

# Assessment Officer Report

PA2504154 – 1-23 Lilliput  
Street, Broadmeadows



Officer Assessment Report  
Development Assessment

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Department  
of Transport  
and Planning

OFFICIAL

# Executive Summary



Key Information	Details		
<b>Application No:</b>	PA2504154		
<b>Received:</b>	15 January 2026		
<b>Applicant:</b>	Sirius College C-/ KCA Town Planning		
<b>Planning Scheme:</b>	Hume		
<b>Land Address:</b>	1-23 Lilliput Street, Broadmeadows (Lot 1 of TP19876P and Lot 1 of TP191286U)		
<b>Proposal:</b>	Staged masterplan for redevelopment of an existing secondary school and display of signage		
<b>Development Value:</b>	\$ 15 million		
<b>Why is the Minister responsible?</b>	In accordance with Clause 72.01 of the Hume Planning Scheme, the Minister for Planning is the responsible authority for this application because it is for the use and development of land for a secondary school with an estimated cost of development that is \$3 million or greater.		
<b>Why is a permit required?</b>	<b>Clause</b>	<b>Control</b>	<b>Trigger</b>
<b>Zone:</b>	Clause 32.08	General Residential Zone – Schedule 1 (GRZ1)	Clause 32.08-10 – Buildings and works associated with a section 2 use
<b>Overlays:</b>	Clause 45.08	Melbourne Environs Airport Overlay – Schedule 2 (MAEO2)	Clause 45.08-2 – Construct a building or construct or carry out works for a use in Clause 1.0
<b>Particular Provisions:</b>	Clause 52.06	Car Parking	Clause 52.06-1 – increase in the floor area or site area of existing use
	Clause 52.05	Advertising Signs	Clause 52.05-13 – display a business identification and high wall sign
	Clause 52.34	Bicycle Facilities	Applicable to the application
	Clause 53.18	Stormwater in Urban Development	Applicable to the application
	Clause 53.19	Non-government schools	No specific permit trigger but applicable to the application
<b>Cultural Heritage:</b>	The land is <u>not</u> located within an area of cultural heritage sensitivity.		
<b>External Advice</b>	<ul style="list-style-type: none"> <li>Hume City Council – <b>s52(1)(b) notice</b> – no objection</li> <li>Melbourne Airport – <b>s52(1)(c) notice</b> – no objection</li> </ul>		
<b>Public Notice:</b>	Notice of the application was undertaken and no objections have been received.		
<b>Recommendation</b>	Grant planning permit PA2504154		



## Application Process

- The key milestones in the application process were as follows:

Milestone	Date
Pre-application meeting	18 September 2025
Application lodgement	15 January 2026
Further information requested	4 February 2026
Further information received	20 March 2026
S57A amendment	7 May 2026 <ul style="list-style-type: none"> <li>The scope of the s57A amendment included the inclusion of an additional permit trigger for the display of a high wall and business identification sign.</li> </ul>
Decision Plans	<u>Plans</u> <ul style="list-style-type: none"> <li>Architectural Plans, prepared by prepared by KLM Spatial, Revision D, dated 17 March 2026</li> <li>Landscape Plans, prepared by KLM Spatial, dated 17 March 2026</li> </ul>
Other Assessment Documents	<ul style="list-style-type: none"> <li>Traffic Report, prepared by Ratio, Revision F02, dated 19 December 2025</li> <li>Sustainability Management Plan, prepared by Sustainable Development Consultants, Revision V2, dated 27 February 2026</li> <li>Stormwater Management Plan, prepared by KLM Spatial, Version 1, dated 5 November 2025</li> </ul>

- The subject of this report is the decision plans (as described above).

## Proposal Summary

- Planning permit application PA2504154 proposes to undertake a staged masterplan for the redevelopment of land for an existing non-government secondary school, and associated display of new business identification signage. The school currently has a maximum capacity of 440 students and 55 staff. The school is commonly known as “Sirius Secondary College.”
- The masterplan foreshadows staging the redevelopment of the school over 8-10 years with new buildings expanding over 2 stages and integrated with existing school buildings and increasing the car parking capacity from 40 spaces to 44 spaces. As result of the redevelopment, the school can accommodate a long-term increase to 600 students and 60 staff. Refer to Figure 1.
- More specifically, two stages stage would include the following aspects:

Stage	Scope of Development	Staff/Student Numbers
Stage 1	<ul style="list-style-type: none"> <li>Construction of the ‘west wing’ and ‘south block’ buildings.</li> <li>Removal of existing trees</li> <li>Refurbish the existing at-grade car parking to maintain 40 spaces</li> <li>Provision of 28 bicycle spaces</li> <li>Ancillary landscaping associated with stage 1</li> <li>Introduction of temporary classrooms along the main oval.</li> </ul>	Increasing to 600 students and 55 staff.



**Stage 2**

- Demolition of the main school building
- Removal of all temporary classrooms.
- Extend car parking to provide 4 additional car spaces.
- Construction of the 'east wing' building
- Ancillary landscaping associated with stage 2

No further increase.



Figure 1 – Masterplan for the proposed school when fully developed, and associated staging plan

6. Detailed design has been undertaken for the buildings of stage 1 and 2 including:

- Construction of three new buildings – West Wing and South Block (Stage 1) which are double storey buildings, while East Wing is a part-2, part-3 storey building and will act as the school's new main building.
- The refurbishment and extension of the existing car park in the south-east corner to increase the capacity to 44 spaces.
- Ancillary landscaping to upgrade the internal circulation and movement network, new landscaped areas and communal open spaces.
- Display of associated business identification and high wall signs on the façade of the proposed buildings of varying sizes.

