

**Application for Education Centre (Primary and Secondary School), Advertising Signage,
Reduction in Car Parking and Modification of an Easement**

At: 27-37 Kraft Court (part) and 92-96 Railway Crescent, Broadmeadows
Ref: SM 0322
Date: June 2023

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Appendices

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Appendix B	Mobil Oil Australia Response
Appendix C	Melbourne Water Flood Level Certificate
Appendix D	Architectural Plans
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Appendix F	Traffic Assessment
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Appendix I	Existing Permit/s

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Note: These appendices were submitted at the time of lodgement and have not been resubmitted, unless updated.

1.0 Introduction

Blur has been engaged to prepare this town planning report to accompany a planning permit application to the Department of Transport and Planning for the redevelopment of land at 27-37 Kraft Court and 92-96 Railway Crescent, Broadmeadows.

The application involves the demolition of an existing primary school and childcare centre on the site, the construction of a new three storey primary and secondary school, administration building and also involves buildings and works in a Special Building Overlay, advertising signage, a reduction in car parking and the modification of an existing easement.

In summary, the proposal warrants favourable consideration for the following reasons:

- It is consistent with the strategic directions contained in the Planning Policy Frame and Municipal Planning Strategy of the Hume Planning Scheme.
- The proposal is a direct response to a demonstrated demand for education services on the site, and more broadly within the municipality.
- The development is consistent with the aspirations of the broader strategic planning that has occurred, including the Broadmeadows Structure Plan and Greater Broadmeadows Framework Plan.
- The building form responds positively to its surrounding context.
- The architectural design is of a high standard and incorporates an articulated and robust form which creates interest and variety in the street.
- The built form is supported by a high quality landscape that makes a positive contribution to the streetscape and amenity of the area.

Address	27-37 Kraft Court and 92-96 Railway Crescent, Broadmeadows
Title Details	Lots 1 - 9 on POS600857
Zoning	Commercial 2 Zone
Overlay/s	Special Building Overlay
Permit Triggers	34.02-1: To use land for an education centre (primary and secondary school) 34.02-4: To construct a building or construct or carry out works 44.05-2: To construct a building or construct or carry out works 52.02: To vary an easement 52.05-11: Advertising signage 52.06-3: To reduce car parking

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2.0 Background

2.1 Existing Permit/s

The site is subject to a number of existing permit/s, which are a relevant consideration within the context of the proposal (refer **Appendix I**). These are summarised as follows:

- *Ref: P21181: Use and Development of the Land for an Education Centre*
This Permit was issued at the direction of VCAT (Ref: P1945/2018) and facilitated the establishment of the current school (My College) on land at 92 Railway Crescent, with a maximum of 225 students.
 - The existing school is to be removed as part of Stage 2.
- *Ref: P14335.01: Use and Development of the Land for a Youth and Community Centre with Associated Car Parking in Accordance with Endorsed Plans*
This Permit relates to an extension of the existing community centre and includes a childcare, community centre, cafe, swimming pool on land at 27-38 Kraft Court.

2.2 Pre-application Feedback

Prior to finalising the preparation of this application, pre-application feedback was sought from the Department of Transport and Planning and Council's Planning Department. The proposal responds to these discussions in the following manner:

Jet Fuel Pipeline (Council):

- As detailed in the previously submitted Risk Assessment (refer **Appendix A**), the proposed activities 'do not constitute an escalation of existing hazards.' Further advice provided to Council from Mobil Oil Australia (refer **Appendix B**) indicates there is no objection to an expansion of the school operations.

Traffic (Council):

- A detailed traffic impact assessment has been undertaken by Ratio Consultants and is attached to this response. The details associated with a reduction in parking is discussed in Section 6.7.

Urban Design (Council):

- With the exception of the location of car parking (supported by Council), the proposal has undergone a substantial degree of change from the pre-application stage. Broadly, the submitted plans:
 - Remove rooftop play areas and improve play area amenity;
 - Improve solar access;
 - Provide a high standard of design and incorporate an articulated and robust form which creates interest and variety in the street. There is also a clear distinction between administration and school buildings.

Detail and Support Reports (DoTP):

- Broadly, further information was sought with respect to the design detail, rationale of the design development and ensuring that the necessary supporting information is provided. The design response is discussed further in Section 5.1, Section 6.5 and within the attached architectural plans.

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3.0 Subject Site

The site is located on the east side of Railway Crescent, with some lots provided with a frontage to Kraft Court and is located within the Hume municipality (see Figure 1).

