

Thornhill Park Catholic Primary School and Early Learning Centre

64 Wiltshire Boulevard, Thornhill Park
PA2403034



Officer Assessment Report
Development Approvals & Design



Department
of Transport
and Planning

OFFICIAL



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Executive Summary



Key Information	Details				
Application No:	PA2302297				
Received:	12 July 2024				
Statutory Days:	19				
Applicant:	The Roman Catholic Trusts Corporation for the Diocese of Melbourne c/- Urban Planning Collective				
Planning Scheme:	Melton				
Land Address:	64 Wiltshire Boulevard Thornhill Park				
Proposal:	Construct a building or construct or carry out works for a primary school and ancillary education centre (childcare centre) (land use as of right)				
Development Value:	\$ 14.96m				
Why is the Minister responsible?	<p>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:</p> <ul style="list-style-type: none"> • It is for a primary school; and • An education centre (childcare centre) that is ancillary to, carried out in conjunction with, and on the same land in the same ownership as, the proposed primary school; and • There is no existing primary school or secondary school on the land. 				
Why is a permit required?	Clause	Control	Trigger		
Zone:	Clause 37.07	Urban Growth Zone Schedule 8 (UGZ8)	<ul style="list-style-type: none"> • Use the land for any use in Section 2 of the applied zone • Construct a building or construct or carry out works <p>Clause 2.2 specifies applied zone provisions which apply to the use of land and construction of a building and construction and carrying out of works.</p>		
Applied Zone	Clause 32.08	General Residential Zone 1 (GRZ1)	<ul style="list-style-type: none"> • Use the land for any use not in Section 1 or 3 of Clause 32.08-2 (i.e. primary school) • A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2 (i.e. primary school). 		
Cultural Heritage:	Not in an area identified as having aboriginal cultural heritage sensitivity.				
Total Site Area:	26,035m ²				
Gross Floor Area:	Stage 1: 2,090m ²				
Height:	1 storey				
	7.2m maximum				
	Stage 1	Stage 2	Stage 3	Stage 4	Total
Students	200	375 (+175)	525 (+150)	-	525
Staff	15	26 (+11)	36 (+10)	-	36
Car Parking	39	59 (+20)	-	-	59
Bicycle parking	58	-	-	-	58



Childcare 16 staff
99 child places
22 car spaces

Referrals: • Transport for Victoria (s55 – determining)
• Melton City Council (informal)

Notice: • Notice of the application under section 52(1)(a), (b) and (d) is exempt under Clause 37.07-13 for an application under any provision of the scheme which is generally in accordance with the precinct structure plan applying to the land, i.e. the *Armstrong Creek Structure Plan West, September 2012*.

Proposal Background

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

Milestone	Date
Pre-application meeting	NA
Application lodgement	12 July 2024
Further information requested	25 July 2024
Further information received	8 August 2024

Decision Plans

- Plans for Thornhill Park CPS & ELC Stage 1 - Town Planning prepared by Clarke Hopkins Clarke Architecture, dated 30 May 2023, 5 August 2024.
- Masterplan Report - Thornhill Park Catholic Primary School & ELC by Clarke Hopkins Clarke Architecture, dated August 2024.
- Planning submission prepared by UpCo, dated 8 August 2024.
- Environmentally Sustainable Design Report prepared by Energy Water Environment, dated 24 June 2024.
- Traffic and Transport Assessment prepared by Impact, dated 6 August 2024.
- Waste Management Plan prepared by Impact, dated 6 August 2024.
- Landscape plans L000 – L708 prepared by Blom Design, dated 8 August 2024
- Tree Assessment prepared by Tree Wished, dated June 2023
- Detailed Site Investigation prepared by Atma Environmental, dated 18 November 2021.
- Letter re. Desktop Flora and Fauna Assessment prepared by EcoLink Consulting, dated 25 October 2021.

2. The subject of this report is the decision plans (as described above).
3. The site is located within the Paynes Road Precinct Structure Plan (PSP). Plan 1 to Schedule 8 of Clause 37.07 identifies the site for potential non-government school. Land north, east and west of the site is identified for residential use and has been developed with detached 1-2 storey dwellings. Land to the south is open space.
4. The subject site is part of the Paynes Road community hub, which sits at the core of the precinct and is to be a centralised community hub that integrates government and non-government schools with a community centre and sports reserve.

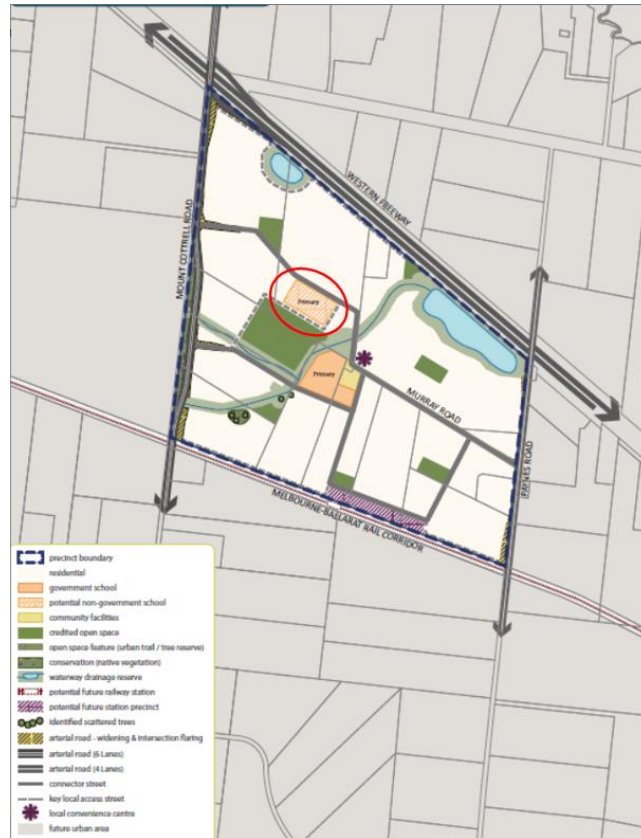


Figure 1 PSP urban structure plan (subject site circled)