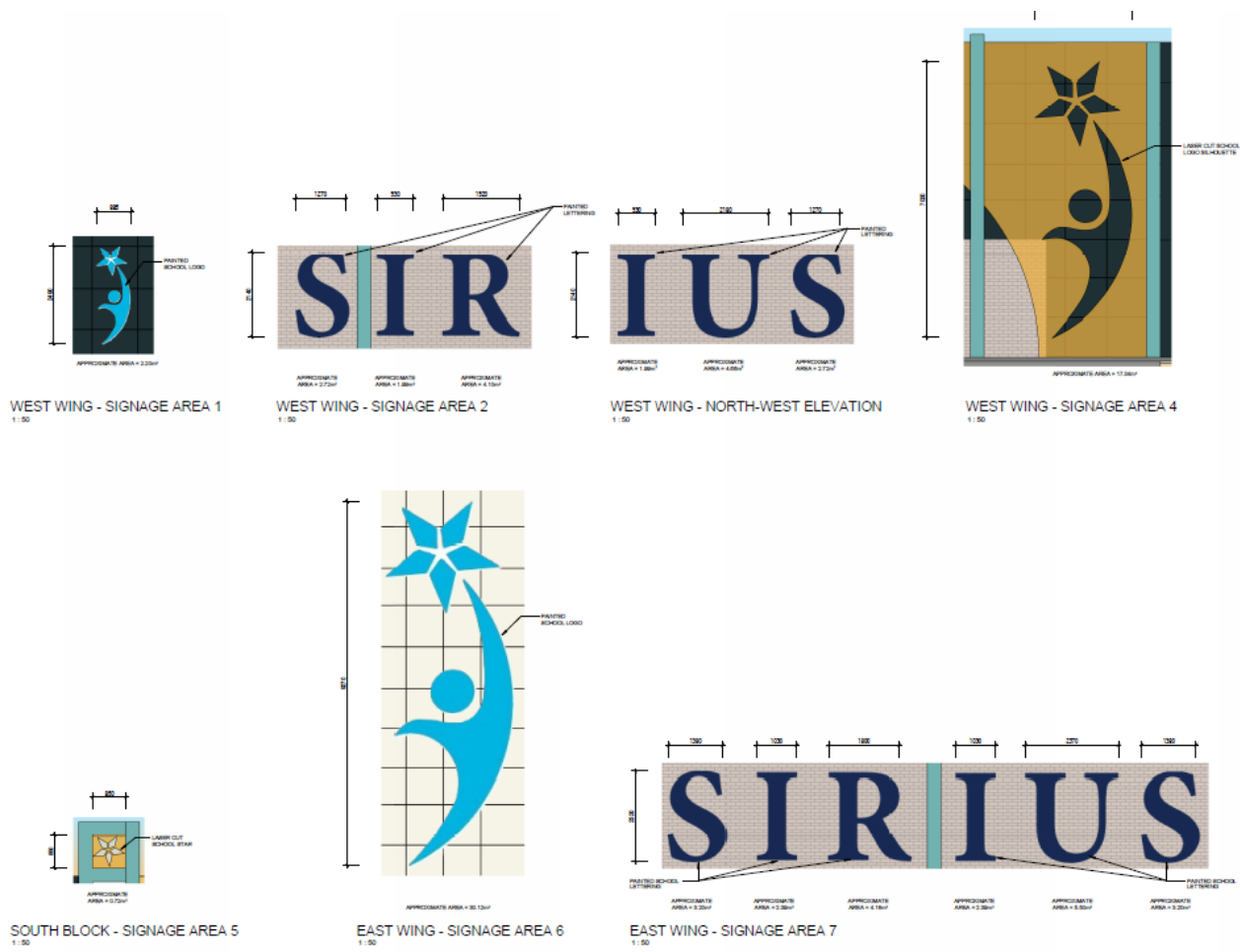
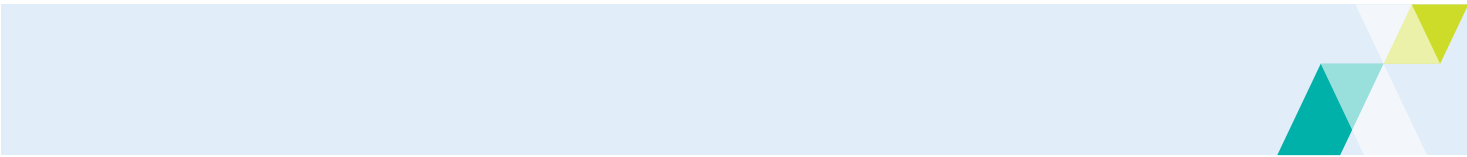


Figure 2 - Extract of the proposed signage across the site



## Site Description

7. The site is located within the established suburb of Broadmeadows. It is a large site (approximately 2.2ha) located on the southern side of Gray Street and bounded by Lilliput Street (east), Cobram Street (south), Nathalia Avenue (west) and Girgarre Street (north).
8. The site is currently occupied by an existing secondary school – Sirius College Meadows Fair Campus – containing a main school building, various portable classrooms and main school oval and other single storey buildings with associated classrooms.
9. The school has been operating as Sirius College since 2015, and prior to this was known as Broadmeadows and Hume Secondary College with a nominal capacity of 440 students and 55 staff.
10. The use of the school has been established through existing use rights.
11. The land is not affected by any covenants. Refer to Figure 2.



Figure 3 - Aerial of Subject Site



## Planning Policy Framework

12. The Planning Policy Framework (PPF) provides the broad policy direction within the Victoria Planning Provisions. The planning principles set out under the PPF are to be used to guide decision making on planning proposals across the state. The following policies are considered relevant to this application:
- Clause 2 – Municipal Planning Strategy
    - Clause 2.03 Strategic Directions
    - Clause 2.04 Strategic Framework Plan
  - Clause 12 – Environmental and Landscape Values
    - Clause 12.01 – Biodiversity
  - Clause 15 – Built environment and Heritage
    - Clause 15.01 – Built Environment
  - Clause 18 – Transport
    - Clause 18.01 – Land Use and Transport
  - Clause 19 – Infrastructure
    - Clause 19.02-2S Education Facilities

## Statutory Planning Controls

### Zoning

13. The subject site is located within the General Residential Zone (GRZ).
14. The relevant purposes of the GRZ include:
- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
  - *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*
15. A planning permit is triggered under the GRZ the following:
- Clause 32.08-10 – Construct a building or construct or carry out works for a use in section 2.

### Melbourne Airport Environs Overlay – Schedule 2 (MAEO2)

16. The subject site is partly located within the MAEO2.
17. The purpose of the MAEO2 is to “*identify areas that are or will be subject to moderate levels of aircraft noise based on the 20-25 Australian Noise Exposure Forecast (ANEF) contours and to limit use and development to that which is appropriate to that level of exposure.*”
18. Under clause 45.08-2, a planning permit is required to construct a building or construct or carry out works for a use in Clause 1.0 of schedule 2.
19. Clause 1.0 of schedule to clause 45.08 includes the use of land for an education centre (secondary school).
20. As such, a planning permit is triggered under the MAEO2.

## Particular and General Provisions

### Clause 52.05 (Signage)

21. Clause 52.05 applies to the application given that it is proposed to display a combination of school logos and associated signs. It is the purpose of clause 52.05 to:

- To regulate the development of land for signs and associated structures.
- To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.
- To ensure signs do not contribute to excessive visual clutter or visual disorder.
- To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.

