

Planning and Urban Context Report

Tract

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Planning Permit Application

1585 & 1605 Mickleham Road, Yuroke

Prepared for St Joseph's Christian College

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Overview

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Background

Applicant / Owner	St Joseph's Christian College
Address	1585 & 1605 Mickleham Road, Yuroke
Lot Description	1\TP376179 1\TP382252

Relevant Planning Provisions

Municipal Planning Strategy	Clause 02.01 – Context Clause 02.02 – Vision Clause 02.03-1 – Settlement Clause 02.03-2 – Environmental and landscape values Clause 02.03-2 – Environmental risks and amenity Clause 02.03-5 – Built environment and heritage Clause 02.03-7 – Economic development Clause 02.03-9 – Infrastructure
Planning Policy Framework	Clause 11 – Settlement Clause 12 – Environmental and Landscape Values Clause 13 – Environmental Risks and Amenity Clause 14 – Natural Resource Management Clause 15 – Built Environment and Heritage Clause 17 – Economic Development Clause 18 – Transport Clause 19 – Infrastructure
Zone	Green Wedge Zone (GWZ)
Overlays	N/A
Particular Provisions	Clause 51.02 – Metropolitan Green Wedge Land: Core Planning Provisions Clause 52.05 – Signs Clause 52.06 – Car Parking Clause 52.17 – Native Vegetation Clause 52.29 – Land Adjacent to the Principal Road Network Clause 52.34 – Bicycle Facilities Clause 53.19 – Non-Government Schools
Strategic Planning Documents	Plan Melbourne 2017-2050 Hume City Council Rural Strategy (March 2022)

Permit Application Details

Description of Proposal	Use and staged development of a non-government primary and secondary school, display of business identification signs, removal of native vegetation and alteration of access to a road in a Transport Zone 2.
Permit Requirement	<ul style="list-style-type: none">• Clause 35.04-1 – Use of land for a primary school and secondary school.• Clause 35.04-5 – Buildings and works associated with a Section 2 use.• Clause 52.05-13 – Display of business identification signs.• Clause 52.17-1 – Removal of native vegetation.• Clause 52.29-2 – Alteration of access to a road in a Transport Zone 2.

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Planning and Urban Context Report

Planning Permit Application
1585 & 1605 Mickleham Road, Yuroke

Project Number

321-0435-01-P-02-RP01

Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
00	29/06/2023	Planning Permit Application	CL	JS	JS

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1 Introduction

1.1 Purpose

This report has been prepared by Tract Consultants Pty Ltd upon the instructions of **St Joseph's Christian College** to accompany a planning permit application for the staged use and development of a primary and secondary school on the land at 1585 & 1605 Mickleham Road, Yuroke ('the Site').

Specifically, the proposal triggers the following planning permit requirements:

- Clause 35.04-1 – Use of land for a primary school and secondary school.
- Clause 35.04-5 – Buildings and works associated with a Section 2 use.
- Clause 52.05-13 – Display of business identification signs.
- Clause 52.17-1 – Removal of native vegetation.
- Clause 52.29-2 – Alteration of access to a road in a Transport Zone 2.

Having considered the proposal in the context of the *Hume Planning Scheme* and *Plan Melbourne 2017-2050*, it is the recommendation of this report that the proposal is consistent with all relevant planning controls and policies.

1.2 Background

The St Joseph's Steering Committee had identified the growing demand and community need for a new school, specially catering to members of the growing Assyrian community in Melbourne's north.

In late 2020, they engaged McCrindle to prepare a demographic analysis of Yuroke to assist in their decision making regarding the location of a proposed school.

The accompanying Demographic Analysis Report identified population projections and demand for the proposed school.

On 29 November 2022, a pre-application meeting was held with Hume City Council, including officers from both the strategic planning and statutory planning departments. Council expressed in principle support for the proposal, noting the strategic context and surrounds have become more favourable for an application of this nature. They emphasised the importance of protecting amenity in the Green Wedge Zone.

On 20 December 2022, a pre-application meeting was held with officers of DELWP on behalf of the Minister who will be the Responsible Authority for the application. Access arrangements were discussed, as was the structure of the proposal and the preference for a staged application. Some query regarding airport noise was also raised and resolved in the meeting.

1.3 Limitations

This report has considered the following documents:

- *Hume Planning Scheme*
- *Plan Melbourne 2017-2050*
- *Hume City Council Rural Strategy (March 2022)*
- *Melbourne Airport Master Plan 2022*

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2 Site & Surrounds

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The Site consists of two properties, being 1585 & 1605 Mickleham Road, Yuroke. The land is formally known as:

- 1585 Mickleham Road, Yuroke – Lot 1 on Title Plan 376179
- 1605 Mickleham Road, Yuroke – Lot 1 on Title Plan 382252

2.1 Site Analysis

The Site is irregular in shape with a total area of 5.21Ha and combined frontage of approximately 193.2m to Mickleham Road.

The Site falls towards the east with an average slope of approximately 6%.

1585 Mickleham Road is mostly cleared, with some vegetation lining the perimeters of the site. There is a single dwelling located towards the western end of the site, and a small dam to the eastern end. Access to this property is provided via a crossover to Mickleham Road, located towards the south of the site.

1605 Mickleham Road contains a dwelling plus a number of outbuildings. The western half is mostly cleared with some vegetation at the perimeters. The eastern half has more vegetation, mainly surrounding the internal accessways. Access to this property is provided via a crossover to Mickleham Road, located centrally on the frontage.

Refer to Figure 1 to Figure 4 – Site Photos.

Refer to Figure 5 – Aerial Plan.

2.1.1 Contamination

The conclusions made in the Preliminary Site Investigation prepared by Edge Group are:

- “The site appears to have been used as farmland until 1960s. By 1976 a rural residential property had been established in the southern portion of site and by 1989 the northern portion of Site had also been residentially developed. The southern portion of the Site (i.e., 1585 Mickleham Road) may have been used for agricultural purposes on an ongoing basis.
- Current and/or historical on-Site activities with the potential to contaminate soil or groundwater include:
 - Current and historical buildings constructed using potential asbestos containing materials.
 - Potential current/historical broadacre application of herbicides, pesticides and insecticides.
 - Potential imported fill / reworked natural material.
 - Minor disposal and/or storage of waste materials.
 - Minor burning of waste materials.
 - In ground septic tank.
- Current and/or historical surrounding site activities with the potential to contaminate soil or groundwater include:
 - Potential current/historical broadacre application of herbicides, pesticides and insecticides.
 - Building activities and laydown of imported fill associated with works in surrounding areas.
- Groundwater at the Site is inferred be approximately 10-20 mbgl, and is expected to generally flow locally in east direction and regionally toward Port Phillip Bay.
- The Site is considered to have a medium to high potential for contamination based on past and present land uses and activities including:
 - On-Site buildings that potentially contain asbestos.

