to encourage both public and private development.
57. The GBFP is a local policy, Hume City Council endorsed document.
58. The GBFP has been completed by the VPA with and for Hume City Council. The council will lead the implementation of the Framework Plan. The VPA has advised that the document will operate as a strategic document for implementation by Hume in consultation with stakeholders and Government. It will not, however, become an incorporated document in the Hume Planning Scheme. It is to be referred to in conjunction with the *Broadmeadows Structure Plan, 2012* which is referenced in the Planning Scheme.
59. The subject site is within the strategic priority area B – Meadowlink and is identified for future mixed use – residential and employment.
60. The GBFP notes that *While the area is currently within the Northern State-Significant Industrial Precinct, this will be revised through implementation of Plan Melbourne (Action 8) to support delivery of a mixed use area consistent with the adopted Broadmeadows Activities Area Structure Plan (2012).*



Broadmeadows Structure Plan (Hume City Council, 2012)

61. The *Broadmeadows Structure Plan* (Hume City Council, 2012) (the Structure Plan) identifies the site as being within a major mixed use regeneration area.
62. The subject site is within Precinct 3: Northmeadows for which the Structure Plan anticipates an expansion of the Broadmeadows town centre linked by the possible future extension of Coleraine Street, retaining a focus on employment and commercial activities including main street retail as part of an intensive mixed use precinct.
63. The industrial areas east of the railway line could transform into an urban village with a focus on housing, employment, commercial activities, and leisure opportunities.
64. Relevant strategies and actions of the Structure Plan include:
 - Facilitate expansion of the Town Centre precinct east of Pascoe Vale Road into Northmeadows.
 - Facilitate restructuring and redevelopment of land in Northmeadows as a mixed use area providing significant higher density retail, employment and housing.
 - Building height should vary across the precinct, with the taller buildings located adjacent to the railway line and Pascoe Vale Road, along Coleraine Street and any new east-west linkage.
 - The Structure Plan also outlines strategies for residential development to avoid adverse amenity impacts from existing buildings and activities such as noise from loading bays and plant, light spill and traffic movements by:
 - buffering by distance and by landscaping,
 - not siting bedrooms on the boundary.
 - screen with fencing and landscape.
 - acoustic treatment of site and built form - if necessary to be determined by a suitably qualified acoustic engineer.

These principles could be applied to the school land use which is more sensitive than existing commercial buildings.

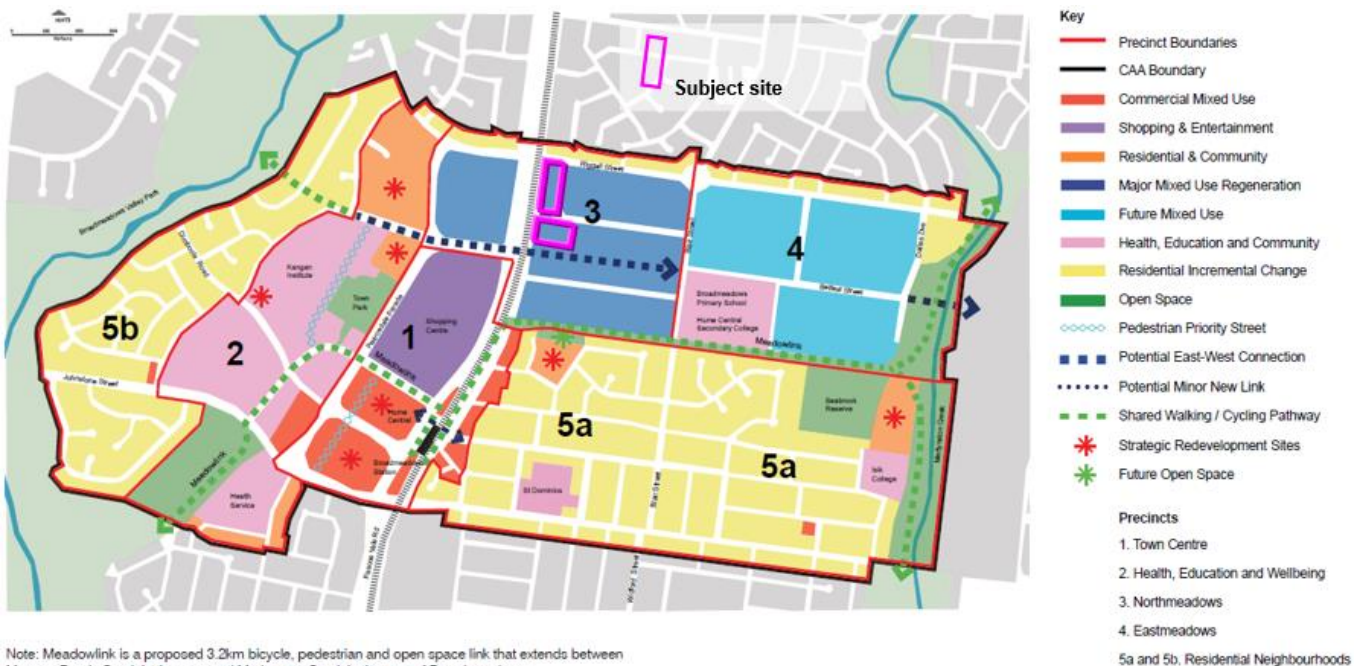


Figure 8 Broadmeadows Structure Plan



Referrals

65. The application was referred to the following groups:

Provision / Clause	Organisation	Response and date received
Section 55 Referral – Determining	Head, Transport for Victoria	12 January 2023 No objection
Section 55 Referral – Determining	Melbourne Water	27 October 2023 Conditions required in relation a flood risk management plan and specified finished levels for floors, openings and vehicle access.
Section 52 Notice	Hume City Council	21 August 2023 <ul style="list-style-type: none"> • No objection – proposal is well-designed and will contribute positively to the area. • Variation of easement – would need to apply for a separate planning permit (SPEAR) to either remove the asset from their property or take ownership of the existing assets within their land. The asset connects directly into Melbourne Water’s drain. • Follow-up comments landscape and civil matters were provided 27 February 2024. • Follow-up comments on traffic and car parking 29 February 2024.

Hume City Council

66. Key comments from the council including in relation to traffic and car parking, landscape and civil matters is discussed below.