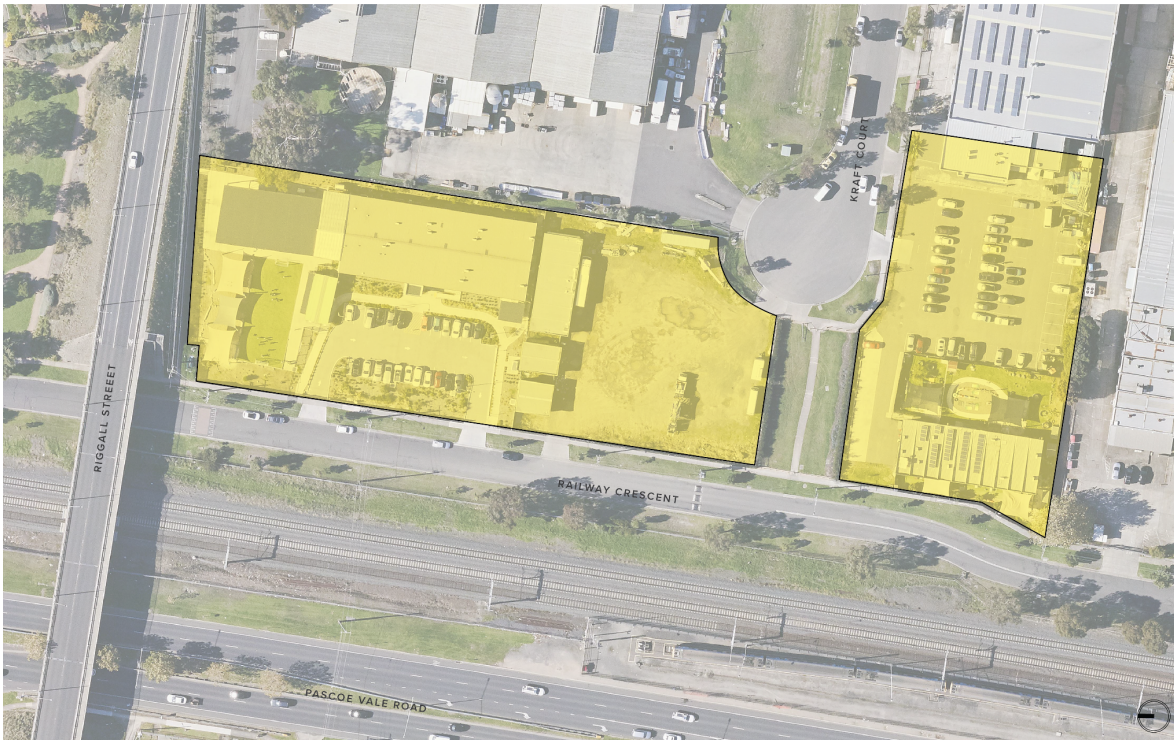


Figure 1: Aerial Photograph of the Subject Site (Source: MetroMap)

Details of the subject site are provided below:

- The site is formally known as Lots 1 - 9 on POS600857;
- The site is made up of two large holdings with a combined site area of approximately 13,304m². A Council reserve runs east west through the parcels and provides a pedestrian connection from Kraft Court through to Railway Crescent.
- The site currently contains:
 - o An existing primary school over Lots 1-4;
 - o Vacant/informal overflow parking on Lot 5;
 - o An existing childcare and car parking on Lots 6-7; and
 - o Parking and part of the restaurant and community centre on Lots 8-9.
- The site is largely void of vegetation with the exception of some establishing landscape.
- The site is included within the Commercial 2 Zone, with part of the Lots 5 - 9 affected by the Special Building Overlay. Advice from Melbourne Water indicates that the site is not subject to flooding from Melbourne Water's drainage system (refer **Appendix C**).

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4.0 Surrounding Area

The subject site is located within an established industrial area that contains a mix of uses. 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.

The built form character along Kraft Court is more industrial in nature and is typified by more 'traditional' warehouse/industrial forms of tilt up concrete, metal cladding and some use of glazing for mezzanine/administrative spaces - which is more typical on the south side of Kraft Court.

The site is located approximately 90 metres east of the Commercial 1 Zone, which forms part of a broader Activity Centre and includes a range of commercial uses. Council offices and a range of other community oriented uses including bus and rail stations are approximately 690 metres south west and the site is therefore well located to access public transport and other community infrastructure.

Having regard to the site's immediate interfaces, the following is noted:

- Land immediately north of the site forms part of a pedestrian connection and consists of stairs that connect to the Riggall Street overpass and a ramp that connects further to the north east along Riggall Street through to the surrounding residential area. To the north of Riggall Street is a broader residential area which contains a range of single dwellings and multi-unit development.
- For the sites with an address to Railway Crescent, land the east forms part of the Provedore Fine Foods Cheese Factory; a three storey scale industrial complex. Land abutting the site boundary consists of some landscape and hardstand and storage areas and provides access and manoeuvring for trucks / service vehicles. There is some staff parking and landscape space toward the north east of the site. For the sites with an address to Kraft Court, the land is improved by an existing community centre and associated facilities, under the same ownership. The built form is approximately two storeys in scale.
- Land to the south contains the Prydes Confectionery manufacturing and warehousing facility and is a large scale industrial form of a two to three storey scale. The building is setback approximately 13m from the shared boundary and presents as a 'back of house' to the site.
- To the west, the site fronts Railway Crescent and the rail reserve. Railway Crescent is an approximately 20 metre road reserve and provides for north-south vehicle movements.

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Figure 2: Aerial Photograph of the Site Context (Source: MetroMap)