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- Pesticide use as part of historic agricultural practices.
- Waste storage and/or incineration.
- Potential imported fill.
- In-ground septic tank.
- With reference to DELWP Potentially Contaminated Land – Planning Practice Note 30, the site has a medium to high potential for contamination due to current or historical waste disposal and incineration, and potential imported fill materials.”

2.1.2 Vegetation

Vegetation on the Site primarily consists of exotic pastures, with broadleaf herbaceous weeds occasionally interspersed. Gardens of exotic plants are present around existing dwellings. Planted tree vegetation is also present along property boundaries. A number of mature River Red Gums are present in the road reserve.

According to Nature Advisory, “native vegetation was comparatively limited in extent and comprised small patches of Wallaby-grass, Spear-grass and Weeping Grass occurring in the east of the study area, on both public and private land”.

Refer to the Native Vegetation Assessment prepared by Nature Advisory for further details.

2.1.3 Servicing

As detailed in the accompanying Services Master Plan Report prepared by BRT, the following is noted:

- **Power Supply:** The site is currently served by Jemena assets that are reticulated overhead supply along the east side road reserve on Mickleham Road. The infrastructure currently carrying high voltage and low voltage reticulation.
- **Communications:** The site is currently served by an in-ground Telstra service which is providing a single pair cable domestic service. There is also a Telstra fibre optic mains service reticulating through the west side road reserve on Mickleham Road.
- **Sewer & Water Services:** The site is currently not served by any Authority mains sewer or water. There are currently no Authority plans for reticulated sewer or water to be provided to the zone on the west side of Mickleham Road. A preliminary service advice application has been submitted to Yarra Valley Water to ascertain the potential for future development and extension of their infrastructure, a response is yet to be received.

2.2 Site Context

The Site is located in Yuroke, within the City of Hume. The Site is situated approximately 28.02km north of Melbourne’s CBD.

The Site is located outside of, but adjacent to, the Urban Growth Boundary. It interfaces the Craigieburn West Precinct Structure Plan, specifically an area designated for residential development (refer to **Figure 6 - PSP Plan**) located directly opposite the land to the east.

The Site lies within the Victorian Volcanic Plain bioregion and falls within the Port Phillip and Westernport catchment.

The Site has the following interfaces:

- **North:** 1615 Mickleham Road, Yuroke – a site with a dwelling, numerous outbuildings and a dam, which is heavily vegetated, particularly towards the west.
- **East:** Mickleham Road – a major arterial road within the Transport Zone 2. On the opposite side of the road is 1600 Mickleham Road, a currently vacant site.
- **South/West:** 780 Craigieburn Road, Yuroke – a 16Ha vacant site.

Refer to **Figure 7 - Context Plan**.

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2.3 Melbourne Airport

The Site is not affected by the Melbourne Airport Environs Overlay. However, it must have regard to the Melbourne Airport 2022 Master Plan. The impacts of this are discussed in Section 5.6 of this report.

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Figure 1 - Site Photo



Figure 2 - Site Photo

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Figure 3 - Site Photo



Figure 4 - Site Photo

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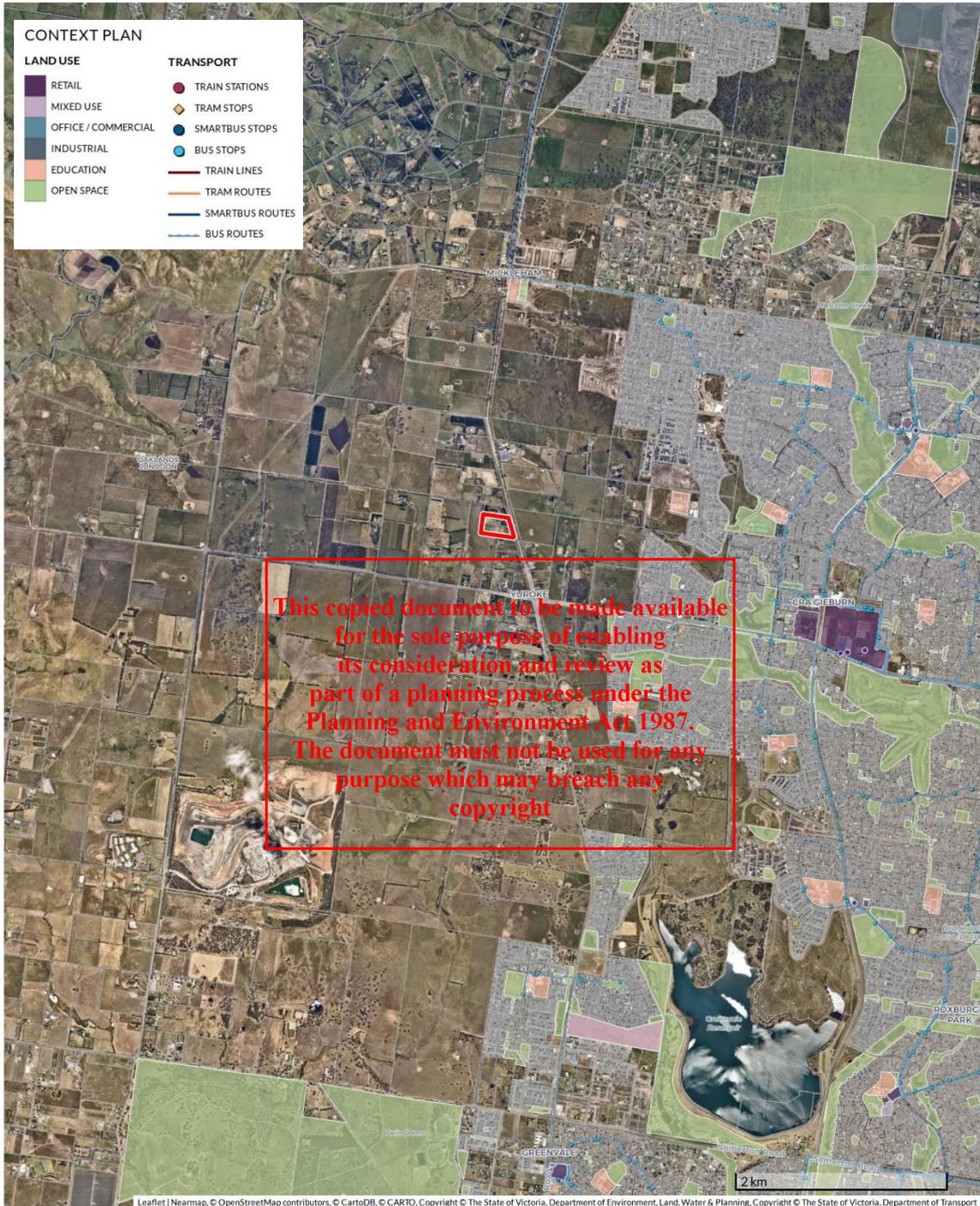


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3 Proposal

3.1 Overview

This section of the report should be read in conjunction with the attached Architectural Master Plan prepared by PMDL McGlashan Everist (dated 19 June 2023).