Council Comments	Response
Car Parking	
<ul style="list-style-type: none"> • Planning Scheme Car Parking requirement – 267 car spaces are required based on the individual uses below. <ul style="list-style-type: none"> - Primary School – 73 spaces based on 73 employees; - Secondary School – 92 spaces based on 77 employees; - Place of Assembly – 102 spaces based on 342 patrons. • The proposal will generate a demand of 267 car spaces. It is noted that this number does not include parents that will be performing pick-up and drop-off as the Planning Scheme school rates are based purely on staff numbers. • There are 225 car spaces provided rather than 227 car spaces. It appears there are 8 car spaces in front of the existing Place of Assembly rather than the specified 10 spaces and further clarification is required. • A reduction of 42 car spaces is sought. • While a 28 car space reduction may assist on Fridays, it is noted there are no limitations on the operation of the place of assembly on all other days of the week. This facility could theoretically operate at capacity i.e. community and private functions. 	<p>It is noted that the existing place of assembly does not form part of the current application.</p> <p>The applicant has provided traffic advice confirming:</p> <ul style="list-style-type: none"> • The proposed secondary school and primary school generate a combined statutory car parking requirement of 165 spaces, which is accommodated for within the proposed on-site provision. • Whilst parents will generate a school car parking demand, this will primarily consist of short-term demand associated with student drop-off and pick-up, which is to be accommodated on-street. • Drop-off and pick-up for schools can typically be observed as a concentration of traffic for approximately 20 to 30 minutes during the AM drop-off period and PM pick-up period. Outside of these times, minimal car parking demand is generated by typical school student activity. <p>As noted above, it is considered that the existing place of assembly does not form part of this application and should be amended as necessary under separate permission via the council.</p>
<ul style="list-style-type: none"> • It is unclear if the proposed arrangement where 28 secondary school staff members finish early on Friday can be a condition of permit and whether it can be reasonably enforced. 	<p>Traffic advice notes that on Fridays, it is proposed that 28 staff of the secondary school are to finish early. Application of the statutory car parking rate to 28 staff members results in a total of 33 car parking spaces, thereby accommodating an additional 33</p>



car parking spaces (in addition to the 59 spaces) for the community centre use.

However, as noted above, the Minister for Planning is not the responsible authority for the community centre land use or permit. Changes to car parking for the community centre land use must be resolved separately via the council.

- The survey provided segments the entire section of Kraft Court on the northern and southern side. This does not provide a representative view of parking on Kraft Court. Based on Council officer experience, parking on Fridays during Eid Prayer is heavily utilised towards the Kraft Court end.

Updated traffic advice outlines that:

- Updated car parking occupancy surveys were undertaken to ascertain the current availability of the on-street car parking within the vicinity of the subject site and existing on-site car parking areas on Friday 13 September 2024 (updated from the survey undertaken Friday 24 March 2023) between 7:00am to 7:00pm, at 30 minute intervals.
- Parking occupancy surveys were conducted during this time as it has been indicated that peak activity of the existing uses on-site occurs on Fridays.
- The survey area included the existing on-site car parking areas provided on both land parcels, and on-street kerbside parking provided on Railway Crescent and Kraft Court.
- The 2024 parking survey inventory indicated a supply of 368 public parking spaces within the survey area. All parking within the survey area were unrestricted.
- The car parking occupancy results outline the following:
 - The overall peak period was observed at 12:30pm when 242 spaces were observed occupied out of an available supply of 368, representing a parking occupancy level of 66%. At this time, there were 126 vacant spaces.
 - The peak period for on-street parking was observed between 12:30pm to 1:00pm when 139 spaces were observed occupied out of an available supply of 234, representing a parking occupancy level of 59%. At this time, there were 95 vacant spaces.
 - The peak period for on-site parking was observed at 12:30pm when 103 spaces were observed occupied out of an available supply of 134, representing a parking occupancy level of 77%. At this time, there were 31 vacant spaces.
 - The peak period for on-street parking along the site frontages was observed at 1:00pm when 33 spaces were observed occupied out of an available supply of 47, representing a parking occupancy level of 70%. During this time there were 10 vacant spaces along the Railway Crescent site frontage and 2 vacant spaces along the Kraft Court site frontage.
 - Initial parking demands in vicinity of the site were low, before increasing to a peak at 12:30pm, with demands remaining moderate until 2:00pm, before decreasing to low demands towards the end of the survey.



- The surveyed date has not captured the peak level of parking that can be generated by the Place of Assembly.

A *Nearmap* aerial taken from Friday 4 January 2019 is provided below. It is noted vehicles can be seen parked illegally and within other areas on private land.



- Council has received several complaints in the past from the nearby industrial uses in relation to impact to their operation. Adverse parking conditions arising from the school and place of assembly restricts the ability for passenger and in particular heavy vehicles to navigate the road network during business hours.

- Noting parent parking is not included in the Planning Scheme parking rate and will need to rely on on-street parking, the proposed shortfall of parking is not acceptable given the impact on parking amenity in the area.
- Accordingly the number of staff or patrons must be reduced and/or the number of on-site parking provisions increased to ensure the Planning Scheme parking requirement is met.

Updated traffic advice outlines that:

- The council provided *Nearmap* image actually appears to have been taken on Friday 19 October 2018, six years ago, with significant development occurring since that time, including the construction of *MyCollege* Primary School and *MyPulse*, as well as *MyRestaurant* which has reduced the number of spaces in the community centre car park.
- Since this aerial image was taken, land at 21 Kraft Court is no longer vacant, and as such, this land cannot be utilised for parking.
- Despite further development in the area and the loss of vacant land utilised for informal parking, recent parking occupancy surveys undertaken on a Friday 13 September 2024, as well as parking surveys conducted in 2023, confirm that parking in vicinity of the site does not exceed the available public capacity.
- It is noted that illegal parking is an enforcement issue and should be dealt with as such.
- The parking occupancy surveys, undertaken on a Friday in 2023 and 2024, provide an accurate and up to date representation of the parking demands in vicinity of the site.

- The statutory car parking requirement for the primary and secondary school uses are accommodated within the on-site provision.
- As noted above, the Minister for Planning is not the responsible authority for the community centre.