22. A total of 6 signs are proposed to be displayed on the building façade, and can be visible from the streetscape. These are and summarised as follows:

Image	Sign	Display Area / Type	Permit Trigger?
	Sign 1 – painted school logo on building façade	Business identification sign  Approximately 2.2m <sup>2</sup> in display area	Yes due to being business identification sign
	Sign 2 – painted school name on building façade	Business identification sign  Approximately 16m <sup>2</sup> in display area	Yes due to being business identification sign
	Sign 3 – laser cut metal screen integrated with building design	Business identification sign  Approximately 17m <sup>2</sup> in display area	Yes due to being business identification sign
	Sign 4 – laser cut metal screen integrated with building design	Business identification sign  Approximately 0.7m <sup>2</sup> in display area	Yes due to being business identification sign



	<p>Sign 5 – painted school logo on building façade</p>	<p>High wall sign Approximately 30m<sup>2</sup> in display area</p>	<p>Yes due to being a high wall sign</p>
	<p>Sign 6 – painted school name on building façade</p>	<p>Business identification sign Approximately 20m<sup>2</sup> in display area</p>	<p>Yes due to being business identification sign</p>

**Clause 52.06 (Car Parking)**

- 23. Clause 52.06-1 specifies that before an existing new use is increased, the number of car parking spaces under Clause 52.06-5 must be provided to the satisfaction of the responsible authority.
- 24. Clause 52.06-5 specifies that where an existing use is increased, the car parking requirement only applies to the increase, provided that the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.
- 25. The Car Parking Requirement Maps under clause 52.06 identifies the subject site as a 'Category 2 – Metro' area.
- 26. Clause 52.06-5 requires the following car parking requirements for the proposal:

Planning Scheme Categorisation	Parking Rate	Requirement	Supply
Secondary School	0.5 spaces to each employee	Increasing from 55 to 60 staff (plus 5 staff).  <b>Therefore, an additional two spaces are required.</b>	44 spaces provided in at-grade car park.

- 27. As the proposal will provide an additional 4 spaces through an extension and refurbishment of the existing at-grade car parking. This complies with the requirements.
- 28. It is also noted that the redevelopment will refurbish the existing at-grade car park to allow 44 car spaces as part of the first stage of redevelopment, which is in excess of the planning scheme requirements, it is considered the proposal provides an acceptable provision of car parking and a planning permit is not required to reduce the number of spaces statutorily required.

**Clause 52.34 (Bicycle Facilities)**

- 29. Clause 52.34-1 specifies that a new use of land must not commence until the required bicycle facilities and associated signage has been provided on the land.
- 30. It also states that where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.
- 31. The requirements for the proposal are as follows:



Planning Scheme Categorisation	Parking Rate	Requirement	Supply
Secondary School	1 to each 20 employees and 1 to each 5 pupils	Increasing from 55 to 60 staff (plus 5 staff) Increasing from 440 students to 600 students (plus 60 students).  Therefore a total of <b>12 spaces is required for additional pupils</b>	The masterplan shows appropriate locations for the bicycle parking spaces.

32. Accordingly, the proposal allows for bicycle facilities that meet the statutory requirements.

**Clause 53.18 (Stormwater in Urban Developments)**

33. Clause 53.18 applies to an application under a provision of a zone to subdivide land, construct a building, or construct or carry out works.

34. The purpose of clause 53.18 seeks to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

35. It provides a range of requirements, standards and objectives that are required to be addressed.

**Clause 53.19 (Non-government schools)**

36. Clause 53.19 applies to the use and development of land for a new primary and secondary school.

37. An application to which Clause 53.19 applies, exempts it from the decision requirements of section 64(1), (2), and (3), and the review rights of section 82(1) of the Act.



## Referrals

38. The application was referred to the following groups:

Provision / Clause	Organisation	Response and date received
<b>Section 52(1)(c) notice</b>	Melbourne Airport	<b>No objection</b> , subject to the inclusion of a permit note – received 31 March 2026

## Municipal Council Comments

39. Hume City Council were notified of the application under section 52(1)(b) of the Act, who did not object to the application but requested a number of specific matters to be considered as part of any permit to issue through its officer comments dated 30 January 2026.

40. These matters are discussed at the end of this report.

## Notice

41. Accordingly, the applicant was directed to give notice by way of erecting a sign on the site and sending letters to surrounding owners and occupiers.

42. Following the notice period, no objections were received.



## Strategic Direction and Land Use

44. Planning policies collectively encourage appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations, integrates and delivers education facilities within communities.
45. More specifically, it is an objective of clause 19.02-2S to facilitate the ongoing enhancement of secondary schools to meet the existing and future education needs of communities. In this context, it is considered that the redevelopment of the existing secondary school on the subject site is consistent with strategic directions established for education facilities.
46. Furthermore, when the masterplan is assessed against the relevant decision guidelines of the GRZ, the following is noted:
  - The school is appropriately located within an established residential area and has design of new buildings such that will not detract from the character of the surrounding residential area, noting that the purpose of the GRZ allows for educational uses to serve the local community needs in appropriate locations.
  - The masterplan demonstrates that when the school campus is redeveloped, it will continue to be capable of providing sufficient car parking, bicycle parking, stormwater and waste provision.
  - The redevelopment envisages new built form is clearly distinguished from the existing residential character of the neighbourhood given that the building school identity. However, the built form is low-scale, avoiding any unreasonable off-site amenity impacts to the adjoining properties.
  - The proposal includes landscaping along all streetscapes and within campus so as to soften and respond to the landscaped streetscapes. This is respectful of the surrounding context.
  - When fully developed, the amenity of the area will not unreasonably impacted by traffic generation or noise, subject to conditions.
47. It is noted that conditions will be imposed on any permit to issue to ensure the staging of the masterplan is in an orderly and efficient manner.
48. Accordingly, it is considered that ongoing development of land for a non-government (secondary) school is appropriate.

## Staged Masterplan – Buildings and Works

49. As noted above, the proposal seeks a planning permit for a masterplan permit to redevelop the school over two stages. When redeveloped, the masterplan envisages a maximum of 600 students and 55 full time staff, representing an increase from the existing operations.
50. The new buildings are predominantly one and two storeys in height (ranging between 8 – 12.1 metres), generally setback from the street boundaries.
51. The masterplan also shows that the main entrance and vehicle access to the school will remain unchanged and will continue to utilise its existing vehicle access arrangements.
52. Clause 15.01-1L (Urban Design) requires new development to contribute to the preferred neighbourhood character. However, this needs to be considered alongside other policies including clause 19.02-2S which recognises that primary school education facilities are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).
53. In this context, the buildings and works, and overall layout has been fully assessed and the following is noted:
  - The siting of the new buildings will ensure that, long term, the layout is conducive to a school campus, with well-spaced buildings separated by tree planting and landscaping opportunities.