This application seeks planning approval for the use and staged development of a primary school and secondary school, the display of business identification signage, removal of native vegetation, and alteration of access to a road in a Transport Zone 2.

In summary, the masterplan includes:

- Seven (7) buildings including primary, primary multi-purposes, secondary learning, library / food / canteen, administration, multi-purpose performance and gymnasium buildings.
- Green outdoor areas including an oval, secondary outdoor learning and recreation, food garden, primary passive play and outdoor learning, and primary active play areas.
- Paved outdoor areas include the "school heart" main circulation point in the centre of the site, as well as relevant vehicle accessways and car parking.

3.2 Project Justification

Having regard to the Yuroke Demographic Analysis Report prepared by W.A. Crindle, a number of factors contribute to the overall demand for the proposed school, including:

- The Site is located in the centre of the fast growing north-west region of Melbourne. Within 12km of the Site are 18 growing areas, which form the catchment area of the development. The population in the catchment area has been growth at a rate of 53% over the past decade, more than doubling the average across Melbourne.
- The catchment has a high proportion of young people, with 29% under the age of 20, and a further 32% in their young adulthood and family-forming stages (aged 25-44). The number of students in the catchment has been increasing at a ten-year rate of 31% over the past decade, with the independent sector growing almost three times as fast as the government and Catholic sector.
- The growing population in the catchment is also making communities increasingly culturally diverse. A large proportion of the catchment's high cultural diversity are those who are part of the Assyrian community. More than 30,000 residents in the catchment are from countries connected to the Assyrian community. This accounts for 12% of the catchment's total population or 31% of the catchment's migrant population. Chaldean Neo-Aramaic and Assyrian Neo-Aramaic are also spoken by almost 8,000 and 7,000 catchment residents respectively. A further 8,000 also identify as Assyrian Christian.
- Based on Government projects, more than 420,000 people will reside in the catchment area by 2036, being an increase of 163,000 from the current population. Conservatively assuming the catchment's enrolment ratio and independent sector's share of students to remain the same, which has historically been increasing, the catchment is projected to be home to 10,200 independent students by 2036.

Further to the above, the St Joseph's Steering Committee have noted a substantial growth in the Parish's membership since 2016, with a recent information session resulting in 97 applications of interest for children under the age of 5 being provided by a parent to the committee. As such, there is clear demand and strategic justification for the proposed school.

Data from the 2021 Australian Census of Population and Housing also notes that there has been a 32.2% increase in total combined Assyrian/Chaldean Non-Aramaic at-home speakers in Australia since 2016.

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3.3 Staging and Operation

Given that the school will be relying on funding from the ongoing tuition of students, the project is only made feasible if development can be staged.

The ultimate outcome for the school is to accommodate 825 students (comprising primary and secondary students), supported by 48 staff members.

Given the staged nature of the proposal, the operation of the school will slowly grow over the life of the construction period. The proposed staging is summarised in Figure 8 - Proposed Building Program (excerpt).

PROPOSED BUILDING PROGRAM

SEQUENCE	STAGE DESCRIPTION	No. OF STUDENTS	STAFF	CARPARKS REQUIRED	BIKE RACKS REQUIRED
STAGE 1	Site set up, demountables , preliminary traffic & electrical services	Up to 100	8	45	20
STAGE 2A & 2B	3 Storey & 2 Storey Primary School building	Up to 300	30	120	60
STAGE 3	2 Storey Primary School building Extension & 2 Storey Administration Building	Up to 600	42	240	92
STAGE 4	2 Storey Secondary School building	Up to 825	48	247	92
STAGE 5	3 Storey & 2 Storey Primary School building, Secondary active play	Up to 825	48	247	92
STAGE 6	Gymnasium, Primary active play	Up to 825	48	247	92
STAGE 7	Multipurpose Performance Centre	Up to 825	48	247	92
STAGE 8	Primary Multipurpose	Up to 825	48	247	92

Figure 8 - Proposed Building Program (excerpt)

The Site Masterplan demonstrates the site layout at each stage and shows the evolution of the school into its ultimate outcome.

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3.4 Parking and Access

3.4.1 Car Parking

A total of 301 formal car parking spaces will be ultimately provided on site. The car parking areas are predominately located within the southern portion of the Site, utilising a range of parking arrangements including:

- Standard 90-degree spaces with a minimum width of 2.6m, length of 4.9m and aisle width of 6.4m.
- Standard 45-degree spaces with a minimum width of 2.6m, length of 4.9m and aisle width of 3.5m.
- Parallel spaces with a minimum width of 2.3, length of 6.7m and aisle width of at least 3.6m.

An informal drop-off/pick-up lane is also proposed, located at the eastern end of the site, in a parallel parking-style area which is provided with a width of 3.5m and an adjacent access aisle of at least 3.6m in width.

3.4.2 Bicycle Parking

A total of 46 double sided bicycle rails are proposed within a covered area underneath the gymnasium, providing 92 bicycle parking spaces.

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3.4.3 Access

General

The Site will have two vehicle access points, with the primary access being located along the southern end of the boundary, and the secondary located further north.

Ultimate access to the Site will be influenced by the future traffic signals adjacent to the site, which are due to be delivered as part of the Craigieburn West PSP, as well as the ultimate duplication of Mickleham Road.

In the interim, the primary access will be an unsignalized T-intersection accommodating all turning movements. However, this access will eventually align with the future signalised intersection identified as 'IN-04' within the Craigieburn West PSP.

Accessways are at least 3.5m or 6.1m in width for single-lane and dual-lane arrangements respectively.

All vehicles can enter and exit the site in a forward direction.

Buses

There is also sufficient access and a dedicated on-site parking lane available to accommodate buses that are up to 14.5m long. They will enter and exit the Site via the southern access.

Loading

Vans or small rigid vehicles are likely to be used, however loading is expected to be infrequent. The vehicles will use either the bus parking or the drop-off/pick-up lane to conduct loading activities.

Emergency Access

The Site has appropriate access to allow the circulation of an 8.8m medium rigid vehicle within the internal accessways and the fire truck access route, enabling all critical areas of the school grounds to be attended to by emergency services.

3.5 Vegetation Removal

In order to accommodate the school, it is proposed to remove a total of 0.172 hectares of native vegetation. This is comprised of the following:

- 0.123 hectares of native vegetation in patches (including no large trees in patches); and
- One large scattered tree, equating to an area of loss of 0.049 hectares.

The above removal is based on the following:

- Direct removal:
 - Native vegetation within all proposed building envelopes.
 - Native vegetation within all proposed driveways.
- Consequential removal:
 - Native vegetation within 10 metres of all proposed building envelopes.
 - Trees with more than 10% of their TPZ encroached.

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The required offset, being 0.051 general habitat units, will be secured prior to the removal of any native vegetation.