Car Park Layout and Access

- The indented parking bays on Railway Crescent are not supported as they are not providing additional on-street parking (it is noted No Stopping restrictions apply on the western side of Railway Crescent). The existing on-street parking arrangement still allows simultaneous two-way travel.
Should discussions with the school progress, a potential option is to provide additional indented parking on the western side of Railway Crescent, however, this would need to be supported by a school crossing at a location to the satisfaction of Council Engineers. The project would be a developer funded project where the functional layout plan would be developed by the applicant and handed over to the traffic team for review, prior to the development of detailed design plans that would be reviewed by the Civil Design team.
- No information regarding heavy vehicle access has been provided for example waste collection. The applicant must nominate a design vehicle and demonstrate convenient and safe vehicle can be achieved with swept path movements.
- Given indented parking is not supported by the council, it is expected that up to 20 x 6.7m long kerbside parallel parking spaces can be accommodated along the site frontage post development (recognising proposed crossovers).
- The council has also indicated that existing on-street parking arrangements allows simultaneous two-way travel, through the presence of 'No Stopping' restrictions along the western side of Railway Crescent. As such, kerbside parking demands associated with the development are not expected to impact upon the operation of Railway Crescent.
- The removal of these spaces from plans can be dealt with as a condition of permit.
- It is anticipated that loading and unloading activities associated with the proposed uses onsite be primarily related to the delivery of goods and waste collection.
- Deliveries are anticipated to be undertaken by small trucks and vans. Loading activities can be appropriately undertaken in the on-site car parks or along the Railway Crescent and Kraft Court site frontages, outside of peak times.
- Waste collection is anticipated to be undertaken on-site for the primary school and on-street within Kraft Court for the



secondary school.

- A swept path assessment of a 6.4 metre Mini Rear Loader circulating the primary school car park has been conducted and is displayed in Appendix C. The swept path assessment shows that the mini rear loader is able to enter the site via Kraft Court in a forward direction, circulate the car park and exit the site in a forward direction onto Railway Crescent.

<ul style="list-style-type: none"> • Ramp section lengths must be provided so that the ramps can be checked against the requirements of Design Standard 3 of Clause 52.06. 	Ramp section lengths have been provided.
<ul style="list-style-type: none"> • Prior to the commencement of construction, a line marking and signage plan must be provided to demarcate the one-way access arrangement of the ramps leading to the secondary college and place of assembly car park. 	This will be required as a permit condition.
<ul style="list-style-type: none"> • The access for the secondary college/place of assembly car park must be modified to align with the crossover. 	This will be required as a permit condition.

Parks

<ul style="list-style-type: none"> • The indented parking bays adjacent to 92-96 Railway Crescent are not approved by Urban Forest unless constructed with permeable pavers and a structural soil subbase in accordance with the 'Hume Parking in Narrow Streets Policy'. 	Noted.
<ul style="list-style-type: none"> • Approval is granted for the removal of two <i>Acacia malanoxylon</i> (2) trees (tree 1 and tree 15) and two <i>Eucalyptus sideroxylon</i> (Ironbark) trees (tree 26 and tree 27): <ul style="list-style-type: none"> - Tree 1 <i>Acacia malanoxylon</i> DBH 9 cm, DAB 13 cm, height 5 meters. - Tree 15 <i>Acacia malanoxylon</i> DBH 11 cm, DAB 15 cm, height 8 meters. - Tree 26 <i>Eucalyptus sideroxylon</i> DBH 23 cm, DAB 27 cm, height 10 meters. - Tree 27 <i>Eucalyptus sideroxylon</i> DBH 28 cm, DAB 37 cm, height 12 meters. • A condition of removal approval is payment of \$4,486.83. 	Noted
<ul style="list-style-type: none"> • Tree protection is required for Trees 3, 6, 9, 12, 13, 14, 16, 18, 19, 25, and 33. 	Tree protection conditions will be included on the permit.

Civil

<ul style="list-style-type: none"> • No objections, the application will need to either take on the existing assets or more likely remove the assets as part of the easement removal. • Easement (E-1) along Railway Crescent, would require a separate planning permit (via SPEAR) to either remove the asset from their property or take ownership of the existing assets within their land. • The asset connects directly into Melbourne Water's drain, and they will need to consult with Melbourne Water new assets are to be constructed in the future. • The kerb and channel along the frontage of Railway Crescent should be reinstated. 	<ul style="list-style-type: none"> • A permit condition will require confirmation of how assets will be dealt with. • Permission for easement variation has been sought as part of the current application. • A note will be included on the permit that Melbourne Water should be consulted.
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Notice

67. The applicant was directed to give notice by way of erecting signs on the site and notifying adjoining owners and occupiers in February 2024.
68. Three objections have been received from two submitters including Mobil Oil Australia and 95-97 Riggall Street (adjoining the east boundary of the subject site).
69. The land at 95-97 Riggall Street is used for dairy product manufacture and produces more than 1,500 tonnes of dairy product annually. Key issues raised by the objector from 95-97 Riggall Street are summarised as follows:
- The proposal is contrary to the primary purpose of the C2Z and incompatible with the local land use context.
 - The proposal has not considered Clause 53.10 (Uses and Activities with Potential Adverse Impacts).
 - Car parking and traffic impacts particularly in relation to impacts on operation of the dairy product manufacturer.
70. In relation to the objection from Mobil Oil Australia, key issues raised are summarised as follows
- The application relies on a risk assessment report (RAR) prepared in order to comply with an earlier permit for the use of this site. However, the RAR for the previous permit related to the specific proposal under that permit which was more confined.
 - There is concern as to whether the risk of a new school with an increased site density from 225 children to over 1,000 children can be appropriately mitigated.
 - A detailed new RAR from a qualified risk assessment engineer should be undertaken and recommendations included in the proposal.

Response to objections

71. In response to objections, the following is noted:
- The applicant considers that the proximity to existing dairy product manufacturer does not necessarily curtail any operation from complying with existing regulations and the manufacturer is not considered one that is highly problematic in terms of the release of noxious gases or other substances that may present an unreasonable health risk.
 - The proposal has been designed to generally locate more sensitive areas, i.e. classrooms and play areas away from the property boundary shared with 95-97 Riggall Street. Classroom openings are generally oriented to the internal courtyard.
 - The proposal provides car parking that is compliant with school rates and will accommodate parking on site.
 - There are on-street parking opportunities available within a walkable catchment area.
 - Access points are appropriately located and will not prevent access to/from the adjoining property to the north. In addition ramp grades are compliant and signage nominated.
 - A car parking management plan has been submitted, detailing mitigation measures.
 - An updated Land Use Change Pipeline Safety Management Study has been submitted.
72. It is noted that the application was not re-advertised following submission of amended documents on 11 October 2024. It is considered that as a result of the amendments made to the application, the nature of potential material detriment is not increased compared with the application as advertised in February 2024

Strategic Direction and Land Use

73. The proposal is supported by relevant planning policies which encourage appropriate land use and development that enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers education facilities to assist the integration of education and early childhood facilities with local and regional communities (Clause 19.02-2S).