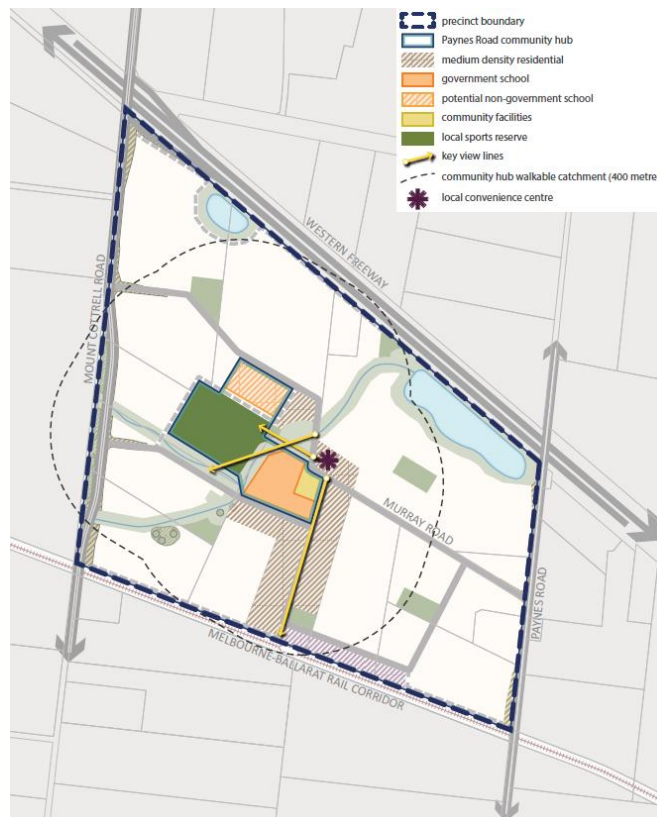


Figure 2 Paynes Road Community Hub

Proposal Summary

- The application proposes to use and develop the site as a primary school. The proposal seeks approval for a master plan and Stage 1 of the works as detailed below.

Masterplan

- The masterplan provides for delivery of a primary school in four stages with a total of 525 students and 36 staff. Buildings and works include three main buildings, four relocatable buildings, car park, sports courts and sports field with landscaping across the site. Buildings are to have a maximum height of 10m with a minimum setback of 3m.
- The proposed stages include the following:
 - Stage 1:** Office and staff areas, childcare, classrooms, carparking, bicycle parking and sports courts.
 - Stage 2:** Classrooms with art rooms and staff space, additional carparking including 8 drop-off/pick-up spaces, playground and sports field.
 - Stage 3:** Extension to the Stage 2 building with additional classrooms, four relocatable buildings and playground.
 - Stage 4:** Sports stadium and 'active recreation' open space.
- A total of 37 primary school car parking spaces, 22 childcare spaces and 8 drop-off/pick-up spaces are proposed within a car park to the west of the site with vehicle access from Fyfe Street.
- A total of 58 bicycle spaces are proposed.