- The height of the new buildings is appropriate noting that neither of these building heights exceed 3 storeys as contained within the GRZ. Further, given that the subject site is bounded by streets on frontages, there is no potential of any overshadowing or overlooking amenity impacts.
  - The proposed increase to staff (and students) is acceptable given that the school will be refurbishing and extending its existing at-grade car parking area. This will increase the car parking capacity to 44 spaces (up from 40), which is compliant with the requirements of clause 52.06 for an existing secondary school.
  - Detailed plans for the stages 1 and 2 have been provided. The overall scale, design and height of these new buildings, and associated landscaping outcomes are acceptable (refer to below assessment).
  - The primary pedestrian entry into the school will continue to be via Lilliput Street.
  - Vehicle access largely remains unchanged. The dedicated “entry only” and “exit only” vehicle crossovers on Cobram Street will continue to remain, while the double crossover along Lilliput Street will continue to be utilised as both entry and exit.
  - A landscape masterplan was provided as part of the application, which indicatively demonstrates that there is sufficient landscaping opportunities throughout the campus redevelopment.
54. Overall, the approval of the masterplan is also supported as it provides the council and surrounding property owners and occupiers with a clear understanding of the anticipated future use and development of the school and associated landscaping outcomes

## **Staged Masterplan – Car Parking, Bicycle Facilities and Waste Management**

### Car Parking and Vehicle Access

55. As outlined above, clause 52.06 only applies to the increased area for this application. The expansion of the school generates a statutory requirement of 4 extra spaces.
56. The school will be upgrading its existing at-grade car park area (located in the south-east corner of the site) to eventually provide 4 additional spaces. This complies with the requirements under clause 52.06.
57. While the additional 4 spaces will not be provided until stage 2, the current number of car parking spaces already exceeds the minimum number of car parking spaces required for all staff.
58. Vehicle access is otherwise considered to be acceptable as discussed above, noting that the car parking layout and aisle widths enable vehicles to enter and exit the site in a safe and efficient manner and in a forward direction.
59. As such, the proposal provides an acceptable degree of car parking and vehicle access.

### Bicycle Facilities

60. As outlined above, clause 52.34 only applies to the increased area for this application.
61. The proposal generates a statutory requirement of 12 bicycle spaces.
62. The submitted masterplan and landscape plan specifies that the bicycle parking will be conveniently located towards the east wing. This is compliant with the requirements and is acceptable.

### Waste Management

63. A waste management plan was not submitted as part of the application, however the applicant has advised that the school generally utilises a private waste contractor.
64. DTP officers are satisfied that presently the school currently has acceptable waste collection arrangements, noting that the council did not raise any concerns regarding waste collection.



65. The plans show dedicated waste storage areas are currently located along the eastern edge of the site, and generally screened from the streetscape.
66. However, given the expansion of the subject site, it will be a condition of permit requiring that a waste management plan is provided to ensure that there is sufficient space for waste collection, long term.

## **Staged Masterplan – Stormwater Management, ESD and Native Vegetation**

### Stormwater Management

67. A drainage strategy was provided as part of the application which noted the following:
- No significant change to site runoff expected from the proposed development, stormwater detention is not anticipated to be required as part of the drainage works. This reasoning is acceptable given that the proposed redevelopment of the building will demolishing the main former school building and replacing with it new building with a smaller footprint.
  - The revised masterplan envisages new landscaping and gardening treatments within and around the subject site, which will further increase the permeability of the site compared to the existing circumstances. This is acceptable.
  - A gross pollutant trap will be installed and integrated as part of the stormwater drainage within the site to treat stormwater before it is discharged into the council's infrastructure.
  - The site has benefit of an existing legal point of discharge in the north-west corner of the site, which will be continued to be utilised by the school. Permit conditions will be included to ensure that the site is drained to Hume City Council's satisfaction.
68. Hume City Council did not raise any specific concerns relating and noted that the existing pre-development stormwater flows are to be maintained and not exceeded in the post-development scenario. The council request specific civil engineering conditions be included on any permit to issue. This has been discussed below.
69. Accordingly, it is considered that the proposal will provide appropriate stormwater management.

### ESD

70. The applicant has submitted an ESD report for the proposal which broadly outlines the strategies and sustainability initiatives that will be deployed throughout the redevelopment of the school campus. These include:
- A range of water sensitive urban design outcomes such as utilising recycled water for all irrigation purposes via rainwater tanks, new landscaping and gardens to support permeability across the site.
  - Energy efficient lighting fittings and the deployment of a 60kW solar system
  - The new buildings committed to have direct access to natural daylight for all habitable rooms with the use of low impact paints, adhesives and sealants. This ensures a good indoor environment quality (IEQ).
71. It is considered that these initiatives are appropriate and will be conducive to an acceptable and sustainable outcome over the life of the campus development.

### Tree Removal

72. As a result of the proposed redevelopment, it is proposed to remove a number of existing canopy trees within the car parking area, which have been appropriately identified within the submitted arborist report.
73. In particular, the plans show that it is proposed to remove Trees 25, 33, 34, 35 and 36 so as to facilitate the refurbishment and extension of the existing car parking area.
74. It is noted the remove of these trees are not triggered under clause 52.37.



75. Their removal has been assessed in detail below.

Tree Number	Species	Comment / Assessment
25	Prunus sp.	The removal of this tree can be supported noting that the tree exhibits a poor structure with an overall low arboricultural value.
33	Prunus armeniaca	The removal of these trees can be supported noting that the trees have essentially reached maturity exhibiting a fair structure with an overall low arboricultural value.
34	Hakea salicifolia	
35	Hakea salicifolia	
36	Hakea salicifolia	

## Stage 1 and 2 – Buildings and Works

76. Detailed development plans have been submitted for stages 1 and 2.

### Stage 1 – West Wing and South Block

77. Stage 1 plans comprise of two new multi-storey buildings containing a range of classrooms and flexible learning spaces with ancillary landscaping around. These are labelled as “West Wing” and “South Block”

78. The first building – West Wing – faces onto Nathalia Street, is setback between 3 metres to 15 metres. Within that setback area, new canopy trees will be planted within that area, and integrated with existing trees that are being retained within that setback. West Wing building has a maximum height of approximately 8.3 metres (to the top of the parapet) with two floors of classrooms, bathrooms and flexible learning spaces. This is appropriate as to will sufficient enable flexible learning opportunities for students.