Industrial land / framework plan

74. The subject site is located in an area identified as mixed use under the Strategic Framework Plan at Clause 02.04-2.

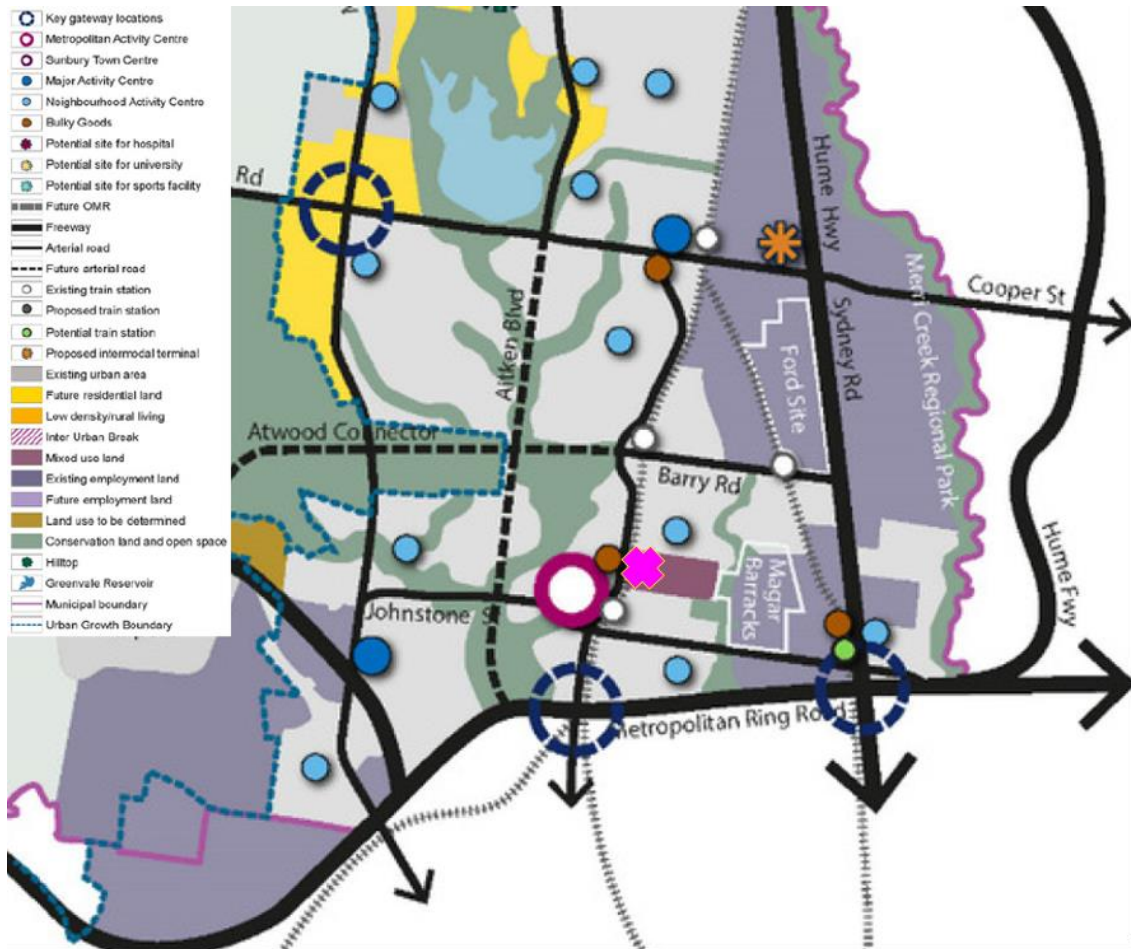


Figure 9 excerpt Strategic Framework Plan (Clause 2.04-2)

75. The zoning and land use context of the site and surrounds is highly variable and includes mixed use, commercial, and residential growth zones within close proximity. It is not uncommon for school or residential uses to be located within or adjacent to the C2Z.
76. It is considered that the use of the land for primary and secondary school will not unreasonably affect the operation of the neighbouring C2Z land. The subject site already operates as a school and child care centre and there are existing sensitive uses including residential uses, residential zones, and a number of schools within the local area. Many of these existing uses are within threshold distances for industry and include:
1. General Residential Zone approximately 20m to the north.
 2. Mixed Use Zone (MUZ) directly adjoining the southern boundary of the C2Z.

3. Edinburgh International College within the C2Z to the east.
4. Broadmeadows Primary School, Broadmeadows Pre-School and Hume Central Secondary College approximately 20m to the east (within the Public Use Zone).
5. A new townhouse development within the MUZ to the south of the precinct.
6. Hume Valley School approximately 240m to the north (within the Public Use Zone).
7. Ilim College secondary school.



Figure 10 sensitive uses and zoning

77. The proposal is consistent with state planning policies for land use and education facilities. The works will introduce a new education centre to the site in a way that is compatible with the surrounding area and the proposed future character (Clause 11.03-2S, 13.05-1S, 13.07-1S).
78. The new school will cater to the needs of the local community, provide a source of local employment, and contribute to 20-minute neighbourhoods. The school is built-for-purpose relevant to the land use and incorporates a contemporary architectural design and siting that is compatible with context (Clause 15.01-4S, 17.01-1S, 19, 19.02-2S).
79. The building design and siting contribute to the local context and exceed best practice in environmentally sustainable development (Clauses 15.01-2S, 15.01-2L).
80. The purpose of the C2Z includes to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.




81. Schools are a section 2, permit required use and the proposal is considered to be an acceptable land use for the following key reasons:
- It is consistent with the Strategic Framework Plan at Clause 02.04-2 and the aspirations of the Planning Policy Framework.
 - It encourages an employment generating use on a site that is identified as being suitable for mixed use purposes.
 - It is consistent with nature of the existing educational uses already operating on the site.
 - Is not considered to adjoin sensitive interfaces or adversely impact adjacent areas.
 - Impacts on the school related to nearby commercial and industrial uses can be managed via conditions.
82. The GBFP notes that the area is in transition, having traditionally supplied local jobs in manufacturing and warehousing, the significance of the area for industrial uses has declined with the departure of major businesses (such as Yakka, Betta and Ericsson) and the rezoning of sites for mixed use development. While protecting existing businesses and growing local employment opportunities in the area remains an important focus, the introduction of a new planning framework offers the opportunity to transform underdeveloped or vacant land into smaller parcels that can accommodate a mix of uses including new and diverse housing.
83. Clause 53.10 applies to proposals that may cause an adverse amenity impact rather than to proposals that may be affected by an existing emitting use. Clause 53.10 specifies a threshold distance of 300m for manufacture of milk products exceeding 200 tonnes per year.
84. Planning Practice Note 92 *Managing buffers for land use compatibility* (PPN92) provides further detail of potential adverse impacts of specific uses. In the case of the neighbouring facility for manufacture of milk products, the adverse impacts relate to noise, dust and odour rather than pollutants or other risks.