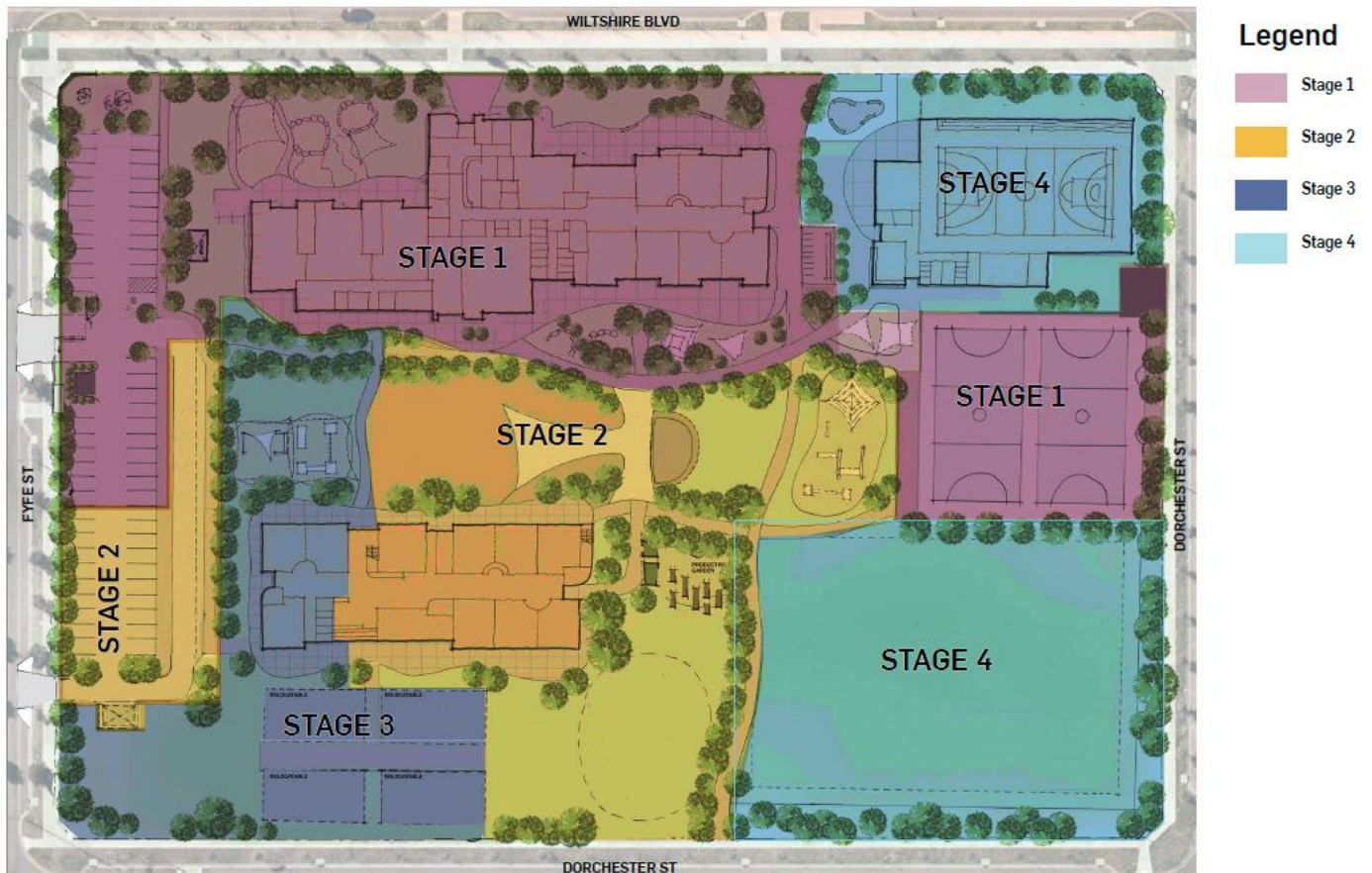


Figure 2 proposed masterplan

Stage 1

10. Stage 1 is proposed to accommodate 200 students, 15 staff, 39 car spaces (22 spaces for childcare, 17 spaces for primary school) and 58 bicycle parking spaces.
11. A single building to accommodate the office, childcare and classrooms is proposed, together with outdoor spaces including hardcourts and playground spaces, bicycle shed, bin store, car parking, fire booster cabinet and water meters.
12. The proposed Stage 1 building has a frontage to Wiltshire Boulevard and is setback approximately 6.5m – 21.6m from the street boundary.
13. The main entrance will be into a foyer accessed from Wiltshire Boulevard. There are various other secondary entrances to the building each elevation.
14. External finishes will mainly comprise brickwork with profiled metal cladding in grey and brown colours. Feature brickwork around windows, a curved brickwork wall and double height form to the main entry, and feature roof profiles will further articulate the built form.

Site Description

15. The site is an island site, bound by Dorchester Street to the south and east, Wiltshire Boulevard to the north and Fyfe Street to the west. The site is rectangular in shape and has an area of 26,035m².
16. The site is currently vacant. The submitted Flora and Fauna Assessment confirms that the site was levelled in early 2020 following completion of works within the Thornhill Park Estate, with fill brought in and spread across the site. Prior to this, it appears that the study area was used as a compound for heavy machinery, stockpiles and construction materials during the development of the Thornhill Park Estate, from mid-2016.
17. Immature street trees are spaced regularly along the nature strips of Wiltshire Boulevard, Dorchester Street and Fyfe Street. There are no existing vehicle crossovers to the site.
18. The site is Lot Y on Plan of Subdivision 806971U, Volume 11882, Folio 173. There are no covenants or easements affecting the site.



Figure 3 aerial subject site



Site Surrounds

19. The site is in Melbourne's West Growth Corridor, which stretches from the Princes Freeway in the south to the Melton Highway in the north.
20. The site is approximately 5km south-east of Melton and 2km north-east of the Cobblebank railway station. The site is approximately 800m north of the potential future Paynes Road railway station (as depicted in the PSP).
21. Wiltshire Boulevard along the north boundary of the site is a two-lane connector street and a key east-west link through the PSP with a bicycle lane on its southern side, separated from the footpath by a landscaped verge with immature street trees. Indented parking also extends either side of the carriageway.
22. Development surrounding the site can be described as follows:
 - **North and west:** Developed with a mix of single and double storey dwellings.
 - **East:** Childcare centre at 52 Dorchester Street and medium density, semi-detached housing on the east side of Dorchester Street.
 - **South:** The land to the south is designated in the PSP as credited open space for local sports reserve that will include a pavilion and associated infrastructure. A pedestrian path along the eastern edge of the open space provides access, via the wetlands, to the local convenience centre further to the east.