79. The second building – South Block – faces onto Cobram Street is setback generally between 3 metres to 8 metres from that street. This setback has been sufficiently setback so as to avoid unreasonable encroachment into the existing canopy trees that are being retained as part of the proposal.

80. West Wing and South Block utilise a distinct architectural language with circles and arching features, and is clad with a combination of brick and metal cladding of with distinctive colour palette to suit the school branding. This creates a built form that is visually interest and distinctive to that of a residential or commercial building and ensure contemporary architectural outcome.

81. A landscape plan has been provided and demonstrates sufficient future landscaping opportunities to ensure that the proposal will be compatible with the existing residential area. Refer to Figure 7.

82. Stage 1 plans includes additional range of works that have also been assessed, as follows:

- The existing car parking area (within the south east corner) will be refurbished and extended to provide up to 44 car parking spaces (currently 40) and 12 bicycle parking spaces for staff. It will also include new raingardens and garden beds to soften the appearance of that car parking area, when viewed from the streetscape.
- Landscaping opportunities are provided within internal school courtyard areas and along Cobram Street and Nathalia Avenue. This is supported as it will further enhance the amenity for future students.
- Temporary classrooms will be relocated from the western side of campus to the frontage of the Lilliput Street near the main oval along the Lilliput Street frontage as interim measure between stage 1 and 2. While not ideal, the interim location of these portable classrooms is acceptable for the following reasons:
  - The applicant notes that there are limited alternatives within the school campus to position these portable classrooms. This is accepted.

- The portable classrooms are being relocated from the western side of the campus. As such, the classrooms are genuinely portable, and therefore can be easily removed following the completion of stage 1.
- The staging plan shows that these classrooms will be redundant after stage 1 is completed and therefore removed as part of stage 2. This is accepted.

83. Overall, the plans provided for stage 1 are acceptable.

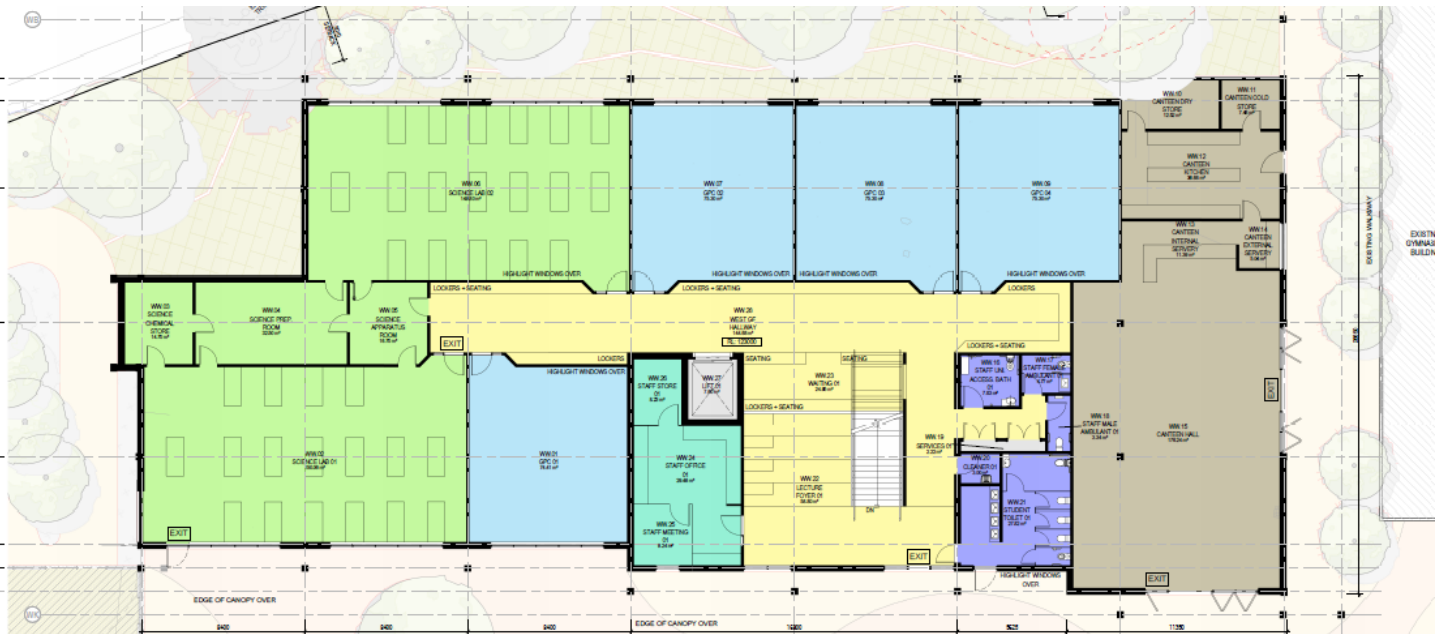


Figure 4 - Extract of the ground floor plan of the proposed West Wing building

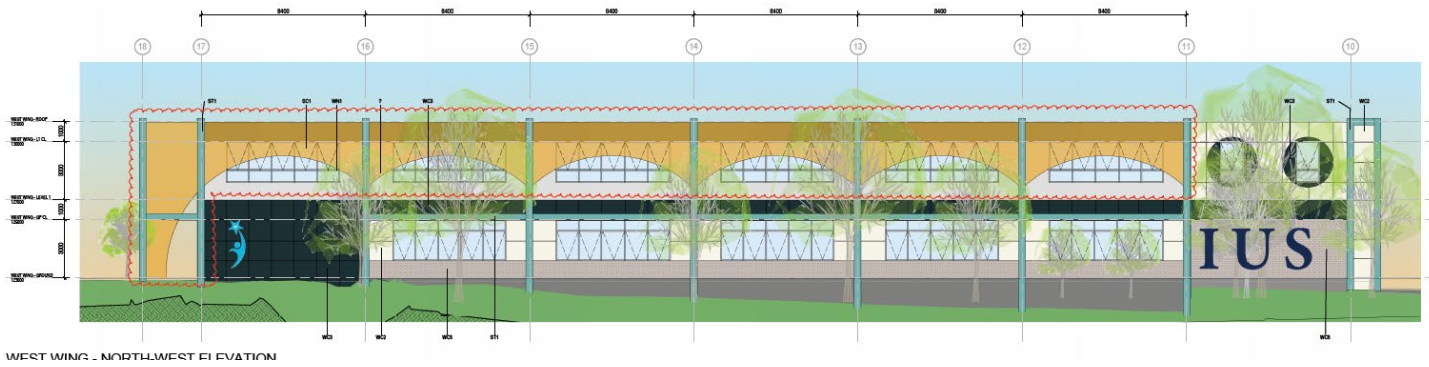


Figure 5 - Extract of the north-west elevation of Wing West (when viewed from Nathalia Avenue)