Type of use or activity	Potential adverse impacts					Description of activity
	Hazardous air pollutants	Noise	Dust	Odour	Other risk (e.g. loss of containment)	
Maltworks >200 tonnes/year				x		<ul style="list-style-type: none"> • Production of malt.
Manufacture of milk products >200 tonnes/year		x	x	x		<ul style="list-style-type: none"> • Milk is separated, evaporated or a dairy product is manufactured; processing raw milk. Processes include pasteurisation of milk and separation to produce milk and cream with varying fat content. • Grading, filtering, chilling fresh liquid whole milk or cream, or manufacturing, bottling or packaging pasteurised liquid whole milk, flavoured liquid whole or skim milk, liquid skim milk, liquid standardised milk, cream, sour cream, cultured buttermilk or yoghurt.

Figure 11 excerpt from PPN92

85. Section 60 of the Act requires the responsible authority, before deciding on a planning permit application, to consider any significant effects which the responsible authority considers the environment may have on the use or development.
86. Clause 13.04-2 of the scheme relates to protection of air quality by ensuring, wherever possible, suitable separation between land uses that reduce amenity and sensitive land uses.

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87. Clauses 13.06-1S (Air Quality Management) seeks to ensure, wherever possible, that there is suitable separation between land uses that pose a human health risk or reduce amenity due to air pollutants, and sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital). Consideration should be given to the guideline *Recommended separation distances for industrial residual air emissions* (Publication 1518, Environment Protection Authority, March 2013).
 88. Clause 17.03-1S includes strategies avoid approving non-industrial land uses that will prejudice the availability of land in identified industrial areas for future industrial use and also requires consideration of the *Recommended separation distances for industrial residual air emissions*. However, it is noted that the subject site and surrounding land is not zoned industrial and is identified for transition to a more mixed use area.
 89. The guideline provides advice on recommended separation distances between industrial land uses that emit odour or dust, and sensitive land uses and includes a summary of the key principles and environment protection requirements of the Environment Protection Act 2017 and subordinate legislation.
 90. The guideline recommends a minimum separation distance of 100m between milk production (greater than 200 tonnes per year) and a sensitive use. The proposed school is less than 100m from the existing milk production facility.
 91. However, sensitive school and childcare land uses already exist on the subject site and the separation distance is not proposed to change under the current proposal. Further, as noted above, the adjoining milk production facility is already less than 100m from other nearby sensitive uses including residential land to the north.
 92. It is recommended that conditions require demonstration that the school buildings can be appropriately ventilated and acoustically treated to ensure protection from potential odour, noise and dust impacts that may arise. Subject to these requirements, it is considered that the proposal is acceptable and does not dramatically change existing conditions.

Built Form

Height and Setbacks

93. The proposed 12.3m – 13.7m / 3 storey buildings are generally consistent with the scale of surrounding development and the nature of built form expected for commercial and mixed use areas.
94. The proposal responds to the policy at Clause 02.03-5 (Built environment and heritage) which emphasises the importance of high standards of architectural and landscape design, stormwater management, car parking provision and vehicular access in industrial areas.
95. The primary school will provide a prominent form to the street, setback a minimum of 4m and will be positioned to enfold play spaces and landscaping to the north of the site. Curved building corners, a physical break to define the main entrance, recesses, and window shrouds will provide for a well-articulated building form.
96. The secondary school built form wraps landscaped courtyards to the north and south with a large building break to the west street frontage accommodating the car park and entry to the building. The curved building corners, arched colonnades, notches in the façade and varying street setbacks will serve to break up the building mass and create a visually interesting form.
97. Street setbacks are considered appropriate having regard to the mixed use, commercial character of the area. It is considered appropriate to locate buildings close to street boundaries in commercial settings. The setbacks allow for landscaping and pedestrian access.
98. The secondary school building is located on the east boundary which adjoins the factory/warehouse at 95-97 Riggall Street. The boundary construction is considered acceptable given the commercial zoning of the site and the prevalence of boundary to boundary development in the area. Nearby buildings are typically constructed boundary to boundary as shown in Figure 1212.

99. Whilst the adjoining factory is not located on the boundary shared with the subject site, the proposed boundary construction will not have unreasonable impacts given its location opposite a car park. Any future development will be able to make use of the proposed boundary wall and build up against this. Accordingly, the proposal is not expected to result in inequitable development.



Figure 12 boundary to boundary built form context

100. The proposed school buildings are adequately setback from the side boundaries with the primary orientation school buildings being to Railway Crescent to the west. The secondary school is positioned to turn its back on the adjoining industrial property and includes sheltered open spaces and play areas.
101. The submitted landscape plan shows planting around the perimeter of the site which will provide a landscape buffer and soften the appearance of built form when viewed from adjacent properties and the public realm.
102. The primary school includes driveway areas over easement E-1 along the southern boundary. The primary school building is clear of the easement. Separate consent is required to build over an easement under the *Building Act 1993* and *Building Regulations 2018*.

Design Detail

103. The proposed buildings are broadly divided into school and administration buildings with the administration building setback from the two secondary school wings and underscored via a slightly greater overall height, use of white brick to contrast with red brick secondary school wings, the car park forecourt area in front, pedestrian pathways and main entry to Railway Crescent. This provides articulation and a subtle built form hierarchy and improve legibility on the site.
104. The ground level provides a pedestrian scale with finer grain windows and entries within a colonnade.
105. The buildings include a fine grain brick screen over glazing to respond to the site's western interface which is the primary elevation visible from the public realm and will experience western sun. The brick screen creates a permeable pattern and contributes to visual interest.
106. Classrooms along the western interface are setback from the building edge to ensure that heat gain into these spaces is minimised. To the north and east, this is inverted, with larger extents of clear glazing designed to improve solar access.
107. The built form is suitably articulated and has building recesses to break up the visual massing. The inclusion of glazing and break-out spaces at the ground level encourage opportunities for passive surveillance and more active street edges.
108. The architectural design, massing and materiality offer a positive design response to the site context.

109. The built form outcome will make a positive contribution to the surrounding area and existing street through the provision of a suitable architectural and landscape design response.