3.6 Landscaping

A Landscape Masterplan has been prepared by Tract to ensure that the landscape character of the area is retained, views to the site from neighbouring properties are appropriately mitigated, and that the school is a pleasant place for students and staff to spend time. Tract's Landscape Design Response is as follows:

"The College is located in a semi-rural environment and the landscape character of the grounds is expressed via an informal arrangement of open lawn areas, courtyards nestled between buildings framed with native garden beds and an overlay of mature evergreen canopy trees.

The approach for the new landscape spaces nestled in and around the proposed buildings shall seek to achieve the necessary functional requirements in terms of access, linkages, shelter and wayfinding. This should be carefully balanced with providing the right level of landscape amenity.

The College landscape will cater for a broad range of age groups; the new landscape treatments need to simultaneously unify the campus through a considered palette of hard and soft landscaping, while ensuring special moments and spaces are created, fulfilling the needs of all students. These spaces will support outdoor learning as well as provide memorable spaces for the students and staff.

The new landscape masterplan is dynamic and diverse in its offerings; courtyards, kitchen gardens, active play, outdoor collaboration spaces and sports facilities. It will be important to ensure legibility and connectivity across these uses, that activities are easily recognizable and that the language of the campus in terms of materiality offers a consistent treatment that provides a degree of consistency across the campus."

Refer to the accompanying Landscape Masterplan for further details.

3.7 Signs

The masterplan acknowledges that business identification signage will be required to be provided along the frontage of the Site to ensure the school can be appropriately identified. However, it is acknowledged that sign design details are beyond the scope of the overall masterplan level. As such, primary permission is sought for two general 'business identification signage zones', with sign detail to be provided at each detailed design stage.

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4 Planning Provisions

4.1 Municipal Planning Strategy

The following provisions of the MPS are most relevant to the application:

- **Clause 02.01 – Context**

This clause outlines that:

“Hume’s population will grow by more than fifty percent from just under 245,000 in 2021 to nearly 395,000 by 2041. When all current growth area land is developed the population will be around 420,000.”

- **Clause 02.02 – Vision**

Council’s vision is to be “a sustainable and thriving community with great health, education, employment, infrastructure and a strong sense of belonging”.

This will be achieved by:

- *Valuing education and life long learning.*
- *Enabling economic growth through the creation of local jobs and supporting local industries.*
- *Acknowledging and celebrating the diversity of Hume people.*
- *Supporting active participation by residents in community life.*
- *Growing in a way that is both sustainable and sensitive to the open, rural and rural spaces.*
- *Creating a place that will benefit future generations while protecting the environment.*
- *Advocating for sustainable neighbourhoods.*
- *Protecting heritage.*
- *Designing spaces that are accessible and fill the community with pride.*

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- **02.03-1 – Settlement**

This clause notes that:

“Rural Areas make up over half of Hume and provide a permanent break between the urban areas of Hume Corridor and Sunbury Township, create a distinct rural landscape character and outlook to the edge of the urban areas and contain important conservation, natural resources and landscape features. The Rural Areas include Green Wedge Zone land, Special Use Zone (i.e. quarries), Public Use and Recreation Zones and the Bulla township (Township Zone).

The rural areas protect the curfew free status of Melbourne Airport by limiting land uses that are affected by aircraft noise. Farming has traditionally been a major land use in the rural areas, however over time a number of factors have combined to reduce its feasibility and profitability, and as a result farming has declined through the majority of the municipality.”

- **Clause 02.03-2 – Environmental and landscape values**

It is noted that the rural landscape is a key characteristic of Hume’s image and identity. Strategic directions for environment and landscape values include:

- Plan use and development to:
 - Preserve the diversity and long-term security of terrestrial and aquatic environments.
 - Protect and restore biodiversity, natural habitats, ecological linkages and native vegetation, including scattered indigenous trees.

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- Protects significant and unique landscape values that contribute to Hume’s character and identity.
- o Ensure new areas contribute towards an increase in tree canopy throughout the landscape.
- **Clause 02.03-3 – Environmental risks and amenity**
This clause notes that *“the municipality encompasses areas of significant bushfire (grassfire) and flood risk. It has been impacted by bushfire and floods in the recent past and the risks persist today”*.
- **Clause 02.03-5 – Built environment and heritage**
This clause notes that *“there is significant opportunity to ensure that new buildings and development in Hume set high environmental standards and are designed to be more resilient to the impacts of climate change and to be more resource, energy and water efficient”*.
Strategic directions include:
 - o Improve the image and appearance of Hume Corridor’s established areas.
 - o Deliver high quality development in new growth areas across Hume.
 - o Facilitate accessible, functional, well-designed and innovative community buildings.
 - o Minimise the contribution of new development to the Urban Heat Island effect.
 - o Ensure signs are displayed in a manner that is compatible with the character of the area, and avoids visual clutter.
- **Clause 02.03-7 – Economic development**
This clause acknowledges that *“as the population of Hume and the Northern Sub Region grows, increasing the number and diversity of employment opportunities in Hume is critical”*.
Strategic directions include:
Facilitate economic growth and job diversity through the continued support of existing businesses and the attraction of new businesses.
- **Clause 02.03-9 – Infrastructure**
This clause acknowledges the importance of liveability in the quality of life experiences in an area. Liveability is comprised by access to a choice of everyday things that people require including education.
Strategic directions include:
Ensure the provision of local infrastructure and services that meets the needs of the local community.

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4.2 Planning Policy Framework

The following provisions of the PPF are most relevant to the application:

- **Clause 11 – Settlement**
 - o **Clause 11.01-1S (Settlement)** which seeks *“to facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements”*.
 - o **Clause 11.01-1R (Green wedges – Metropolitan Melbourne)** which seeks *“to protect the green wedges of Metropolitan Melbourne from inappropriate development”*.
 - o **Clause 11.02-1S (Supply of urban land)** which seeks *“to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses”*.
 - o **Clause 11.02-2S (Structure planning)** which seeks *“to facilitate the fair, orderly, economic and sustainable use and development of urban areas”*.
 - o **Clause 11.02-3S (Sequencing of development)** which seeks *“to manage the sequence of development in areas of growth so that services are available from early in the life of new communities”*.