Municipal Planning Strategy

23. The following objectives and strategies are relevant to the proposal:

Clause	Description
02.01	Context
02.02	Vision
02.03-1	Settlement
02.03-2	Environmental and landscape values
2.03-5	Built environment and sustainability
2.03-8	Transport
2.03-9	Infrastructure
2.04-1	Strategic Framework Plan

Planning Policy Framework

Clause 11	Settlement
11.01-1S	Settlement
11.03-2S	Growth areas
Clause 13	Environmental Risks and Amenity
13.02-1S	Bushfire planning
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
15.01-2S	Building design
15.01-2L-03	Landscaping and green space
15.01-2L	Environmentally sustainable development
15.01-4S	Healthy neighbourhoods
15.01-4R	Healthy neighbourhoods - Metropolitan Melbourne
15.01-5S	Neighbourhood character



15.01-5L-01 Neighbourhood character

Clause 17 Economic Development

17.01-1S Diversified economy

17.01-1R Diversified economy - Metropolitan Melbourne

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

18.02-2S Cycling

18.02-2R Cycling - Metropolitan Melbourne

18.02-4S Roads

Clause 19 Infrastructure

19.01-1S Energy supply

19.01-2R Renewable energy - Metropolitan Melbourne

19.02-2S Education facilities

19.02-2R Education precincts - Metropolitan Melbourne

19.02-2L Education facilities

19.03-3S Integrated water management

19.03-3L Integrated water management

Statutory Planning Controls

Urban Growth Zone Schedule 8 (UGZ8)

24. The UGZ specifies that the provisions of Clauses 37.07-9 to 37.07-16 apply if a precinct structure plan applies to the land. As noted above, the Paynes Road Precinct Structure Plan applies to the subject site.
25. Pursuant to Clause 37.07-9 (Table of Uses) any requirement in the table of uses and any requirement specified in Schedule 8 to the UGZ must be met. A permit granted must be generally in accordance with the precinct structure plan.
26. Pursuant to Clause 37.07-11 (Buildings and Works), the provisions of specified zones as identified in Schedule 8 to the UGZ apply to the development of land.
27. Clause 2.2 to the UGZ8 confirms that Clause 32.08 – General Residential Zone 1 (GRZ1) is the applied zone in relation to construction of a building and construction and carrying out of works.
28. Whilst the GRZ1 is the relevant applied zone, Clause 2.4 of the UGZ8 includes specific provisions confirming that a permit is not required to use land for a primary school on land shown as potential non-government school in the incorporated PSP.

Applied Zone Provisions – General Residential Zone Schedule 1 (GRZ1)

29. Pursuant to Clause 32.08-2 a permit is required to use the land for a primary school.
30. The proposed childcare centre under Stage 1 of the development is to be ancillary to the school use as it will be located on the same land and operated in conjunction with the primary school. Accordingly, it is considered that a permit is not specifically required for this aspect of the proposal.
31. Pursuant to Clause 32.08-10 a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.

Development Contributions Plan Overlay, Schedule 8 (DCPO8)

32. Pursuant to Clause 45.06-1, a permit must not be granted to construct a building or construct or carry out works until a development contributions plan has been incorporated into this scheme.
33. Clause 5.0 of the DCPO8 states that land required for a non-government school is exempt from the provisions of this overlay.
34. The *Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans*, dated 11 October 2016 specifies that a development contributions plan must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for a non-government school.

Particular Provisions

Clause 52.06 – Carparking

35. Pursuant to Clause 52.06-5, car parking for a primary school is required at a rate of 1 space per employee that is part of the maximum number of employees on the site at any time.
36. Stage 1 proposes a maximum of 15 staff with 17 car parking spaces to be provided in accordance with statutory requirements.
37. Under the future stages, a maximum 36 primary school staff will be on site at any one time. The car parking provision will be increased under future stages to provide a total of 37 car parking spaces on site.
38. A childcare centre has a rate of 0.22 car spaces per child which results in a requirement for 22 car spaces. The proposal includes 22 car spaces allocated to the childcare centre.
39. No reduction in the car parking requirements is required.

Clause 52.34 – Bicycle Facilities

40. 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.
41. The proposal generates a total requirement for two staff spaces and 45 student bicycle parking spaces for the ultimate development, calculated at a rate of 1 space to each 20 employees and 1 space to each 5 pupils over year 4. A total provision of 58 spaces will be delivered in Stage 1 which will remain for the ultimate development. This meets the statutory requirement and a permit is not required in relation to bicycle facilities.

Clause 53.18 – Stormwater

42. Clause 53.18 applies to the buildings and works of this application. An application to construct a building or construct or carry out works must meet all of the objectives and should meet all of the standards of Clauses 53.18-5 and 53.18-6.

Clause 53.19 – Non-Government Schools

43. Clause 53.19 applies to use or development for a primary school, secondary school or education centre that is ancillary to, carried out in conjunction with, and on the same land or contiguous land in the same ownership as, a primary school or secondary school.

Other Strategic Considerations

Paynes Road Precinct Structure Plan

44. The PSP sets objectives and provides for their implementation in relation to eight key elements including:
- Image, character & housing
 - Employment & local convenience centre
 - Community facilities & education
 - Open space
 - Biodiversity & threatened species
 - Transport & movement
 - Integrated water management & utilities
 - Infrastructure delivery & development staging
 - Precinct Infrastructure Plan
45. The PSP earmarks the site for a potential non-government school.