Amenity

110. It is considered that the proposal is unlikely to cause unreasonable amenity impacts given the mixed use and commercial context.
111. An important consideration is amenity of the school given the use of adjoining and nearby properties for manufacturing. As discussed above, the subject site is currently used as a school and child care centre. The broader context includes a diverse mix of commercial/industrial, community, educational and residential uses. As such, it is considered that the proposal can coexist with these uses.
112. The proposal adopts strategies to minimise adverse amenity impacts from existing buildings and activities including:
- The secondary school building ‘turns its back’ on the adjoining dairy product manufacturer at 95-97 Riggall Street by constructing to the boundary and having no windows facing neighbouring properties.
 - The secondary school building is generally oriented around central courtyards and facing Railway Crescent.
 - The primary school building is buffered by distance, located on the opposite site of the street to the dairy product manufacturer and separated to the east by the existing community centre.
 - Landscaping is provided in open areas which will contribute to buffering.
 - Acoustic treatment in the form of roofing, wall construction, and glazing is proposed and will be required as a permit condition.
113. These measures generally reflect those outlined in the Structure Plan and are considered acceptable.

Car parking, Traffic, Bicycle Parking and Waste

Car parking

114. The requirements of Clause 52.06-5 specify that the primary school is to provide 73 on-site car parking spaces and the secondary school is to provide 92 on-site car parking spaces resulting in an overall requirement for 165 car spaces. The proposal provides a total of 217 spaces spread across the site with 47 spaces on the primary school site and 170 spaces on the secondary school site.
115. The primary school portion of the development, which is to be constructed in Stage 1, includes 47 car parking spaces. A temporary car park with 96 car spaces is proposed on the secondary school portion of the site, to be constructed in Stage 1 and removed in Stage 2.
116. This will provide for the minimum required 73 spaces until Stage 2 (secondary school), with 170 car spaces, is constructed.
117. A permit condition will require that design details of the car park including the crossover to Kraft Court be shown on plans and respond to Clause 52.06 of the planning scheme.
118. As noted above, the applicant has advised that car parking on-site is proposed to be provided as a shared resource between the school use and the existing community centre. However, the Minister for Planning is not the responsible authority for the community centre land use and associated car parking. Further, given the community centre was allowed under a permit issued by the council, any changes to the way it operates would need to be sought via the council.
119. Excluding the existing community centre land use, the proposed provision of 217 spaces is considered acceptable as it exceeds the minimum requirement by 58 spaces.



120. The proposal relies on building the primary school over part of the existing car park of the community centre. Updated arrangements are proposed in order to maintain appropriate car parking for the community centre, particularly at its peak times. However, given the community centre is not part of this application, it is recommended that permit conditions require all reference to community centre parking be deleted from relevant documents and that Permit P14335.01 be amended to reflect the change in car parking.
121. The plans show new indented street parking along Railway Crescent, however, this is not supported by the council. As such, a condition will require this be deleted from the plans. It is noted that existing on-street car parking spaces on Railway Avenue will remain available and would cater to some level of school drop-off and pick-up.
122. The secondary school car park includes a two-way ramp down to car spaces and two single width ramps for the upper car parking level providing access and egress.
123. Car spaces are typically 4.9m long x 2.6m wide access from a 6.4m accessway
124. Ramp grades have been confirmed as follows:
 - Lower-Level Car Park Ramp
 - 1:8 for 8m.
 - Upper-Level Car Park Ramps
 - 1:8 for 2m.
 - 1:6 for 7.25m.
 - 11:8 for 2m.
 - Accessway grades are not steeper than 1:20 for any of the car parks proposed on-site.

Traffic

125. The traffic impacts of the new school have been assessed in the submitted traffic report which outlines that traffic generated by the proposal school is anticipated to be concentrated around 20-30 minutes around school drop-off and pick-up times. Whilst additional congestion would occur on Railway Crescent and Kraft Court during these times, traffic is anticipated to dissipate quickly after the commencement of school and after peak pick-up time.
126. As per typical school locations, residents or staff in the surrounding area will be aware of school peak periods and are likely to plan their trips accordingly to avoid the school road frontages or travel outside of the half hour peaks.
127. A car park management plan has been submitted in response to objections and includes the following key measures:

Staff

- Primary and Secondary School staff will be directed to park on-site. The level of on-site car parking meets the statutory requirements and is anticipated to meet the car parking demands of the primary and secondary School.

Parents and Students

- Parent parking arrangements for the Primary School are anticipated to be similar to the current school parking arrangements, with parents utilising on-street car parking spaces, including those along Railway Crescent.
- It is anticipated that a proportion of older primary school students and secondary school students will make their own way to the site, via public transport, cycling, or walking.

Line Marking

- In order to facilitate vehicle movements within the secondary school car park, directional linemarking on ramps to/from the upper level car park is recommended, supported by signage.

Site Access and Security

- The two-level car park is accessed via a new 6 metre wide crossover to/from Kraft Court.

- Access to the car park at the secondary school frontage is provided to/from Railway Crescent, via two new single width crossovers, providing separate entry and exit.
- The new at-grade car park on the southern side of the primary school is accessed via both Kraft Court and Railway Crescent.
- Each car park is secured with electric swinging or sliding gates, that will be open during operating hours.

Publicity

- Staff will be made aware of the car parking management plan at their induction/commencement of work.
- All parents will be given a copy of the car parking management plan at enrolment (and annually where appropriate) indicating the appropriate locations for parent parking.
- Details regarding the car parking arrangements are to also be detailed on the primary and secondary school websites.

Delivery and Service Vehicle Access

- Deliveries are anticipated to be undertaken by small trucks and vans. Loading activities can be appropriately undertaken in the on-site car parks or along the Railway Crescent and Kraft Court site frontages, outside of peak times.

128. The car park management plan also discusses the existing community centre noting that:

- Community centre patrons and staff will be directed to park on-site.
- On Fridays, it is proposed that 28 secondary school staff will finish early at 12noon. This will provide up to 33 car parking spaces available for use by community centre patrons, during the community centre's peak period.
- Car parking arrangements for the community centre to continue to be communicated on the development's website.

As discussed above, a condition will require this be deleted given the Minister for Planning is not the responsible authority for the community centre land use and associated permit.

129. Subject to permit conditions, traffic conditions are expected to be appropriately addressed.

Bicycle Parking

130. The proposal includes more bicycle parking spaces than required under Clause 52.34.

131. External bicycle spaces are included at ground level throughout the buildings setbacks with 51 bicycle parking spaces provided to the primary school, within outdoor areas and within a bicycle storage room. A total of 204 bicycle parking spaces are provided to the secondary school, within the outdoor areas, car parking areas, and within a secure bicycle storage room, and end of trip facilities.