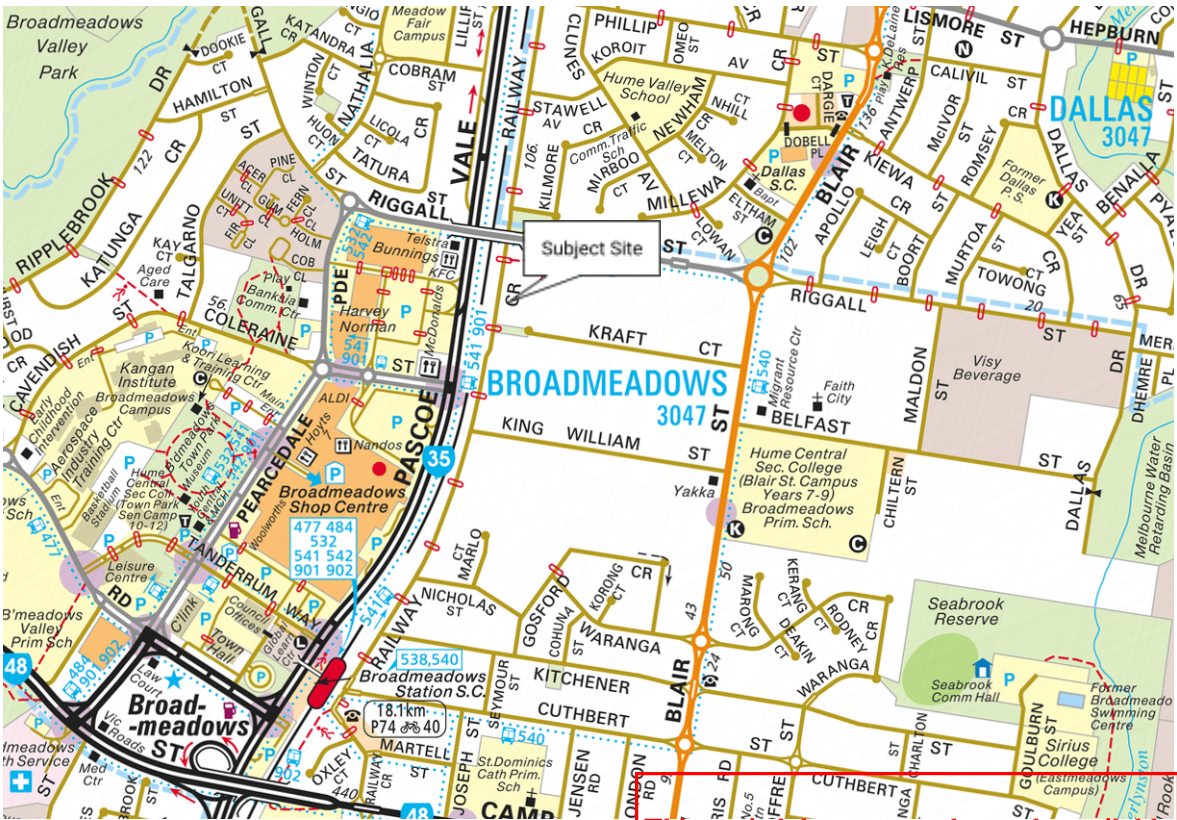


Figure 3: Site Context (Source: Melway)

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5.0 Proposal

As illustrated in the attached plans, the application proposes to redevelop the land to facilitate the construction of a new, purpose-built three storey primary school and secondary boys and girls campus. The proposal also includes the provision of car parking, library, canteen, administration and play areas to support the function of the school (refer Figure 4 below).



Figure 4: Secondary School Elevation to Railway Crescent

It is expected that the school will be delivered in two broad stages:

- Stage 1 - primary school; and
- Stage 2 - secondary school.

Specifically, the development proposes:

- Demolition of the existing buildings onsite
- Primary:
 - 672 students
 - 73 staff
 - 47 car parks
 - Access via Railway Crescent and Kraft Court
- Secondary:
 - 288 male students
 - 432 female students
 - 77 staff
 - 170 car parks
 - Access via Railway Crescent and Kraft Court
- Modification of the easement E1 to reduce its extent. The easement is set aside for drainage purposes in favour of Hume City Council. The reduction in the length of the easement is not considered to impact on drainage as the site is in contiguous ownership and proposes development across the entire site and the site will connect into the existing drainage network (to be detailed during civil design).
- Hours of operation: Proposed operational hours are 7am - 4:30pm, Monday to Friday. Whilst it is intended that the majority of operations will occur between 8:30am - 3:30pm, the hours sought allow for the facilitation of school-run extra curricular activities and for staff / admin operation outside of the school hours. In addition, it is likely that the school will host other activities such as open days, presentation/award ceremonies and the like. It is anticipated these could occur on a monthly basis

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5.1 Built Form

The proposed development comprises full demolition of the existing buildings on-site and construction of four primary buildings with two levels of parking along the eastern boundary.

The proposed building features a high quality, contemporary design which will positively contribute to the streetscape as well as the character and amenity of the wider area.

As detailed in the architectural plans, the proposed buildings are broadly divided into school and administration buildings with two distinct interface treatments (east and west) with a ground level designed to respond to the pedestrian scale and provide a positive landscape response. The buildings introduce a fine grain brick screen over the glazing to respond to the site's western interface (sun and visual) and creates a permeable pattern and contributes to visual interest in the streetscape (refer Figure 5 below). Classrooms along the western interface are also 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.