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- **Clause 11.03-2S (Growth areas)** which seeks “to locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas”.
- **Clause 12 – Environmental and Landscape Values**
 - **Clause 12.01-1S (Protection of biodiversity)** which seeks “to protect and enhance Victoria’s biodiversity”.
 - **Clause 12.01-2S (Native vegetation management)** which seeks “to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation”.
- **Clause 13 – Environmental Risks and Amenity**
 - **Clause 13.02-1S (Bushfire planning)** which seeks “to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life”.
 - **Clause 13.04-1S (Contaminated and potentially contaminated land)** which seeks “to ensure that contaminated and potentially contaminated land is used and developed safely”.
 - **Clause 13.05-1S (Noise management)** which seeks “to assist the management of noise effects on sensitive land uses”.
 - **Clause 13.07-1S (Land use compatibility)** which seeks “to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts”.
- **Clause 14 – Natural Resource Management**
 - **Clause 14.01-1S (Protection of agricultural land)** which seeks “to protect the state’s agricultural base by preserving productive farmland”.
- **Clause 15 – Built Environment and Heritage**
 - **Clause 15.01-1S (Urban design)** which seeks “to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity”.
 - **Clause 15.01-1L-01 (Urban design – Transport corridors)** which outlines a number of strategies including “establish new streetscape planting which enhances and reinforces the state’s landscape character”.
 - **Clause 15.01-1L-05 (Signs)** which outlines a number of strategies including “encourage signs to be located on the land to which they relate”. This clause also outlines policy guidelines.
 - **Clause 15.01-2S (Building design)** which seeks “to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development”.
 - **Clause 15.01-2L-01 (Building design – Hume)** which outlines a number of strategies including:
 - Ensure development in rural areas is sited and designed to:
 - Consolidate building footprints.
 - Minimises visual bulk.
 - Follow the natural land form, minimising the need for cut and fill.
 - Retain and protect the existing vegetation.
 - Complements the surrounding landscape.
 - Ensure landscaping is used to soften the visual appearance of development on hillsides.
 - **Clause 15.01-2L-03 (Environmentally sustainable development – Hume)** which seeks to “achieve best practice in environmentally sustainable development from the design stage through to construction and operation”.
 - **Clause 15.01-4S (Healthy neighbourhoods)** which seeks “to achieve neighbourhoods that foster healthy and active living and community wellbeing”.

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- **Clause 15.01-5S (Neighbourhood character)** which seeks “to recognise, support and protect neighbourhood character, cultural identity, and sense of place”.
- **Clause 15.01-6S (Design for rural areas)** which seeks “to ensure development respects valued areas of rural character”.
- **Clause 15.03-2S (Aboriginal cultural heritage)** which seeks “to ensure the protection and conservation of places of Aboriginal cultural heritage significance”.
- **Clause 17 – Economic Development**
 - **Clause 17.01-1S (Diversified economy)** which seeks “to strengthen and diversify the economy”.
- **Clause 18 - Transport**
 - **Clause 18.01-1S (Land use and transport integration)** which seeks “to facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport”.
 - **Clause 18.01-3S (Sustainable and safe transport)** which seeks “to facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing”.
 - **Clause 18.02-3S (Public transport)** which seeks “to facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport”.
 - **Clause 18.02-4S (Roads)** which seeks “to facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure”.
 - **Clause 18.02-7S (Airports and airfields)** which seeks “to strengthen the role of Victoria’s airports and airfields within the state’s economic and transport infrastructure, guide their siting and expansion, and safeguard their ongoing, safe and efficient operation”.
- **Clause 19 – Infrastructure**
 - **Clause 19.02-2S (Education facilities)** which seeks “to assist the integration of education and early childhood facilities with local and regional communities”.

4.3 Zoning

The Site is located within the Green Wedge Zone (GWZ).

The purpose of the GWZ is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for the use of land for agriculture.*
- *To recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.*
- *To encourage use and development that is consistent with sustainable land management practices.*
- *To encourage sustainable farming activities and provide opportunity for a variety of productive agricultural uses.*
- *To protect, conserve and enhance the cultural heritage significance and the character of open rural and scenic non-urban landscapes.*
- *To protect and enhance the biodiversity of the area.*

Pursuant to Clause 35.04-1, the use of land for a Primary school and/or a Secondary school falls under **Section 2 – Permit required**.

Pursuant to Clause 35.04-5, **a permit is required** to construct or carry out works associated with a use in Section 2 of Clause 35.04-1.

Refer to Figure 9 - Zone Plan.

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4.4 Overlays

The Site is not affected by any overlays.

4.5 Particular Provisions

4.5.1 Clause 51.02 – Metropolitan Green Wedge Land: Core Planning Provisions

The purpose of Clause 51.02 is:

- To protect metropolitan green wedge land from uses and development that would diminish its agricultural, environmental, cultural heritage, conservation, landscape natural resource or recreation values.
- To protect productive agricultural land from incompatible uses and development.
- To ensure that the scale of use is compatible with the non-urban character of metropolitan green wedge land.
- To encourage the location of urban activities in urban areas.
- To provide transitional arrangements for permit applications made to the responsible authority before 19 May 2004.
- To provide deeming provisions for metropolitan green wedge land.

Clause 51.02-2 outlines uses that are prohibited within Green Wedge land. The use of land for a primary school and secondary school is permissible.

4.5.2 Clause 52.05 – Signs

The purpose of Clause 52.05 is:

- To regulate the development of signs and advertisements in an area, including the existing or desired future character.
- 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 to be a hazard to the safety of any road or built environment or the safety, appearance or efficiency of a road.

Pursuant to Clause 35.04-7, the Site is subject to Category 3 sign limitations.

Business identification signage falls under 'Section 2 – Permit required.'

Two business identification sign zones are proposed along the frontage of the Site, and as such a permit is required.

4.5.3 Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Pursuant to Clause 52.06-5:

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- The use of land for a primary school generates a statutory car parking requirement of 1 to each employee that is part of the maximum number of employees on the site at any time.
- The use of land for a secondary school generates a statutory car parking requirement of 1.2 to each employee that is part of the maximum number of employees on the site at any time.

Given that the exact breakdown of the 48 staff is not yet known, the higher rate (being for a secondary school) has been adopted for all staff, generating a requirement for 57 car parking spaces.

301 formal car parking spaces are provided on the Site, and therefore a surplus of car parking is provided and no dispensation is sought.

4.5.4 Clause 52.17 – Native Vegetation

The purpose of Clause 52.17 is:

To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):

1. Avoid the removal, destruction or lopping of native vegetation.
2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.

To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.

A permit is required to remove, destroy of lop native vegetation, including dead native vegetation.

4.5.5 Clause 52.29 – Land Adjacent to the Principal Road Network

The purpose of Clause 52.29 is:

- *To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.*
- *To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.*

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2.

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4.5.6 Clause 52.34 – Bicycle Facilities

The purpose of Clause 52.34 is:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Pursuant to Clause 52.34-5:

- The use of land for a primary school generates a bicycle parking requirement of 1 space to each 20 employees (for employees) and 1 space to each 5 pupils over year 4 (for students).
- The use of land for a secondary school generates a bicycle parking requirement of 1 space to each 20 employees (for employees) and 1 space to each 5 pupils (for students).

Given that the proposal accommodates 150 primary students over Year 4, 300 secondary students and 48 staff members, the bicycle parking requirement generated is 92.

92 bicycle parking spaces have been provided, and as such, no dispensation is sought.

4.5.7 Clause 53.19 – Non-Government Schools

The purpose of Clause 53.19 is:

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- To facilitate new non-government schools.
- To facilitate upgrades and extensions to existing non-government schools.

Pursuant to Clause 53.19-2, an application to which Clause 53.19 applies is exempt from the decision requirements of section 64(1), (2), and (3), and the review rights of section 82(1) of the Act.