Waste

132. A condition will require a waste management plan.

133. Waste collection times will be required to be scheduled outside of peak school drop-off times.

Signs

134. The proposal responds to Clause 15.01-1L-05 (Signs) as follows:

- Signs are located within the subject site and relate directly to the land use.
- Signs sit within architectural features and will not cover up any important facades or parapets.



- Signs will not protrude above the height of building rooflines.
135. The proposed signage includes three signs to the primary school and six signs to the secondary school. Generally signs are integrated into fencing and along building wall edges.
136. The signs are appropriate for the mixed use character of the area, will not unreasonably impact on view or vistas, and are not expected to result in unreasonable glare or illumination.
137. The signs are to be backlit and permit conditions will require no unreasonable light impacts.
138. The signage is considered appropriately integrated and proportionate to the scale of the subject site and development.

Trees and Landscaping

139. The proposal includes landscaping throughout street setbacks and within central courtyard open space areas. The first floors of both buildings include open space and landscaped areas.
140. Given the commercial context of the area, the extent of landscaping is considered appropriate.
141. The proposal involves removal of street trees to facilitate crossover construction to Kraft Court and Railway Crescent. This includes Trees 1, 15, 26 and 27 (as labelled in the submitted arborist report) which include two *Eucalyptus sideroxylon* (Ironbark) and two *Acacia malanoxylon* (Blackwood).
142. The council has noted that it approves removal of the street trees subject to payment of \$4,486.83 which will be reflected in a permit condition.
143. The council has also recommended tree protection conditions apply to street trees 3, 6, 9, 12, 13, 14, 16, 18, 19, 25, and 33.
144. Given that the proposed indented street parking is not accepted by the council, Trees 6, 13, 14, 16, 18 and 19 will not require removal.
145. It is proposed to remove Trees 4, 5, 7, 8, 10 and 11 which are a group of 3m tall *Syzygium australe* (Brush Cherry) planted for the existing childcare and Tree 21 which is a 3m tall *Eucalyptus leucoxyton* (Yellow Gum).
146. The proposal is proximate to trees on adjoining properties generally as follows:

33-65 King William Street (south)

- Trees 2, 17, 20, 22, 23 and 24 which have tree protection zones (TPZ) that would have major encroachment (i.e. more than 20%) by a proposed driveway.

The arborist report notes that, considering this driveway is to be installed at the existing soil grade and out of materials permeable to water and air, if properly protected, Trees 2, 17, 20, 22, 23 and 24 will remain viable. The materials and method of the works surrounding these trees must be undertaken in accordance with a tree protection management plan (TPMP) prepared prior to the works in accordance with AS4970 (2009).

It is noted that the plans show permeable surfaces on the site adjacent to these trees.

95-97 Riggall Street (east)

- Trees 28, 30 and 31 which have TPZ that would have major encroachment by the proposed basement carparking footprint. The arborist report notes that, considering these trees reasonably low-level major encroachment (i.e. less than 20%) and their species' resilience to below ground disturbance, it is likely they would remain viable without the implementation of encroachment mitigation measures. Notwithstanding, it is recommended that the TPMP also address Trees 28, 30 and 31 as required by a permit condition.

The submitted arborist report also recommends that, to ensure that any roots that have incurred into the subject site are correctly severed, any excavation within their TPZ must be directed and supervised by a suitably qualified arborist.



- Tree 32 is shown to have minor (i.e. less than 10%) encroachment into its TPZ. This is generally considered an acceptable level of encroachment. It is recommended that this tree be addressed in in the TPMP via permit condition.
147. It is noted that the arborist report confirms the indigenous species on the site are planted for amenity purposes and are exempt from Clause 52.17 (Native Vegetation).

Environmental Risks

Flood Mitigation

148. The applicant was referred to Melbourne Water which supports the proposal subject to conditions generally requiring a flood risk management plan and specified finished levels for floors, openings and vehicle access. The proposal shows the relevant finished levels as follows:
- The basement ramp includes a flood proof apex of 124.2m to Australian Height Datum (AHD)
 - The pedestrian ramps adjacent to the basement have minimum finished levels of 124.2m AHD which responds to the requirement for any entries, stairwells, windows, openings and vents to be no lower than 124.20m AHD.
 - The secondary school has finished floor levels of 124.62m AHD which responds to the requirement for levels no lower than 124.2m AHD.
 - The primary school has finished floor levels of 124.08m AHD which responds to the requirement for levels no lower than 124.06m AHD.
149. Subject to conditions, the proposal is considered to address objectives to maintain the passage and storage of floodwaters, minimises flood damage, and respond to local flood hazard and drainage conditions.

Environmental Audit

150. An environmental audit has been done for the northern part of the secondary school site at 92-96 Railway Crescent in association with permit P21181. The certificate of environmental audit certifies that the condition of the site is neither detrimental nor potentially detrimental to any beneficial use of the site.
151. A Preliminary Site Investigation (PSI) was undertaken for the southern part of the secondary school site and the western part of the primary school site. The PSI states that the site is unlikely to be impacted by contamination and is considered to be an appropriate location for a school.
152. It is recommended that permit conditions ensure that all of the site proposed to be used for the school be subject of a preliminary risk screen assessment to determine if an environmental audit is required.



Figure 13 Environmental Audit area



Figure 14 PSI area

Sustainability

Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD)

153. The proposal seeks to achieve a BESS score of 60%, which demonstrates best practice.
154. The submitted sustainability management plan (SMP) outlines the following elements which will contribute to sustainable design:
 - Passive design to minimise the need for active energy systems.
 - No fossil fuels including natural gas with 100% all-electric building supplied with renewable energy (solar panels).
 - Maintain comfortable internal temperatures passively, using little or no energy, providing comfortable learning spaces year round.
 - Reduction in the use of harmful VOCs in glues, sealants and paints.
 - Promote urban ecology and communal spaces
 - Capture and use of rainwater for toilet flushing and irrigation. The STORM Rating for the project is 104%.
155. The proposed stormwater management response addresses Clause 53.18 (Stormwater Management in Urban Development) generally as follows:
 - System would meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999)*, as confirmed by the STORM Rating of over 100%.
 - Contributing to cooling, improving local habitat and providing attractive and enjoyable spaces by providing landscaping throughout the site.
156. A permit condition will require the SMP to include details of how the site will be managed prior to and during the construction period as sought under Standard W3 at Clause 53.18-6.
157. Subject to conditions, the ESD and WSUD response is considered acceptable.