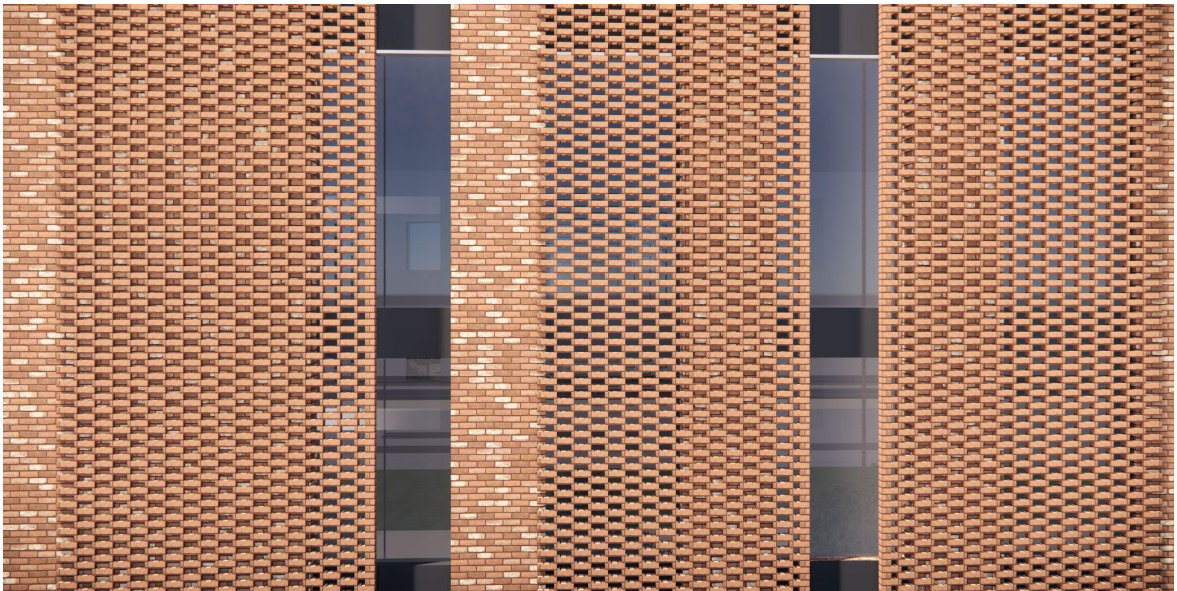


Figure 5: Brick Screening Detail

The administration building which sits between the two secondary school wings is distinguished in its form and materiality to reinforce a built form hierarchy and improve legibility on the site.

5.2 Landscaping

Landscaping is proposed throughout the site as follows:

- Landscaping to Railway Crescent, Kraft Court and the Council Reserve to soften the built form and provide a high quality streetscape/outlook. Additional street planting is also proposed.
- Organic landscape spaces to the secondary school ground floor courtyards that serve as informal teaching and passive, social spaces.
- Mixed hard and softscape landscaping to the ground floor play area of the primary school.
- Landscaping to the secondary school first floor terraces that provide a mix of active and passive spaces with planting at the building edges to soften building form.
- Active play and softscape areas to the second floor of the primary school.

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Figure 6: Landscape/Play Spaces to Secondary School (Girls Campus)

5.3 Access and Parking

Access and parking arrangements for the site are summarised as follows:

- A total of 217 car parking spaces will be provided and split across primary, secondary school and the existing community centre area/s.
- There are also 10 existing car parking spaces at the front of existing uses fronting Kraft Court.
- Vehicle access will be via Kraft Court and Railway Crescent.
- A total of 255 bicycle parking spaces are provided as follows:
 - 238 spaces that are accessible in the school grounds or car parking areas.
 - 15 dedicated staff spaces, with access to designated end-of-trip facility areas.

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6.0 Planning Consideration

6.1 Preamble

Having regard to the applicable provisions of the Hume Planning Scheme, an assessment of the proposal requires the following key matters to be addressed:

- Strategic planning considerations having regard to the Municipal Planning Strategy and the Planning Policy Framework set out in the Hume Planning Scheme. Consideration is also given to the Greater Broadmeadows Framework Plan and Structure Plan.
- The potential for contaminated land with regard to Clause 13.04-1.
- The compatibility of a school in this location, having regard to Clause 13.07-1S and 17.03-1L.
- The proposed design, built form and sustainability considerations having regard to Clause 02.03-5, Clause 15.01 and Clause 22.21.
- Car parking, traffic and access implications of the proposal.

An assessment of each of these is provided in the following section of this report.

6.2 Strategic Policy Considerations

There is broad support within the Planning Policy Framework for the intensification of the use and development of land for employment generating uses within existing activity centres and established inner-urban areas, particularly those sites with good access to public transport.

The site is strategically located within the Broadmeadows Metropolitan Activity Centre with good access to public transport. The surrounding area is anticipated to undergo further renewal and change, with some evidence of this already occurring on King William Street with the more recent Jemena development and the Kingslea development (under construction) which provides for a substantive increase in the housing stock available in the immediate surrounds.

Notably, the Strategic Framework Plan in Clause 02.04 identifies the site within a broader mixed use precinct where a range of land uses are contemplated (see Figure 7 below).