4.6 Other Planning Considerations

4.6.1 Clause 72.01-1 – Minister is responsible authority

Pursuant to Clause 72.01-1, the Minister for Planning is the responsible authority in relation to the use and development of land for a primary or 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, if any of the following apply:

- There is no existing primary school or secondary school on the land.
- The estimated cost of development is \$3 million or greater.

Given that there is no existing primary or secondary school on the land, the Minister for Planning is the responsible authority.

4.6.2 Hume City Council Rural Strategy (March 2022)

This Strategy recognises the challenges being experienced in rural areas as well as setting out Directions and Strategies to address these.

Section 5.2 of the Strategy outlines a strategy to “Provide decision making guidance for development and discretionary use proposals”. Namely, it notes that “allowable uses in the Green Wedge fall into two categories:

1. Uses that have a clear and direct relationship to nearby agriculture or natural and cultural heritage.
2. Uses that are essential for urban development but cannot locate in urban areas for amenity and other reasons (such as airports, schools, quarries, waste treatment plants, landfills and reservoirs).”

Further it is recognised that “independent school providers and religious organisations have challenges finding suitable urban land near to where their communities live”. It is therefore noted that proposals inside the green wedge are preferred in locations adjacent to the Urban Growth Boundary and with access to arterial or declared roads.

4.6.3 Planning for Melbourne’s green wedges and agricultural land (DELWP)

One of the focus areas of this project is to identify key challenges relating to land use planning in the green wedges. Green wedge Councils were consulted in 2018-2019. Broader stakeholder consultation was undertaken in 2020-2021.

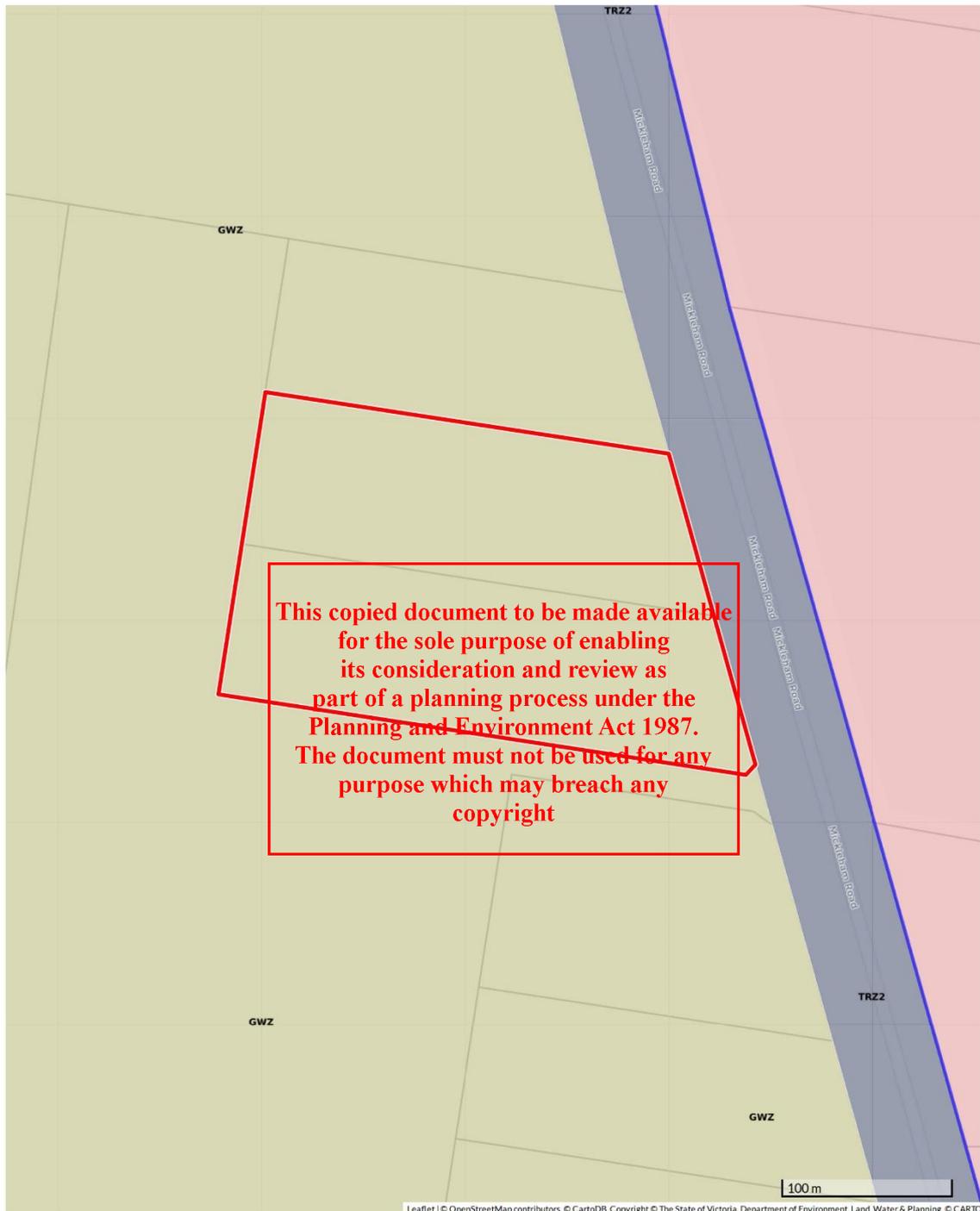
The Phase 2 consultation paper has since been released recommends the followings:

- Amend the Green Wedge Zone, Green Wedge A Zone, Rural Conservation Zone and Clause 51.02 (VPP) to insert conditions of use requiring that primary and secondary schools must be located adjacent to the UGB and adjoin, or have access to, a road in a Road Zone.
- Amend the Green Wedge Zone, Green Wedge A Zone, Rural Conservation Zone and Clause 51.02 (VPP) to insert conditions of use that prohibit schools in high bushfire risk areas (i.e. areas subject to the Bushfire Management Overlay).

It is recognised that the Site meets the above criteria.

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5 Planning Assessment

5.1 Overview

When assessing the proposal against the policy and provisions of the *Hume Planning Scheme*, it was determined that the following questions were relevant:

- Is the proposal consistent with the relevant state and local planning policy?
- Is the proposal consistent with the policy of the Green Wedge Zone?
- Is the proposal consistent with the policy of Clause 52.17 (Native Vegetation)?
- Does the proposal provide a satisfactory car parking and traffic response?
- Is the proposal compatible with the existing and future arrangements of Melbourne Airport?