Figure 6 - Extract of the south-east elevation of West Wing

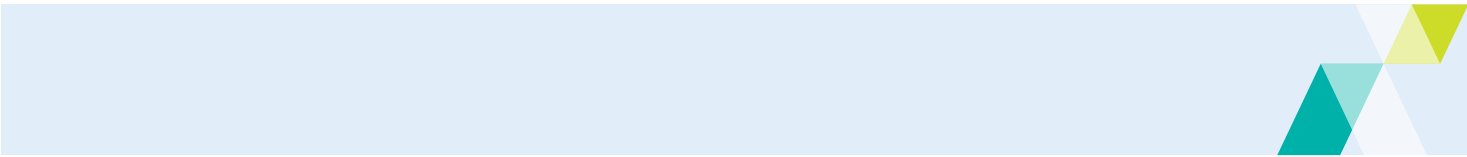


Figure 7 - Extract of the ground floor plan for the proposed South Block building

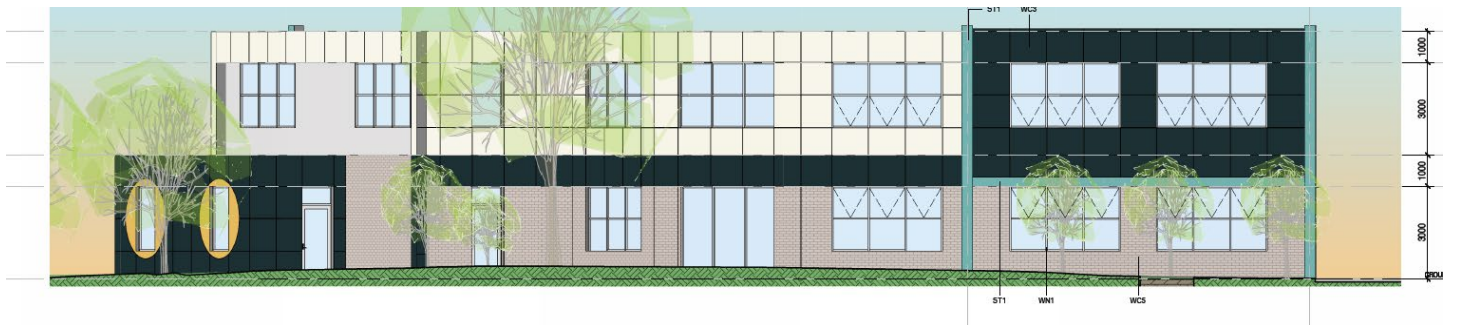


Figure 8 – Extract of the south elevation of South Block (when viewed from Cobram Avenue)

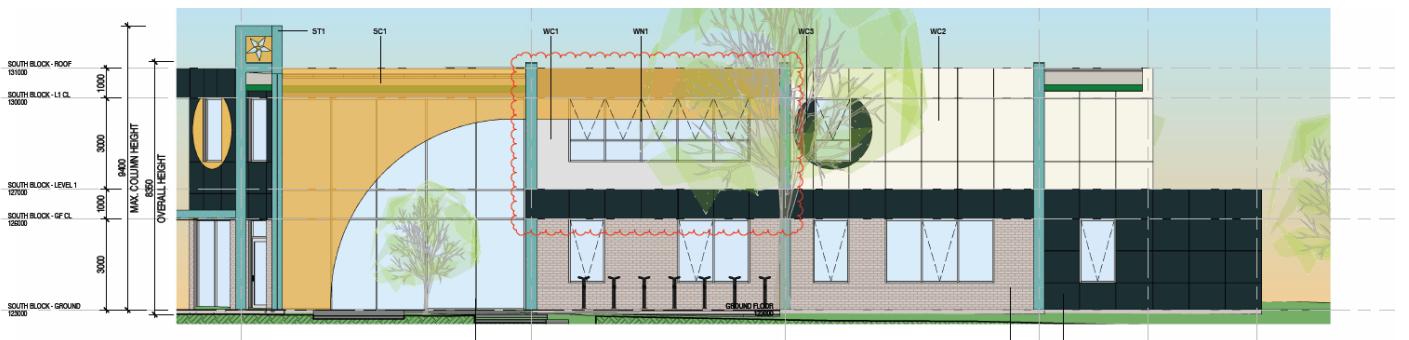


Figure 9 - Extract of the north-west elevation of South Block



Figure 10 - Extract of the landscape masterplan

### Stage 2 – East Wing

84. Stage 2 plans show that the proposed building – East Wing – is a part 2 and part 3 storey building reaching up to 12.1 metres overall height.
85. The East Wing building provides a library, administration offices, new classrooms, staff rooms and associated amenities, storage, conference rooms and bathrooms. This is acceptable given that the East Wing is intended to replace the functions of the current ‘main’ school building.
86. Elevations show that the 3-storey component is generally positioned within well away from the residential hinterland ensuring that there will be no unreasonable visual impacts. As such, the height is considered to be acceptable.
87. East Wing utilises a distinctive architectural language similar to West Wing and South Block. In particular East Wing also utilises with circles and arching features, and is also clad with a combination of brick and metal cladding of with distinctive colour palette to suit the school branding.



88. This in combination with part-2, part-3 storey height of the building will ensure that East Wing is clearly seen as the 'main' school building consistent with the intention of the functions of East Wing.

89. The detailed plans for stage 2 show an additional range of works that have also been assessed, as follows:

- Removal of the temporary classrooms that were introduced in stage 1 – this supported.
- Landscaping opportunities are provided around the new school building
- Extension of the car park to provide 4 additional car parking spaces. This is acceptable as it will sufficiently comply with the requirements of clause 52.06.