Referrals

46. The application was referred and advertised to the following groups:

Provision / Clause	Organisation	Response and date received
Section 55 Referral – Determining	Transport for Victoria	No objection and no conditions, 26 July 2024
Informal Referral	Melton City Council	Changes and condition recommended, 12 August 2024

Municipal Council Comments

47. Melton City Council (the council) outlined recommendations and permit conditions, summarised as follows:
- The car park on the corner of Wiltshire Boulevard and Fyfe Street should be moved further south or sleeved behind the building to provide a stronger architectural focus and visually anchor the corner of the site.
The PSP states (at G13): *Schools and community facilities should be designed to front and be directly accessed from a public street with car parking located away from the main entry.*
 - All fencing along the street frontage should be visually permeable.
 - The car parking area must be located behind a 3m landscape buffer and the internal layout of the car park must include landscaping with one large canopy tree per six carparking spaces in accordance with Melton's Off Street Car Parking Guidelines.
 - The landscape setback should be increased to 3m to allow for adequate landscaping.
 - The Traffic Report should be amended include management plans for traffic and parking and include:
 - An assessment of the traffic and pedestrian risks around the school site;
 - Evaluate pedestrian crossing options and include professional judgement on safety infrastructure;
 - Assess the school speed zones and crossings in the surrounding road network;

- Provide recommendations based on VicRoads Speed Zoning Guidelines and Australian Standards 1742.10-2009.
- The following conditions should be included on any planning permit:
 - Canopy shade tree species must be reasonably capable of growing to a height of 10m and spread of 6m at maturity in local conditions.
 - Canopy tree planting be integrated into the carpark via dedicated outstands at a rate of no less than one large canopy tree per six carparking spaces.
 - Stormwater must be connected into the approved legal point of discharge.

DTP Response

48. In response to the council's comments, the following is noted:

- Car park location: The principal building and its public forecourt are positioned so they are central to the Wiltshire Boulevard frontage to create a genuine presence across the expansive main frontage.

Given the site is an island site with street frontage to all boundaries, there is limited ability to fully screen or sleeve the car park. It is considered appropriate that one frontage will adopt a secondary, functional character and. The Wiltshire Boulevard frontage has been chosen as the primary entry and public interface.

The applicant has advised that priority was also given to the student entry being proximate to bus access and bicycle facilities.

The layout and siting of the principal building connects the school community to its central plaza – a valued internal assembly space.

- Fencing: There is a small section of fence on the eastern boundary which has a perforated sheet backing to screen the proposed substation. The remainder of fencing is permeable and shown as such on drawing TP08.
- Landscaping within the car park: Following response to further information plans were amended to shift the car park east to increase the Fyfe Street setback from 1.7m to 3m. The increased setback allows for tree planting and raingarden to be accommodated within the west setback.
The size of the proposed car park limits integrated tree planting which may result in an overall larger car park area. The 21 canopy trees proposed around the Stage 1 carpark grow to 10m and have a spread of 5.5m and will provide reasonable shade to the carpark and amenity overall.
- Traffic report: Traffic and car parking management can be addressed via permit conditions. Traffic recommendations relating to abutting streets and footpaths are considered outside of scope and considered as part of the PSP.

49. The council's recommended conditions relating to canopy tree species and stormwater will be included

Notice

50. Pursuant to Clause 37.07-13 (UGZ) an application under any provision of this scheme which is generally in accordance with the precinct structure plan applying to the land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act, unless the schedule to this zone specifies otherwise. Accordingly, the application was not advertised.

Key Considerations

51. The proposal will deliver a new primary school within the Paynes Road precinct, generally in accordance with the approved PSP.
52. The proposal is supported by strategic directions:
 - Clause 2.03-7 planning for economic development which seeks to facilitate development that provides opportunities for local employment and education that are close to homes and are accessible by a variety of transport options.
 - Clause 2.03-9 planning for infrastructure which seeks to enhance educational and recreational opportunities through the provision of community infrastructure, including new schools and youth services.
53. Planning policy encourages appropriate land use and development which 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).
54. 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).
55. The new school will cater to the needs of the growing local community, provide a source of local employment, and contribute to the 20-minute neighbourhoods. The development is built-for-purpose relevant to the land use, incorporates a contemporary architectural design and siting that is compatible with the emerging surrounding context (Clause 15.01-4S, 17.01-1S, 19, 19.02-2S).
56. The building design and siting contribute positively to the local area and meet best practice in environmentally sustainable development (Clauses 15.01-2S).
57. A detailed site investigation has been undertaken (Atma Environmental report dated 18 November 2021) concluding that analysis results confirm the soil to be chemically uncontaminated with respect to the proposed primary school use, with no further investigation, remediation or management required in this regard. This responds to Clause 13.04-1S.

Zoning and Overlays

58. The proposal meets the purpose of the UGZ and the PSP, which identifies a potential non-government school in the location of the subject site. The growth of these newly developed areas relies on the provision of new community infrastructure, including new schools to support the future needs of the local community.

Use

59. A permit is not required to use the land for primary school. The proposed childcare centre under Stage 1 of the development is to be ancillary to the school use as it will be located in the same building as Stage 1 primary school building and operated in conjunction with the primary school. The childcare centre will operate as an early learning facility alongside the primary school. Accordingly, it is considered that permit is not required for this element of the proposal.
60. As envisioned by the PSP, the surrounding area is undergoing significant change with the broad objectives being to grow an attractive urban environment and deliver centrally located community facilities that support residents of all ages, encourage social interaction, engagement and support positive health outcomes and create a sense of place and civic pride.
61. A new school with ancillary childcare centre is fitting for these aspirations and the purpose of the GRZ1 which, amongst other things, seeks to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.