5.2 Is the proposal consistent with the relevant state and local planning policy?

5.2.1 Municipal Planning Statement

The proposal is consistent with the MPS in the following ways:

- The proposal provides an educational offering designed to support a key growing part of Hume's community, therefore directly aligning with **Clause 02.01 (Context)** and **Clause 02.02 (Vision)**.
- Whilst the Site has historically been 'rural' in nature, the proposal acknowledges the general shift from farming within the municipality, as identified in **Clause 02.03-1 (Settlement)**. The proposal represents a good use of the Site, benefiting from the large site area, whilst providing an offering that supports the urban growth directly across the road.
- The proposal does not contradict **Clause 02.03-2 (Environmental and landscape values)** as the Site itself does not have any identified landscape values. The Site is mostly cleared and the vegetation that is to be removed represents only a small part of the site (and the vegetation itself is of limited value). The proposal provides a landscape response that will enhance the Site and provide greater landscape significance.
- The proposed siting has been informed by bushfire considerations from the outset, ensuring that the school is a safe environment within the context, aligning with **Clause 02.03-3 (Environmental risks and amenity)**.
- The proposal represents the opportunity to provide high-quality built form on the Site, which is currently occupied by dated, low-quality dwellings. Whilst the specifics of the building details have not been determined at the masterplan stage, the client is committed to providing environmentally sustainable buildings at the detailed design stages, aligning with **Clause 02.03-5 (Built environment and heritage)**.
- Aligning with **Clause 02.03-7 (Economic development)**, the proposal helps to facilitate economic growth for the municipality and providing new job opportunities.
- The very essence of the proposal is to provide a key piece of local infrastructure that meets an acknowledged need of the local Assyrian community, who make up a large portion of the wider Hume community, directly aligning with **Clause 02.03-9 (Infrastructure)**.

5.2.2 Planning Policy Framework

The proposal is consistent with the PPF in the following ways:

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5.3 Is the proposal consistent with the policy of the Green Wedge Zone?

As assessment against the relevant decision guidelines outlined at Clause 35.04-6 is provided below.

Decision guideline	Assessment
General Issues	
The Municipal Planning Strategy and the Planning Policy Framework.	Refer to Section 5.2 of this report.
Any Regional Catchment Strategy and associated plan applying to the land.	The Port Phillip and Western Port Regional Catchment Strategy applies to the Site. The associated plan is the Hume City Council Land and Biodiversity Plan (2015-2019). It is recognised that Figure 3 within the Land and Biodiversity Plan does not identify the Site as being significant from a vegetation area or conservation area perspective.
The capability of the land to accommodate the proposed use or development.	As discussed above, the Site has access to (or has the ability to access) the required services to accommodate the proposed school.
How the use or development relates to rural land use, rural diversification, natural resource management, natural or cultural heritage management, recreation or tourism.	The proposal does not relate directly to the listed items, however it is well established that schools may be located within the GWZ.
Whether the site is suitable for the use or development and the compatibility of the proposal with adjoining land uses.	There are identifiable factors regarding the adjoining site that would preclude the use of land for a school.
Whether the use or development is essential to the health, safety or well-being of the State or area but is not appropriate to locate in an urban area because of the effect it may have on existing or proposed urban areas or the effect that existing or proposed urban areas may have on the proposed use or development.	As discussed in the <i>Hume City Council Rural Strategy</i> , it is not always possible for independent schools and religious groups to secure the land that they require in urban areas. As such, it is not that the school would not be appropriately located in an urban area, but rather the price of land is a barrier for an independent school to be established.
The need to minimise adverse impacts on the character and appearance of the area or features of architectural, scientific or cultural heritage significance, or of natural scenic beauty.	The Site does not have any identified architectural, scientific or cultural heritage significance.
The potential for accommodation to be adversely affected by vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the	N/A – no accommodation proposed.

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Mineral Resources (Sustainable Development) Act 1990.

Rural issues

The maintenance of agricultural production and the impact on the rural economy.

The environmental capacity of the site to sustain the rural enterprise.

The need to prepare an integrated land management plan.

The impact on the existing and proposed rural infrastructure.

The potential for the future expansion of the use or development and the impact of this on adjoining and nearby agriculture and other land uses.

The protection and retention of land for future sustainable agricultural activities.

The proposal does not relate to a rural use. It is acknowledged that the Site is not currently used as productive agricultural land anymore. Further, it is directly opposite the Craigieburn West PSP, and therefore is an ideal location for an independent school which will help to service the community.

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Environmental issues

The impact of the use or development on the flora and fauna on the site and its surrounds.

The Site is mostly clear of significant vegetation, and therefore is also likely not to be considered a valuable biodiversity site. As discussed in Section 5.4 of this report, the required removal of native vegetation is appropriate, and the proposed landscape strategy will provide new flora and fauna opportunities on the Site.

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The need to protect and enhance the biodiversity of the area, including the retention of vegetation and faunal habitat and the need to revegetate land including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge area.

As above.

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How the use or development relates to sustainable land management and the need to prepare an integrated land management plan.

N/A

The location of on site effluent disposal areas to minimise impact of nutrient loads on waterways and native vegetation.

The proposed waste treatment system is to be located at the front of the site (south-east corner) for future connection to authority mains. This area is not located proximate to any waterways.

Design and siting issues

The need to minimise any adverse impacts of siting, design, height, bulk, and colours and materials to be used, on landscape features, major roads and vistas.

The Site does not have any significant landscape features or vistas to it, however the masterplan concentrates the majority of the buildings in the centre of the site, allowing appropriate buffering from nearby properties. Further, the

Landscape Masterplan demonstrates that the planting strategy takes into account the use of landscape buffers and screening to soften the edges of the site.

The location and design of existing and proposed infrastructure services which minimises the visual impact on the landscape.

Water treatment areas have been incorporated in to the site design to present green interfaces. Water tanks required for services and fire fighting will present similar in scale to rural type tanks consistent with the language of the area.

The need to minimise adverse impacts on the character and appearance of the area or features of archaeological, historic or scientific significance or of natural scenic beauty or importance.

The Site does not have any identified archaeological, historic or scientific significance.

The need to locate and design buildings used for accommodation to avoid or reduce the impact from vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the Mineral Resources (Sustainable Development) Act 1990.

N/A

Primary school or secondary school issues

Access being provided via an all-weather road with dimensions adequate to accommodate emergency vehicles and not rely on local residential streets for access.

The site currently has two access connections to Mickleham Road, a road in the Transport Zone 2.

Access by public transport, or if public transport is not available or adequate, transport may be provided by the school. Where transport is provided by the school the parking of buses should be accommodated on site.

The proposal requires replacement of the same with upgraded access.

Bus parking has been accommodated on site in anticipation for future private bus charters to the school.

Connection to reticulated sewerage if available or if not available, the wastewater must be treated and retained on-site in accordance with the requirements of the Environment Protection Regulations under the Environment Protection Act 2017 for an on-site wastewater management system.

As in the accompanying Service Master Plan Report, the intention is for the proposal to eventually be connected to a reticulated service.

In the absence of reticulated sewerage, a Land Capability Assessment on the risks to human health and the environment of an on-site wastewater management system constructed, installed or altered on the lot in accordance with the requirements of the Environment Protection Regulations under the Environment Protection Act 2017.