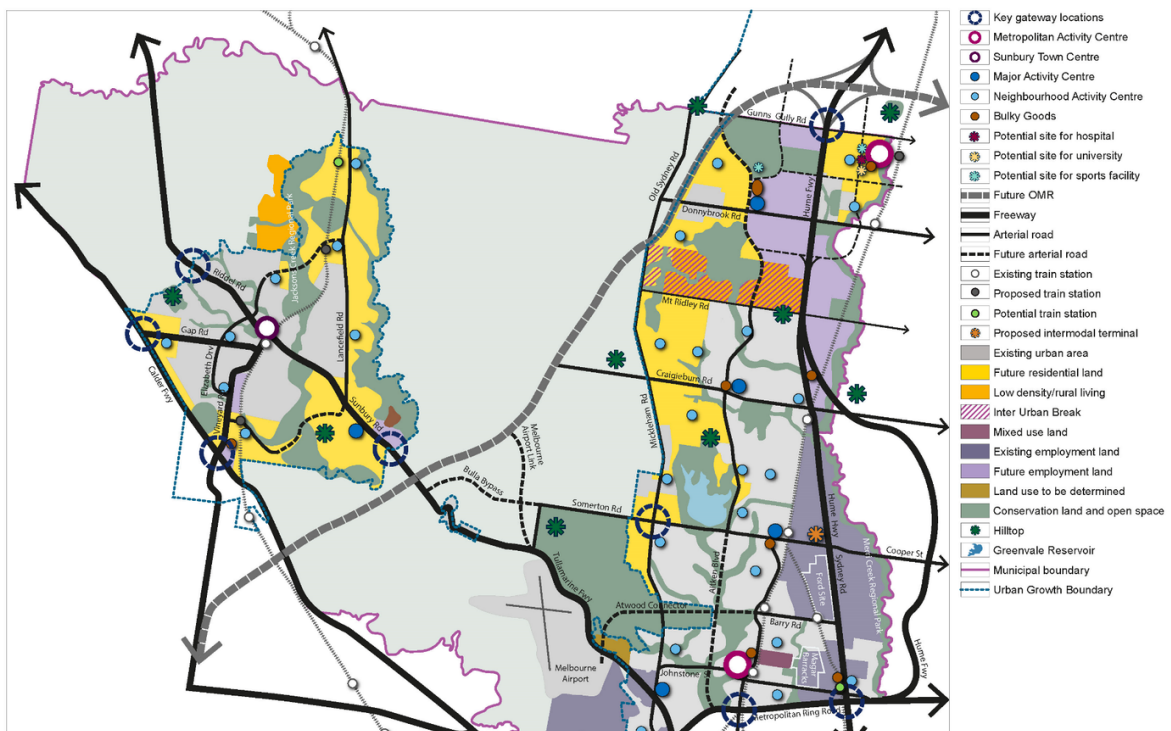


Figure 7: Strategic Framework Plan (Source: Hume Planning Scheme)

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With reference to the Planning Policy Framework (PPF) and Plan Melbourne (2017-2050), the proposal is consistent with the strategic direction to develop the Hume Corridor to be a sustainable urban area with high quality development. More specifically, the proposal:

- Will support the strengthening of the role of Broadmeadows as a key Metropolitan Activity Centre (Clause 02.01) through the intensification of land use and the provision of substantive employment opportunities. Anticipated population growth of approximately 150,000 additional residents by 2041 will also place greater demand on services, such as education.
- Is consistent with Council's vision in Clause 02.02 and contributes to a city that values education, facilitates economic growth through job creation, celebrates diversity and contributes to sustainable development.
- Responds to the strategic directions in developing vibrant and attractive centres. The development will reinforce the Broadmeadows Activity Centre as a regional hub that is supported by a mix of uses, including educational facilities (Clause 02.03 and Clause 11.03-1S).
- Actively contributes to economic development and facilitates the delivery of approximately 150 local direct jobs (Clause 02.03-7). A number of indirect support roles will also be created.

The location of the subject site, the evidence of renewal already occurring and the general policy directives of the Hume Planning Scheme indicate the proposal is strategically placed to support the aspirations of the PPF. The site is already established for educational purposes and is within an area identified for mixed use renewal and benefits from its location within an activity centre, that is in close proximity to bus and rail stations.

For these reasons, the proposal is consistent with the strategic directives of the Hume Planning Scheme.

6.3 Contaminated and Potentially Contaminated Land

Whilst not located in an Environmental Audit Overlay, the site is located within a broader industrial area in which there is a potential for contamination. Notably, much of the site is already used for sensitive uses, being a primary school and childcare centre, and an Environmental Audit was previously undertaken for the school.

Notwithstanding this, a Preliminary Site Investigation (PSI) was undertaken by Prensa and is attached to this application. As detailed, the site is unlikely to be impacted by contamination and is considered to be an appropriate location for a school.

6.4 Land Use Compatibility

The following are of relevance in relation to assessing the appropriateness of a school in this location:

- Clause 13.07-1S: Land use compatibility; and
- Clause 17.03-1L: Industrial land supply.

Whilst a specific response to the above clauses is set out below, it should be noted that the site currently contains an operational primary school and childcare centre. The strategic planning work undertaken for the area also suggests that the area is expected to transition to a more diverse set of land uses. This is articulated in the following statements in the Greater Broadmeadows Framework Plan (bold for emphasis).

- *"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)."*
- *"**This is an area in transition** having traditionally supplied local jobs in manufacturing and warehousing. However, the significance of the area for industrial uses has declined with the departure of major businesses (such as Yakka, Betta and Ericsson) and the recent rezoning of sites for mixed use development."*

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Clause 13.07-1S:

The Clause sets out a number of strategies in relation to ensuring that amenity, health and safety are not compromised through facilitating uses with a potential offsite amenity impact. The development is considered an acceptable response as it:

- Does not result in an amenity or health and safety hazard;
- Is located on a site that already contains operational educational uses;
- Located in an area that is expected to undergo a considerable degree of change in the years to come;
- Is located on a site that has limited interfaces to other properties and is not expected to be unreasonably impacted by existing commercial or industrial operations;
- Is sited and designed in a manner that it minimises the potential from offsite amenity impacts.

Clause 17.03-1L:

More specifically, Clause 17.03-1L seeks to *discourage non-industrial uses that have a negative impact on the operation of industrial uses or would be more appropriately located within a Commercial 1 Zone*. The listed strategy response seeks to discourage uses that have a negative impact on industrial uses.

As detailed above, the site currently contains an operational primary school and is located within an area that is to undergo a considerable degree of change over time. The expansion of existing school operations it not expected to have a negative impact on adjoining uses and is considered to be in line with the strategic aspirations of the Hume Planning Scheme.