Master Plan

62. This application seeks approval for a master plan to be delivered in four separate stages of development. The master plan envisions a total of 525 students and 36 staff for the primary school and 99 childcare students and 16 childcare staff on site at any one time, accommodated within three key school buildings. The master plan indicatively shows the proposed 7.2m – 10m high buildings generally to the north and south-west of the site with open recreation space to the south-east of the site.
63. The scale of development complements the emerging character of the area, which includes 1-2 storey dwellings as well as a community hub to the south and east (of which the site forms part). Building setbacks from street boundaries of approximately 6m - 35m to the street will provide sufficient space to accommodate landscaping and trees.
64. The masterplan does not show the height of relocatable buildings to the south within Stage 3. It is noted that Clause 62.02-1 specifies buildings and works not requiring a permit includes a temporary portable classroom associated with an education centre located on a site for three years or less. It is not clear how long the relocatable buildings will be in place for and therefore considered that the masterplan should depict heights for this built form.
65. The proposal seeks to make Wiltshire Boulevard the primary frontage of the school by orienting the public forecourt main entry/foyer and general office space to this frontage. This is considered appropriate given the formal address of the site to Wiltshire Boulevard.
66. The master plan shows indicative future landscaping of the school, which will include tree lined street interfaces and trees throughout the centre of the site.
67. Car parking is located along the site's west boundary complemented by landscaping and accessed via Fyfe Street. The car parking spaces have been designed to provide safe and convenient access into the school buildings via internal pathways.
68. No bus parking will be provided on site. The submitted traffic report notes that bus pick-up/drop-off arrangement for Stage 1 is anticipated to occur on-street along Fyfe Street and Wiltshire Boulevard.
69. Detailed design of the buildings within Stages 2, 3 and 4 is yet to be prepared, with further details of each stage to be provided for assessment and approval prior to any works commencing under each stage of development. Nevertheless, it is noted that the works within future stages are located away from sensitive residential interfaces noting the site is bound on all sides by streets. The proposal is not expected to result in unreasonable amenity impacts, such as overlooking or overshadowing of private open space.
70. The approval of the master plan is supported as it provides understanding of the anticipated future use and development of the school site. Moreover, the master plan sets up a framework to guide the future development of the school in line with current planning scheme provisions and the PSP.
71. The works within Stage 1 are considered against the relevant planning provisions below.

Stage 1

Built Form

72. The proposed single storey (3.1m - 7.2) building within Stage 1 is located to the north of the site at a setback of 6.55m – 21.6m to Wiltshire Boulevard. Future development under Stages 2 and 3 will be located to the south and Stage 4 will be located to the east of the new building.
73. In terms of the built form expectations for the surrounding area, the applied GRZ for adjoining land would restrict residential buildings to a maximum of three storeys in height.
74. The new building materials include brickwork with profiled metal cladding in grey and brown colours. Feature brickwork around windows, a curved brickwork wall and double height form to the main entry, and feature roof profiles will further articulate the built form.



75. The breadth of the building is broken up with varying street setbacks, recesses and framed entry portals which differentiate from the low, angled roof over the classrooms, and various glazing to the street to encourage passive surveillance and interaction with the public realm.
76. The proposal includes new fencing around the site boundaries, comprising:
- 1.8m high palisade fence to Wiltshire Boulevard, part of Fyfe Street and part of Dorchester Street.
 - 1.2m high black chainmesh fence part of Fyfe Street and Dorchester Street.
 - 1.8m high palisade fence with perforated sheet backing to Dorchester Street substation.
77. The proposed school generally includes trees and shrubs as a landscaping buffer between the fence and the new school buildings. The fencing is largely transparent, allowing views between the public realm and the school grounds and will not create the impression of an enclosed barrier. The fencing is acceptable as it optimises opportunities for landscaping and passive surveillance, whilst also serving the safety and security needs of the school.
78. Whilst it is not preferred to locate the proposed substation and fire booster cabinet on street frontages, it is acknowledged that these features are constrained by the requirements of other authorities. The fencing and integrated design of these features will minimise their visual impact as far as practicable.
79. Overall, the design is considered to be an acceptable architectural outcome for a new school building within the PSP area.

Landscaping

80. Within Stage 1 landscaping will include 196 new trees located throughout the street setbacks, the car parking area and centrally within the site.
81. The 3m setback of the car park from Fyfe Street will provide for 16 trees with a mature height of 10m and canopy spread of 5.5m. Raingardens, garden bed and lawn will also be provided within street setbacks. These landscape features will soften the appearance of the car park and school buildings beyond and provide for an integrated design.
82. Detailed landscape plans will be required to be submitted for each of stage of development by way of conditions, for approval by the responsible authority.

Amenity Impacts

83. There are no amenity concerns on the surrounding properties resulting from the school within this growth area.
84. The school is on an island site and delivers on the earmarked non-government school envisioned by the PSP.
85. The proposed school buildings are adequately setback from the side boundaries with the primary interface of future school buildings being to roads. This will limit off-site impacts.