Variation of Easement

158. It is proposed to vary easement E1, where it extends along Railway Crescent, to reduce its extent. The easement is set aside for drainage purposes in favour of the council.

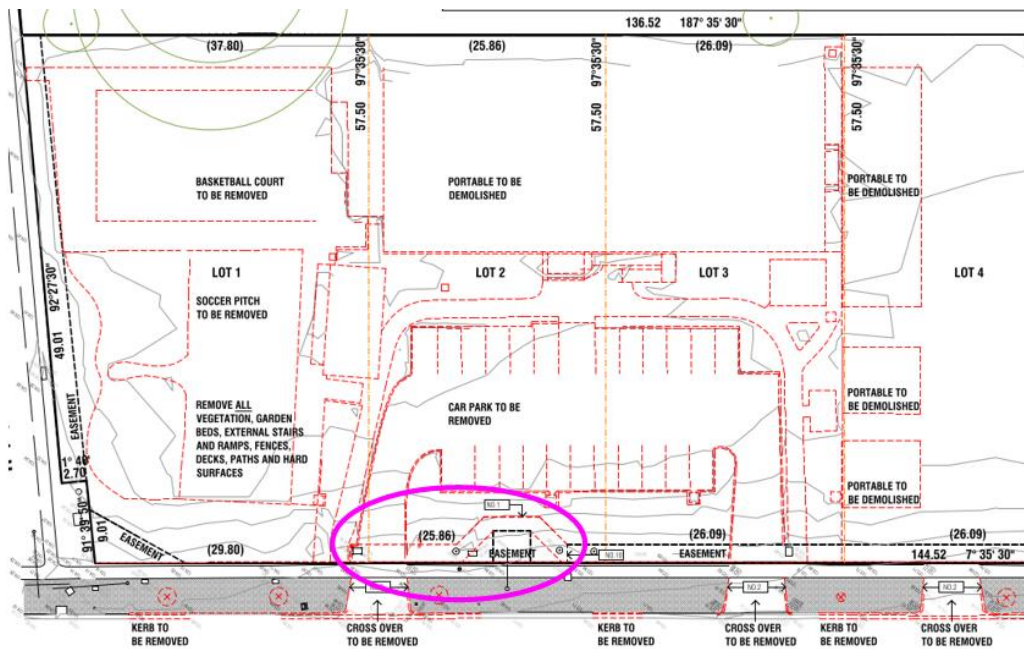


Figure 15 Extent of E-1 variation (circled)

159. The council has confirmed that it has no objection to the easement variation and has noted that the application will need to either take on the existing assets or more likely remove the assets as part of the easement removal.
160. The key guiding principle with respect to easements is Administrative Appeals Tribunal (the Tribunal) decision in *KJ Barge & Associates v Prahran City Council & Anor (1992) 10 AATR 345*, in which it was confirmed that the following questions should be asked:
- a. Does the current use of or the current state or condition of the dominant and servient lands (tenements) indicate a need or requirement for the continued existence of the easement; and
 - b. Would the owners of the dominant land suffer any material detriment in their use and enjoyment of that land if the easement were removed or varied?
161. In this case the Tribunal held that if the answer to either of these questions is in the affirmative, a permit should not be granted.
162. With regard to the proposal, the above questions are answered as follows:
- a. The subject land is burdened by Easement 1 (E-1) in favour of the council for drainage purposes. Lots 1 - 5 are contiguous parcels of land all in one ownership. The proposal includes a secondary school campus over all five allotments. On this basis, there would appear to be no need or requirement for the easement to service all five properties as the development has the potential to 'tap into' council infrastructure at any point along the easement in order to connect to the drainage network.
 - b. The land is in one ownership and there would be no material detriment as a result of varying the extent of the easement. All other properties remain unimpacted by the variation.
163. Overall, the easement variation is considered acceptable subject to conditions requiring detailed plans and final resolution of how the existing assets within the easement will be dealt with.

Pipeline

164. Clause 19.01-3S seeks to ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment and includes strategies to recognise existing transmission-pressure gas pipelines in planning schemes and protect from further encroachment



by residential development or other sensitive land uses, unless suitable additional protection of pipelines is provided.

165. The Pipeline License PL118 Somerton Pipeline is located to the west of the subject site within the rail corridor.
166. The pipeline transports jet fuel at transmission pressures to Melbourne Airport and is owned by the Somerton Pipeline Joint Venture (JV), operated by Mobil Oil Australia.



Figure 16 location of pipeline (red line) in relation to subject site

167. In response to an objection from Mobil Oil Australia, a Land Use Change Pipeline Safety Management Study has been submitted which includes the following key comments and recommendations:
 - Increasing a further set back of the school building from the boundary was not considered to be required.
 - Mobil to verify its pipeline signage. If required, Mobil to consider increasing pipeline signage every 50m.
 - Mobil to verify the power poles within the battery limits have warning labels affixed.
 - The school to provide its emergency response plan (ERP) to Mobil for review, demonstrating that students can safely evacuate to Kraft Court should a pipeline emergency event be declared.
 - The school to provide its construction methodology and Safe Work Method Statements to Mobil for review.
 - The school to issue Mobil with its final design for review. Consideration should be given to relocating the primary school open space area further east, away from Railway Crescent.
 - The school to provide Mobil with its final designs for services and utility connections.
168. It is considered that adequate regard has been given to the design of the proposal in relation to the pipeline. Whilst not strictly required under the planning scheme, it is recommended that a condition of permit will require risk assessment report and evacuation management plan generally consistent with the submitted Land Use Change Pipeline Safety Management Study.

Recommendation



169. The proposal is generally consistent with the relevant planning policies of the Hume Planning Scheme and will contribute to the provision of school facilities within the Broadmeadows area.
170. The proposal is generally supported by the various formal and informal referral agencies.
171. It is recommended that a delegate for the Minister of Planning issue Planning Permit No. PA2302319 for the staged development of a non-government primary and secondary school, variation of easement, and internally illuminated business identification signage at 92-96 Railway Crescent and 27-37 Kraft Court, Broadmeadows, Melbourne, subject to conditions.
172. It is recommended that the applicant, referral authorities, the council and objectors be notified of the above in writing.

Prepared by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
- Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
- Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

[Redacted signature]

Dated: 25 November 2024

Approved by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
- Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
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[Redacted signature]

Dated: 25 November 2024