6.5 Design and Built Form Considerations

In addition to the strategic policy support, the built form response is also a relevant consideration in the assessment of the application. Clause 02.03-5 acknowledges that the industrial history within the area presents a poor quality of built form and encourages investment into the public realm to achieve better design outcomes. These built form aspirations are further articulated within Clause 15 the relevant assessment criteria include:

- Clause 15.01-1S Urban Environment
- Clause 15.01-2S Building Design
- Clause 15.01-2L-03 Environmentally Sustainable Development
- Greater Broadmeadows Framework Plan and Structure Plan

Clause 15.01-1S Urban Environment

The objective of Clause 15.01-1S is to, *“create urban environments that are safe, health, functional and enjoyable and that contribute to a sense of place and cultural identity.”* A number of strategies are identified as to how this can be achieved and the proposal responds in the following manner:

- The proposal provides for a high quality architectural design which makes an active contribution to emerging development within the area. Building forms and articulation are a positive response to the site’s interfaces, including the rail and road corridors to the west.
- The proposed buildings are well designed to create a high quality internal working and learning environment with good access to daylight, natural ventilation, high levels of accessibility and the inclusion of outdoor spaces and connections to landscape.
- The development provides for well resolved circulation spaces and has sought to create a safe environment for all users. Improvements at the ground floor plane, including substantial landscaping opportunities will enhance the streetscape and contribute to the public realm.

Clause 15.01-2S Building Design & Clause 15.01-2L-01 Building design - Hume

Broadly, the policy seeks to ensure that development makes a positive contribution to its local context, enhances the public realm and supports environmentally sustainable development. The proposal is consistent with these aspirations and responds to the relevant strategies as follows:

- The proposal represents a high quality architectural response for the site, and this is detailed in the accompanying architectural plans. The site analysis was critical in the formulation of the design

response and ensures the development is a positive response to its interfaces and maximises access to natural light and ventilation.

- Proposed architectural treatments, detailing, materials and finishes provide for a well resolved design solution which is visually interesting and engaging.
- The height scale and massing of the proposal is in broad keeping with the scale of existing and emerging 2-3 storey development in the area. Whilst the Structure Plan talks to a 0m setback for commercial development, the buildings are setback from Railway Crescent to ensure that:
 - The setback is in keeping with the setback of the existing childcare centre;
 - There are meaningful opportunities for landscaping within the front setback to soften the built form and enhance the public realm, particularly given the site's interface to the rail corridor.
- At the ground floor plane, the development includes substantive elements of glazing to encourage engagement with the public realm. Break-out learning spaces within the front setback areas also encourage activity and passive surveillance.
- To Railway Crescent, the proposal employs a mix of surface treatments to the parking and landscape areas to create visual interest and break up areas of hard surfacing. The addition of landscaping within the front setback and nature strip areas will also enhance the public realm.
- The development includes a number of Environmentally Sustainable Development initiatives.
- The proposal is not expected to have any adverse impacts on views, vistas or any landmarks.

Clause 15.01-2L-03 Environmentally Sustainable Development - Hume

As detailed in the attached Sustainability Management Plan (SMP), the proposal employs a number of initiatives that underpin the design response and contribute to achievement of best-practice outcomes. These aspirations are reinforced at Clause 22.21 Environmentally Sustainable Development. A summary of the key initiatives is outlined as follows:

- *Passive design to minimise the need for active energy systems*
- *No fossil fuels including natural gas. 100% all-electric building supplied with renewable energy through an embedded network*
- *Maintain comfortable internal temperatures passively, using little or no energy, providing comfortable learning spaces year round and protecting inhabitants from extreme weather events*
- *Create healthy spaces, including reduction in the use of harmful VOCs in glues, sealants and paints, and protection from dust and other external airborne pollutants*
- *Cost effective design that provides a sustainable outcome, avoiding over-engineering and providing for simple maintenance over time*
- *Minimise consumption of natural resources, including water and raw materials*
- *Minimise environmental impacts through operation, including energy consumption, waste creation and discharge of pollutants*
- *Promote urban ecology and communal spaces*
- *Promote sustainable, convenient travel with the integration of a scalable load management system. Future-proofing infrastructure in place for all necessary electrical cabling*

Further detail can be referred to in the attached SMP.

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6.6 Greater Broadmeadows Framework Plan and Structure Plan

In March 2012, Hume City Council adopted the Broadmeadows Structure Plan. The Structure Plan recognised the role of the Broadmeadows area as a central activity area and set out a number of initiatives and a strategic framework in relation to the future development of the broader area.

The Greater Broadmeadows Framework Plan was then developed in 2016 by the Victorian Planning Authority and Hume City Council. This plan builds upon the Structure Plan and identifies strategic priority areas and sets out how development could occur into the future.

Notably, neither of these documents are 'Incorporated Documents' into the Planning Scheme and their consideration in decision making is limited.

Broadmeadows Structure Plan:

The Broadmeadows Structure Plan is identified as a Background Document. Whilst not explicitly part of the decision making framework, consideration has been given to the aspirations of the Structure Plan. Specifically, the proposal:

- Is located within Precinct 3, Northmeadows in which a mix of uses are anticipated.
- Supports the visual integration of built form east and west of the railway line.
- Creates an urban structure that integrates with surrounding land uses, including the existing community centre which is in the same ownership.
- Results in a higher density form that has a limited amenity impact on surrounding areas.
- Supports the creation of vibrant and active streets through the inclusion of break-out spaces and glazing at the ground floor plane to encourage passive surveillance and engagement with the street.