Car parking, Traffic, Bicycle Parking and Waste

Car parking

86. Clause 52.06-5 requires Stage 1 to include 36 car spaces (15 primary school spaces and 21 childcare spaces).
87. Future stages (ultimate development) are required to provide 57 car parking spaces (36 primary school spaces and 21 childcare spaces). The car parking will be provided in stages as follows:

Stage 1:

- 39 car spaces (17 primary school spaces and 22 childcare spaces) including one accessible car space and five drop-off/pick-up car spaces.

Stage 2:

- 59 car spaces (37 primary school spaces and 22 childcare spaces)
- 8 drop-off/pick-up car spaces

Stages 3 and 4

- 0 additional spaces

88. Under both Stage 1 and the ultimate development scenario, the car parking requirements are compliant with the Clause 52.06-5 provisions. No reduction in the statutory rate is sought.

89. Stage 1 car parking space dimensions, accessway widths and aisle widths generally meet the requirements of the Planning Scheme and are shown in the submitted traffic report. Permit conditions should require the plans to confirm the following details:

- Details of corner splays on both sides of the exit aisle confirming they are at least 50% clear of visual obstructions and measures 2m minimum along the frontage road from the edge of the exit lane and 2.5m minimum along the exit lane from the frontage generally in accordance with Clause 52.06 of the Melton Planning Scheme.

This is to ensure a clear view of pedestrians on the footpath of the frontage road is provided, particularly noting the proposed fence.

- As outlined at Clause 52.06-9, the area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.
- Dimensions to confirm aisle width of 6.4m minimum, car space width of 2.6m minimum and car space length of 4.9m minimum.
- The gradient and levels of the accessways (to be no steeper than 1:10 (10%) and car park surface.

Traffic

90. The traffic impacts of the new school have been assessed in the submitted traffic report which confirms that vehicle, pedestrian and cyclist access to/from the site will be appropriate.

91. Modelling within the traffic report shows that by 2046 roads surrounding the subject will not be saturated to the point of high levels of congestion, noting that there are slightly higher levels of congestion in the afternoon peak when compared to the morning peak.

92. The intersections of Wiltshire Boulevard / Mount Cotrell Road and Murray Road / Paynes Road are currently not signalised but are planned to be upgraded to signalised intersections in the future, as noted in the PSP. The signalisation of these intersections will improve safety and access to vehicles travelling to and from the site from the surrounding road network.

93. The location and development of the proposed primary school is in line with the PSP and Wiltshire Boulevard and the surrounding road network has been designed to accommodate the proposed primary school anticipated traffic movements. As such, the proposed primary school is not expected to have an unreasonable impact on the traffic in the area.

94. A security gate is proposed at the entrance of the car park and each vehicle, prior to entering the car park would utilise the access control via the central island. The design allows for one vehicle to prop within the property boundary and not to impede on the pedestrian footpath. The submitted traffic report notes that, given that drop-off/pick-up times vary for childcare facilities, and given the short dwell times of these security gates (on average, approximately 10 seconds per vehicle), queuing at the site entrance is expected to be minimal.

95. Notwithstanding, given the car park includes drop-off/pick-up car spaces, is considered unreasonable to have car reader controlled security gates operating during school peak times. Gates should remain open to allow flow of vehicle to and from the site as necessary without unreasonable queuing on the street or within the school car park.



A condition will require the gate to remain open at nominated peak times and detail how operation will function for non-staff users of the car park.

96. The Stage 2 extension of the car park includes 8 drop-off/pick-up spaces and a second crossover to Fyfe Street which will contribute to appropriate traffic flow as the school grows. A condition will require further detail of this as part of later stage endorsement.

Bicycle Parking

97. The bicycle requirements of Clause 52.34 specify that one staff space and four student bicycle parking spaces are required for Stage 1 of the development which will also cater to the ultimate development.
98. A total of two staff and 45 student bicycle parking spaces are required for the ultimate development.
99. A bicycle enclosure is to be provided with Stage 1 which will accommodate 50 bicycle parking spaces. In addition, eight car spaces are to be provided at the main entrance.
100. This bicycle parking provision exceeds the statutory requirement.

Waste

101. A bin storage area is located adjacent to the car park.
102. The submitted waste management plan confirms that:
- Waste shall be collected within the development, by the private waste collection contractor.
 - For Stage 1 waste bins shall be collected by a 6.4m mini rear loader waste collection vehicle and be undertaken outside of school peak periods.
 - For the ultimate stage it is expected that, as larger bins will be necessary, the dedicated waste area will be provided in a different location and allow for collection by an 8.8m service vehicle.
- The masterplan shows the future bin storage area to the south of the car park, delivered within Stage 3. A permit condition will require a detailed waste management plan for this stage.
103. A swept path analysis confirms that the development plans make adequate provision for the safe and convenient manoeuvring of this vehicle.


Environmental

Environmentally Sustainable Design (ESD)

104. The proposal incorporates several ESD measures into the design of the new buildings, including:
- solar panels
 - energy and water efficient appliances
 - rain gardens to treat runoff from the proposed car park, roofs and sports court.
 - use of low Volatile Organic Compounds (VOC)
 - construction and stormwater construction management plan implemented as part of the construction environmental management plan.
105. The application of ESD principles generally responds to the objectives at Clauses 15.02-1S.

Contaminated and potentially contaminated land

106. Clause 13.04-1S of the planning scheme seeks to ensure that contaminated and potentially contaminated land is used and developed safely with sensitive uses, including childcare centre and primary school, protected from the effects of contamination.