90. Overall, the plans for stage 2 are acceptable.



Figure 11 - Extract of the ground floor plan of East Wing

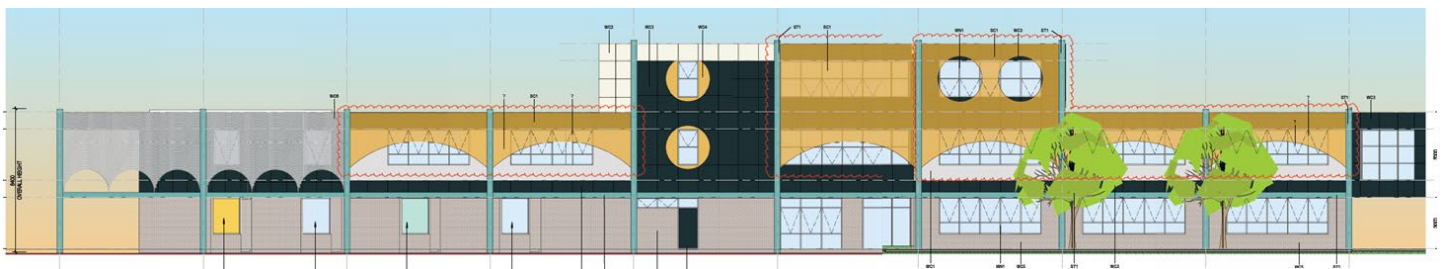


Figure 12 - Extract of the north-west elevation of East Wing



Figure 13 - Extract of the east elevation of the East Wing building (facing Lilliput Street)

## Signage

91. As generally seen on the façade extracts, the proposal incorporates multiple business identification signs across the facades of the buildings. None of these signs are internally illuminated.
92. Overall, the extent of signage is acceptable and each of these signs have been assessed within the table below

Image	Sign	Assessment
	<p>Sign 1 – painted school logo on building façade</p> <p>Business identification sign</p> <p>Approximately 2.2m<sup>2</sup> in display area</p>	<p>Sign 1 is located on West Wing and generally visible from Nathalia Avenue.</p> <p>The signage appropriately, supports the branding of the school and is integrated within the overall building design.</p> <p>This is supported.</p>
	<p>Sign 2 – painted school name on building façade</p> <p>Business identification sign</p> <p>Approximately 16m<sup>2</sup> in display area</p>	<p>Sign 2 is located on the West Wing and generally visible from Nathalia Avenue.</p> <p>The signage appropriately supports wayfinding for all students and visitors, particularly those unfamiliar with the area.</p> <p>This is supported.</p>
	<p>Sign 3 – laser cut metal screen integrated with building design</p> <p>Business identification sign</p> <p>Approximately 17m<sup>2</sup> in display area</p>	<p>Sign 3 is located on West Wing and generally visible from Nathalia Avenue.</p> <p>The signage appropriately supports the branding of the school and is integrated within the overall building design.</p> <p>This is supported.</p>
	<p>Sign 4 – laser cut metal screen integrated with building design</p> <p>Business identification sign</p> <p>Approximately 0.7m<sup>2</sup> in display area</p>	<p>Sign 4 is located on the roof parapet of West Wing.</p> <p>The logo is modest in nature and generally integrated within the overall building design.</p> <p>This is supported.</p>
	<p>Sign 5 – painted school logo on building façade</p> <p>High wall sign</p> <p>Approximately 30m<sup>2</sup> in display area</p>	<p>Sign 5 is located on East Wing and generally visible from Lilliput Street.</p> <p>The signage appropriately supports the branding of the school.</p> <p>Given that East Wing is intended to be main building, and is integrated within the overall building design, the scale is acceptable.</p> <p>This is supported.</p>
	<p>Sign 6 – painted school name on building façade</p> <p>Business identification sign</p>	<p>Sign 6 is located on the East Wing and generally visible from Lilliput Street.</p> <p>The signage appropriately supports</p>



	Approximately 20m <sup>2</sup> in display area	wayfinding for all students and visitors, particularly those unfamiliar with the area, approaching from that street.  This is supported.
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## Response to Council Comments

93. A copy of the council's comments was provided to the applicant, and a written response was included in the Response to Further Information.

94. The council's comments and the applicant's response have been considered in full below.

Council comment	DTP comment
<p><i>The subject site appears to be located within the General Residential Zone and Melbourne Airport Environs Overlay No.2. Pursuant to Clause 32.08 (General Residential Zone) of the Hume Planning Scheme, a permit is required to use land for an education centre. It is noted that the education centre is an existing use.</i></p> <p><i>Pursuant to Clause 32.08-10 (Buildings and works associated with a Section 2 use) of the Hume Planning Scheme, 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></p>	Noted
<p><i>The subject site appears to be located within the Melbourne Airport Environs Overlay – Schedule 2. Clause 1.0 - Use of land states that a permit is required to use the land for an education centre. It is noted that the use of the land as an education centre is an existing use. Schedule 2.0 Buildings and works states that a permit is required to construct a building or construct or carry out works for a use in Clause 1.0.</i></p>	Noted
<p><i>The application proposes to increase the number of students from 440 students to 600 students and from 55 staff to 60 staff. Pursuant to Clause 52.06-5 (Category 2), a Secondary School requires 0.5 spaces to each employee. The Statutory requirement for an additional 5 employees is therefore an additional 2 car spaces. The development proposes to provide a total of 44 car parking spaces on site, an increase of 4 car parking spaces. Therefore the development meets the statutory requirements and does not seek a parking reduction.</i></p>	Noted
<p><i>Clause 52.34 of the Hume Planning Scheme relates to Bicycle Facilities. The proposed increase in student and staff numbers triggers a statutory requirement to provide 32 bicycle parking spaces for students. The proposal provides a total of 28 new bicycle parking spaces seeking a reduction of 18 spaces for students against the statutory requirements of Clause 52.34. Given the assessment provided in the Transport Impact Assessment for the proposed Secondary School expansion (dated 19/12/2025), this level of bicycle parking should meet the expected demands generated by the proposed increase in student numbers, given the context and existing bicycle parking demands. No objection is raised to the proposed reduction in bicycle parking.</i></p>	<p>As assessed above, clause 52.34 only applies the increased floor area in this instance.</p> <p>As such the application is only required to provide 12 bicycle parking spaces.</p>
<p><u>Recommended permit conditions:</u></p> <ol style="list-style-type: none"> <li><i>The total number of students on site must not exceed 600 students.</i></li> <li><i>The total number of staff on site at any one time must not exceed 60 staff.</i></li> <li><i>Any building for which a permit is required under this overlay must be constructed so as to comply with any noise attenuation measures required by Section 3 of Australian Standard AS 2021-2015, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction, issued by Standards Australia Limited.</i></li> </ol>	<p>Conditions are not adopted.</p> <p>There is limited justification for imposing a cap on student and staff numbers noting that that the provision of parking well exceeds the statutory requirement.</p> <p>There is also no other factor that would justify the limiting student numbers.</p> <p>Melbourne Airport was notified of the application who raised no objection to the application, subject to the inclusion of a permit note relating to the relevant noise measures.</p>
<b>Traffic Engineering</b>	