Thematically, the proposal is a positive response to the Structure Plan objectives and:

- Represents a significant investment in the transformation of a large development site.
- Creates a high quality built form that is attractive, is of a human scale and promotes sustainability.
- Contributes to the provision of substantial employment opportunities.
- Strengthens the role of Broadmeadows as a significant centre for health and community services, including faith-based services and facilities.
- Promotes the use of sustainable transport due to its location within walking distance of existing bus and rail stations and through the provision of substantial bicycle parking facilities.
- Benefits from co-location with sporting facilities within the existing community centre.

Greater Broadmeadows Framework Plan:

The Greater Broadmeadows Framework Plan is not identified as a Background or Incorporated Document in the Hume Planning Scheme. Notwithstanding this, consideration has been given to the aspirations of the Framework Plan. Broadly, the Framework Plan seeks to facilitate the renewal of the Broadmeadows Activity Centre in line with the aspirations of Plan Melbourne 2017-2050.

The site is located within Strategic Priority Area B, Meadowlink, and is identified as having short-medium term aspirations. More specifically, it is identified as a 'future mixed use' area (refer Figure 8). There are no specific outcomes or action identified for the subject land, though the proposal is considered to be considered with the Framework Plan in that it:

- Contributes to the provision of an employment generating use, that will be of direct benefit and has the ability to service a growing local population; creating a walkable 'mixed use urban village.'
- Creates a high quality built form that is in line with the principles sought by the Framework Plan.

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Figure 8: Meadowlink Strategic Priority Area Plan (Source: VPA)

For these reasons, the proposal is an appropriate response to the Structure Plan and Framework Plan.

6.7 Compliance with Zone Provisions

The subject site is located within the Commercial 2 Zone (C2Z). The purpose of C2Z is as follows:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

As outlined in the 'Table of Uses' at Clause 34.02-1, 'Education Centre' is listed within Section 2 - permit required. The proposal is considered to be an acceptable response to the purpose of the C2Z as it:

- Is consistent with the aspirations of Planning Policy Framework (see Section 6.2).
- Encourages an employment generating use on a site that is identified as being suitable for mixed use purposes. The use is also consistent with the existing educational uses operating on the site.
- Is not considered to adjoin sensitive interfaces or adversely impact adjacent areas.

Permit triggers are also associated with:

- Buildings and works, associated with the development (Clause 34.02-4).

6.8 Compliance with Overlay Provisions

Part of the Lots 5 - 9 affected by the Special Building Overlay (refer Figure 9). Advice from Melbourne Water indicates that the site is not subject to flooding from Melbourne Water's drainage system (refer Appendix C).

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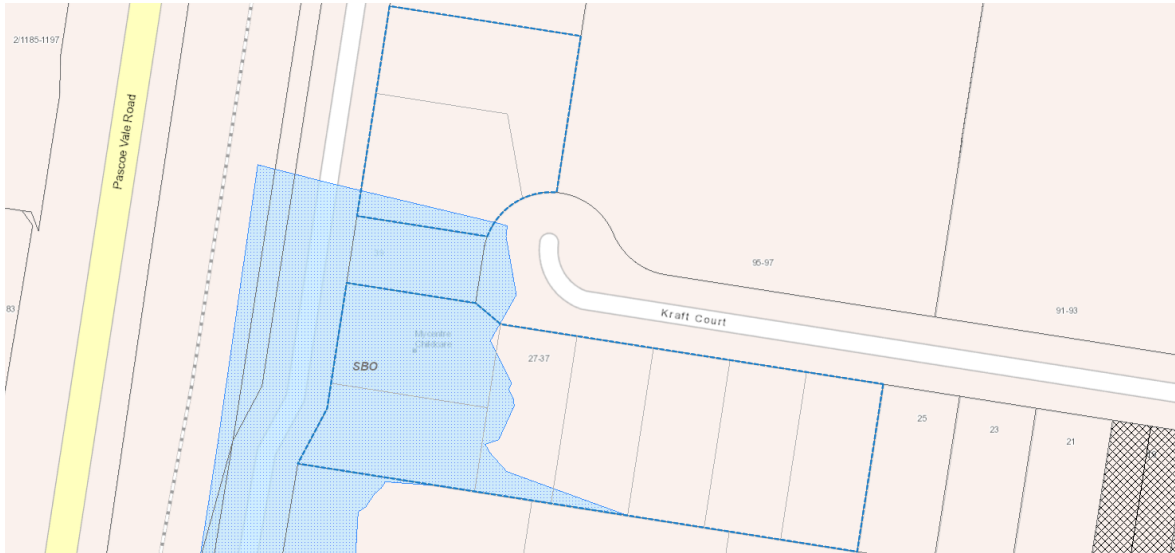


Figure 9: Special Building Overlay (Source: VicPlan)

A Permit is required to construct a building or to construct or carry out works. Whilst initial advice indicates that the site is not subject to flooding, proposed Finished Floor Levels have been set based on the levels provided as part of Melbourne Water’s referral response.

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6.9 Compliance with Particular Provisions

Clause 52.02: Easements, Restrictions and Reserves

As detailed in Clause 52.02, a Permit is required to vary an easement. In relation to particular of the ‘Barge test’ in relation to varying or removing an easement, the following is noted:

- 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;

Response: The subject land is burdened by Easement 1 (E-1) in favour of Hume City 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 (5) 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 Council’s drainage network.

- Would the owners of the dominant land suffer any material detriment in their use and enjoyment of that land if the easement was removed or varied.