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107. A detailed site investigation has been undertaken (Atma Environmental report dated 18 November 2021) which found that:
- The historical agricultural use of the site and surrounding area (with no historical buildings, structures or areas of potential concern noted) presents a low potential for contamination.
 - The recent but short-term occupation of the site as a development contractors' compound and storage area, and the placement of fill material across the site was identified as a potential (albeit low-medium) source of contamination.
 - However, the soil investigation found the soil to be free of wastes, odours or other evidence of potential contamination, and the filling was deemed likely to be of a local origin. Analysis results confirm the soil to be chemically uncontaminated with respect to the proposed primary school use, with no further investigation, remediation or management required in this regard.
108. On this basis, and given the PSP earmarks the site for a school, the risk of potential contamination is considered low and the proposal land use suitable.

PSP Requirements

109. The PSP specifies the following requirements and guidelines relevant to the proposal which have either been addressed in plans or will be reflected in permit conditions:

3.1.1 Image & Character

- G3: Built form on corner lots should provide a positive address to both frontages through the use of architectural treatments.

3.3 Community facilities & education

- G13: Schools and community facilities should be designed to front and be directly accessed from a public street with car parking located away from the main entry.
- G14: Schools should be provided with three street frontages, where practicable.

3.7 Integrated water management & utilities

- R49: Stormwater runoff from the development must meet or exceed the performance objectives of the *CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater Management* prior to discharge to receiving waterways and as illustrated on Plan 9, unless otherwise approved by Melbourne Water and the responsible authority.
- R50: Final design and boundary of constructed waterways, drainage corridors, retarding basins, wetlands, water sensitive urban design features and associated paths, boardwalks, bridges and planting, must be to the satisfaction of Melbourne Water and the responsible authority.
- R52: Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development proponents must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Melbourne Water and the responsible authority.
- R53: Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme to the satisfaction of Melbourne Water and the responsible authority
- G31: Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and water retail authority, including the Toolern Integrated Water Management Plan.
- G33: Integrated water management systems should be designed to:
 - Support and enhance habitat values for local flora and fauna species.
 - Enable future harvesting and/or treatment and re-use of stormwater.



- G34: Development should reduce reliance on potable water by increasing the utilisation of fit-for-purpose alternative water sources such as stormwater, rain water and recycled water.

3.7.2 Utilities

- G36: Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.

3.8 Infrastructure delivery & development staging

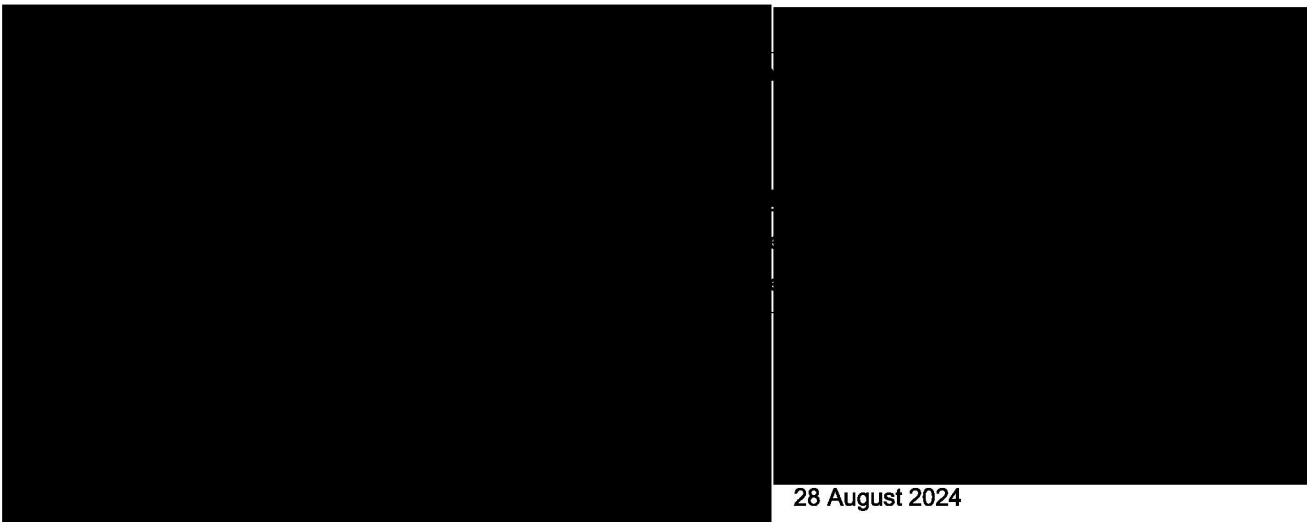
- G37: Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Development applications should demonstrate how the development will:
 - Integrate with adjoining developments, including the timely provision of road and path connections, to a practical extent.
 - Provide open space and amenity to new residents in the early stages of the development, where relevant.
 - Provide sealed road access to each new allotment.
 - Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.

Conclusion

110. The proposal is generally consistent with the relevant planning policies of the Melton Planning Scheme and will contribute to the provision of primary school facilities within the Paynes Road PSP area.

Recommendation

111. It is recommended that a delegate for the Minister for Planning issue Planning Permit No. PA2403034 for Use and development of the land for primary school and ancillary education centre (childcare centre) at 64 Wiltshire Boulevard, Thornhill Park, subject to conditions.
112. It is recommended that the applicant be notified of the above in writing.



28 August 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



Dated: 28 August 2024