<i>Applicant to provide an appropriately scaled and detailed set of plans for traffic assessment including dimensions of access ways, parking spaces etc. This is to investigate the traffic movement and car parking layout.</i>	Appropriate swept path diagrams have been provided demonstrating that a B85, B99 and Small Rigid vehicles are capable of entering and exiting the site in a forward direction.
<i>All maneuvering of loading vehicles to be accommodated on site with no maneuvering on the road allowed. Swept paths are to be provided showing the largest service vehicle required for the site, entering and exiting in a forward motion. Please note the vehicle show in these sweeps should be conditioned on the permit as the largest allowed vehicle to access the site.</i>	The sample of these three vehicle types is acceptable given that these are types of the vehicles would be the typical users/visitors of a conventional secondary school.
<i>Condition on Planning Permit that reversing movements of loading vehicles into or out of public streets shall not be allowed.</i>	Condition accepted in-principle. A similarly worded DTP condition will be included on any permit to issue.
<i>Condition on permit that no vehicles are to overhang onto the road reservation, i.e. footpath, nature strip, roadway.</i>	Condition not accepted. Should there be any vehicles illegally parked within the council road reserves, this will be a matter for local laws.
<i>Condition on Planning Permit that all parking bays are to be linemarked including disabled and associated shared area pavement marking.</i>	Condition accepted in-principle. A similarly worded DTP condition will be included on any permit to issue.
<b>Civil Engineering</b>	
<i>An "Application for Stormwater Legal Point of Discharge: R133 Legal Point of Stormwater Discharge" is required to be submitted to Council prior to connection to the drainage system.</i>	Noted – this will be included as a permit note.
<i>Stormwater runoff from all areas must be retained within the property and drained to the site's underground internal stormwater system.</i>	Condition accepted in-principle. A similarly worded DTP condition will be included on any permit to issue.
<i>The internal stormwater drainage design must be approved by the relevant Building Surveyor as per the Building Regulation 2018, Reg. 133.</i>	Noted – this will be included as a permit note.
<i>As per the submitted Drainage Strategy by KLM Spatial, the existing pre-development stormwater flows are to be maintained and not exceeded in the post-development scenario.</i>	Noted – the drainage management plan will be endorsed as part of this permit application
<i>Any cut or fill must not interfere with the natural overland stormwater flow.</i>	Noted – this will be included as a permit note.
<i>No polluted and / or sediment laden runoff is to be discharged directly or indirectly into Council's drains or watercourses during construction.</i>	Condition accepted.
<i>Any structure proposed to be built over an easement requires Council and relevant service authority's approval prior to the issuing of a building permit.</i>	Noted – this will be included as a permit note.
<i>Prior to commencement of any works within the road reserve, an 'Application form for Consent to work within a Hume City Council Road Reserve' is required to be submitted to Council to obtain a permit to carry out the works.</i>	Noted – this will be included as a permit note.
<i>The submitted Planning Report (dated December 2025) refers to Melbourne Airports preliminary position not opposing the proposal on page 5. It is recommended the DTP seek Melbourne Airport referral to confirm their position.</i>	Noted – Melbourne Airport's suggested permit note will be included as a permit note.
<i>From an urban design perspective, the proposal is overall supported. The proposed building footprints generally align with current building setbacks. An area of the proposal that could be improved relates to the façade treatment referred to in the Planning Drawings as the 'canopy detail' and 'arch' – further design thought, testing and refinement should be undertaken for this highly visible and key façade element to achieve a more resolved outcome.</i>	Noted – the development has been assessed above.
<b>Sustainable Environment</b>	
<i>The applicant submitted a planning report dated December 2025 prepared by KLM Spatial Land Development Intelligence.</i>	An arborist report has been provided as part of the application.
<i>The report indicates that only one exotic tree, Tree 25 which is less than 3m is proposed for removal, due to the height of the tree, it does not trigger Clause</i>	



**52.37-Canopy trees.**

However the arboricultural report that was cited in the planning report prepared by Arbkey was not submitted, the arboricultural report is required to be submitted for review.

The applicant submitted for review a Drainage Strategy prepared by Kayell Development Consultants Pty Ltd dated 5/11/2025.

The report indicates the removal and construction of new buildings to connect the existing drainage systems, as such existing and post development scenarios are not anticipated to result in any significant change to the overall site imperviousness.

However there was not modelling that indicates the proposed or existing drainage strategy meets Best Practice Environmental Management Guidelines for Urban Stormwater (BPEMG), this is a requirement addressing Clause 53.18 of the Hume Planning Scheme.

Further information is requested.

A drainage management strategy has been provided confirming that the proposal satisfied the requirements of clause 53.18.

**Environmentally Sustainable Design**

The school development has the opportunity to ensure best practice ESD outcomes and should;

- Recommended to introduce WSUD initiatives – harvesting, recycling and re-using water onsite
- Must achieve 100% BPEM for stormwater
- Must achieve best practice BESS Rating (>50% is considered best practice and >70% is considered excellence) or Green Star Equivalent
- Recommended to introduce solar generation on site, make use of roof space for solar pv cells or purchase renewable energy
- Ensure >30% of the site has canopy cover
- Detail the passive design solutions
- Ensure any demolition waste is recycled

This has been assessed above.



95. The proposal is generally consistent with the relevant planning policies of the Hume Planning Scheme and will contribute to the provision of non-government education facilities within the local area.
96. Melbourne Airport was notified of the application who did not object to the application.
97. Hume City Council was notified of the application provided comments and suggested conditions, which have been considered.
98. The application was advertised and no objections have been received at the time of this report.
99. It is **recommended** that:
- Planning Permit No. PA2504154 for the staged development of the land for a secondary school at 1-23 Lilliput Street, Broadmeadows, be issued subject to conditions.
  - The applicant, Melbourne Airport and the council 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.

Name: [REDACTED]

Title: Senior Planner, Development Assessment

Signed: [REDACTED]

Phone: [REDACTED]

Dated: 12 May 2026

**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**.
- 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.

Name: [REDACTED]

Title: Manager, Development Assessment

Signed: [REDACTED]

Phone: [REDACTED]

Dated: 12 May 2026