Response: As detailed above, 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.

Clause 52.05-11: Signage

The site is designated as Category 1 - Commercial areas in which there is the least degree of restriction. As detailed on the attached plans, a number of business identification signs are proposed as follows. For the purposes of identifying permit triggers, they are divided into individual uses.

Primary School:

- SN4: 1x business identification sign to Railway Crescent (on building): 1.75m²
- SN6: 1x business identification sign to the ground level (integrated into fencing): 1.68m²
- SN7: 1x business identification sign to the drainage reserve (integrated into fencing): 1.68m²
- Total: 5.11m²

Secondary School:

- 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 business identification sign to Railway Crescent (on building): 1.75m² each
- SN5: 1x business identification sign to Railway Crescent (on building): 4.30m²
- Total: 9.64m²

As detailed in Clause 52.05-11, a permit is not required for business identification signage where the following Condition/s are met:

The total display area of all signs to each premises must not exceed 8 sqm. This does not include a sign with a display area not exceeding 1.5 sqm that is below a verandah or, if no verandah, that is less than 3.7 m above pavement level.

Proposed signage does not meet these requirements in so far as the signage located on the building sits above 3.7m above the pavement level and therefore a Permit is required.

Existing Signage:

The existing signage on the subject land are as follows:

- School: 2x business identification sign to Railway Crescent (on fence): 2.31m² each; and
- Childcare: 1x business identification sign to Railway Crescent (on building): 6.48m²

The proposed signage is considered an appropriate design response as:

- It is located on a Commercial 2 zoned site, in which there are minimal limitations on signage.
- The signage will not create or result in visual clutter when viewed from the surrounding area. It is considered as part of the overall built form and is simple, with no distracting elements.
- It is considered proportionate when considered against the extent of built form / facade.
- It does not represent a substantive increased when compared to the existing signage.
- The signs do not have the potential to impact views or vistas.
- The signage will assist with wayfinding and identification of the use on the site.
- It does not require the use of unsightly structures that would detract from the overall appearance or presentation of the development.
- The signage does not face any residential areas.
- It is not considered to have an impact on road safety and does not distract drivers.

Within this context, the proposed signage is considered to be a positive design response to the site and surrounds, and one which has been considered within the overall design and presentation of the development.

Clause 52.06: Car Parking

Clause 52.06 sets out the number of car parking spaces required for various land uses. It is noted the site is included within the Principal Public Transport Network (PPTN) area. As detailed in the attached traffic impact assessment by Ratio Consultants, the following is noted:

- The school has a statutory requirement to provide 165 parking spaces.
- The existing community centre has a statutory requirement to provide 102 parking spaces.
- The car parking surveys undertaken indicated that the car parking demand generated by the community centre on the day of the survey was contained within the on-site car park, indicating the centre generated a demand of approx. 40 car parking spaces.
- However, it is understood the community centre frequently experiences much higher car parking demands, and that it has the benefit of using what is currently a gravel car park on the northern side of Kraft Court as overflow parking.

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- The school and community centre have a combined statutory car parking requirement of 267 car parking spaces.
- Overall, the site is provided with 227 car parking spaces on site, which is 40 spaces less than the statutory requirement. A reduction in car parking is therefore sought (as it relates to the community centre).
- As detailed in the attached report, peak demand with the existing community centre only relates to operations on a Friday. For this reason, it is proposed that a number of school staff finish at approximately 12pm on Fridays.

Further detail in relation to the provision of car parking is provided in the accompanying traffic impact assessment report by Ratio Consultants.

Clause 52.34: Bicycle Facilities

This Clause sets out the statutory requirements associated with the provision of bicycle parking on the site. Based on these requirements, bicycle parking is to be provided as follows:

- Primary school: 34 spaces (including 4 staff spaces); and
- Secondary school: 180 spaces (including 4 staff spaces).
- The above requirement for 8 staff spaces also triggers the requirement to provide 1 shower/change room as part of End of Trip facilities.

A total of 255 bicycle parking spaces are proposed, as well as end of trip facilities in each school, in accordance with these requirements.

Further detail in relation to the provision of bicycle facilities is provided in the accompanying traffic impact assessment report by Ratio Consultants.

Clause 53.18: Stormwater Management in Urban Development

The Clause seeks to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts on the environment. As detailed in the attached SMP, the proposal achieves relevant best practice requirements in relation to stormwater management.

Clause 53.19: Non-government schools

The Clause is intended to facilitate the delivery of non-government schools. As the proposal includes land on which an existing primary school operates and includes immediately adjoining properties, this is considered to be a relevant consideration and the proposal is considered exempt from review.

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7.0 Conclusion

The proposal is designed in accordance with the relevant provisions and policies of the Planning Scheme. The development is considered an appropriate town planning outcome for the following reasons:

- The proposal responds to the strategic planning aspirations of Hume and the Planning Policy Framework in supporting the growth of the Broadmeadows Activity Centre. The expansion of the existing school facility will provide for significant employment opportunities close to where people live and in proximity to public transport.
- The architectural design, massing and materiality offer a positive design response to the site context. The built form outcome will make a positive contribution to the surrounding area and existing street through the provision of a high quality architectural and landscape design response.
- 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.
- There are no unreasonable offsite amenity impacts.
- Appropriate car parking and access is proposed. The proposal also includes substantial provision for bicycle parking and end-of-trip facilities to promote alternative modes of transport.
- Best practice environmentally sustainable development initiatives are targeted for the proposal.

The proposal therefore warrants favourable consideration by Council.

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November 2023

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