The Site is proposed in the interim to be developed with on-site collection, treatment and disbursement of waste water. The onsite treatment system shall be designed in accordance with the Land Capability Assessment which is still to be completed.

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Connection to a reticulated potable water supply or an alternative potable water supply with adequate storage for school use as well as for fire fighting purposes. As discussed in the accompanying Service Master Plan Report:
"The potable drinking water is proposed to be collected from roof areas in each stage of the school development. A central water storage and treatment system is proposed for the site, that will distribute water through all buildings and to all fixtures. The rainwater storage tanks are proposed to be inground or integrated with the terraced development of levels across the site."

Connection to a reticulated electricity supply or an alternative energy source. As discussed in the accompanying Service Master Plan Report:
*"The school is proposed to be supplied from an on site substation and main switchboard (MSB) that is located on the title boundary at the front of the site.
 Power is proposed to be reticulated through in ground conduits and pits to main distribution boards (MDB's) that will be typically located for the development of each for the site. The MBD's will be located within the building envelope."*

Therefore, it is considered that the proposal is consistent with the purposes and policy of the GWZ.

5.4 Is the proposal consistent with the policy of Clause 52.17 (Native Vegetation)?

As described in the Chapter 3 this application seeks the removal of a total of 0.72 hectares of native vegetation. This is comprised of the following:

- 0.123 hectares of native vegetation in patches (including no large trees in patches); and
- One large scattered tree, equating to an area of loss of 0.049 hectares.

This vegetation is required to be removed to accommodate vehicular access to the site and the appropriate siting of buildings.

As detailed in the accompanying Native Vegetation Assessment prepared by Nature Advisory, the required removal of vegetation is afforded an 'Intermediate' pathway. In accordance with Table 4 within Section 6.4.1 of the Guidelines for the Removal Destruction or Lopping of Native Vegetation (2017), the following table addresses the required application requirements.

Number	Application requirement	Response
1	Information about the native vegetation to be removed.	As described above. The native vegetation to be removed is in an area mapped as an endangered EVC.
2	Topographic and land information relating to the native vegetation to be removed, showing ridges, crests and hilltops, wetlands and waterways, slopes of more than	Refer to Section 4.1 and Figure 1 of the accompanying Native Vegetation Assessment.

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20 percent, drainage lines, low lying areas, saline discharge areas, and areas of existing erosion, as appropriate. This may be represented in a map or plan.

3 Recent, dated photographs of the native vegetation to be removed. Refer to Appendix 5 of the accompanying Native Vegetation Assessment.

4 Details of any other native vegetation approved to be removed, or that was removed without the required approvals, on the same property or on contiguous land in the same ownership as the applicant, in the five year period before the application for a permit is lodged. N/A

5 An avoid and minimise statement. As outlined in Section 6.3 of the accompanying Native Vegetation Assessment, efforts to avoid and minimise impacts to native vegetation in the current application are presented as follows:
“Site level planning – The school development has been sited on land that predominantly supports introduced vegetation, therefore limiting impacts to native habitat. The majority of remnant vegetation in the adjacent road reserve, including the majority of mature River Red-gum trees, will be retained. The bulk of Habitat Zone H, within the north of the study area, will also be retained within a vegetated play area.”

6 A copy of any Property Vegetation Plan contained within an agreement made pursuant to section 69 of the Conservation, Forests and Lands Act 1987 that applies to the native vegetation to be removed. N/A

7 Where the removal of native vegetation is to create defensible space, a written statement explaining why the removal of native vegetation is necessary. This statement must have regard to other available bushfire risk mitigation measures. This statement is not required when the creation of defensible space is in conjunction with an N/A

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application under the Bushfire Management Overlay.

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- 8 If the application is under Clause N/A 52.16, a statement that explains how the proposal responds to the Native Vegetation Precinct Plan considerations at decision guideline 8.
-
- 9 An offset statement providing evidence that an offset that meets the offset requirements for the native vegetation to be removed has been identified, and can be secured in accordance with the Guidelines. Refer to Appendix 8 of the accompanying Native Vegetation Assessment.
-

Refer to the accompanying Native Vegetation Assessment (prepared by Nature Advisory) and Landscape Concept Report (prepared by Tract Consultants) for further details.

5.5 Does the proposal provide a satisfactory car parking and traffic response?

- The Traffic Engineering Assessment of the proposed development includes the following:
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- a) the proposed car parking provisions exceed the statutory car parking requirements,
 - b) the proposed car parking provision exceeds the anticipated car parking demands based on an empirical assessment when accounting for drop-off/pick-up parking demands,
 - c) the proposed parking layout meets the requirements of Clause 52.06-9 of the Planning Scheme, AS2890.1:2004 (where relevant) and good current traffic engineering practice,
 - d) adequate provision has been made for all vehicles to enter and exit the site in a forward direction,
 - e) the primary (southern) access connection is to be provided with designated right-turn and left turn lanes, and the secondary (northern) access is to be provided with a basic left turn treatment to meet the relevant AustRoads Guide warrants,
 - f) the primary (southern) access connection will ultimately connect with the future IN-04 signalised intersection that is identified in the Craigieburn West PSP/ICP,
 - g) traffic generated by the proposed school can be accommodated on the surrounding road network and intersections without any adverse impacts, subject to turning provisions at the vehicle accesses being constructed as recommended previously,
 - h) bicycle parking is provided in accordance the requirements set out at Clause 52.34 of the Planning Scheme,
 - i) appropriate loading and waste collection arrangements can be accommodated on-site, and
 - j) there are no traffic engineering reasons why a planning permit for the proposed school at 1585-1605 Mickleham Road, Yuroke, should be refused, subject to appropriate conditions."

As such, the car parking and traffic response provided by the development is considered appropriate.

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5.6 Is the proposal compatible with the existing and future arrangements of Melbourne Airport?

It is reiterated that the Site is not affected by the Melbourne Airport Environs Overlay. However, the Melbourne Airport 2022 Master Plan envisions a future third and fourth runway, which creates interim and permanent changes to noise contours.

In summary:

Scenario	N-Above Contour Type	Impact
Two Runways (Current)	N60 24hr	Below 5 noise events (no impact)
	N60 night	Below 5 noise events (no impact)
Three Runways (M3R) Option 1 (2026)	N60 24hr	5-19 noise events
	N60 night	Below 5 noise events (no impact)
Four Runways (Master Plan)	N60 24hr	No impact
	N60 night	No impact

As such, the only impact on the Site relates to the Three Runways (M3R) N60 24hr modelling, with a modest 5-9 events on the majority of the Site and 10-19 events to the rear.

Further, it is submitted that there is no accommodation proposed on the Site and therefore, even the small potential noise events are unlikely to have a negative impact on the Site and that any impact is only temporal with the ultimate 4 runway master plan presenting no impact at all.

This is demonstrated in the following Figures.

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Figure 10 - Three Runways (M3R) N60 24hr modelling

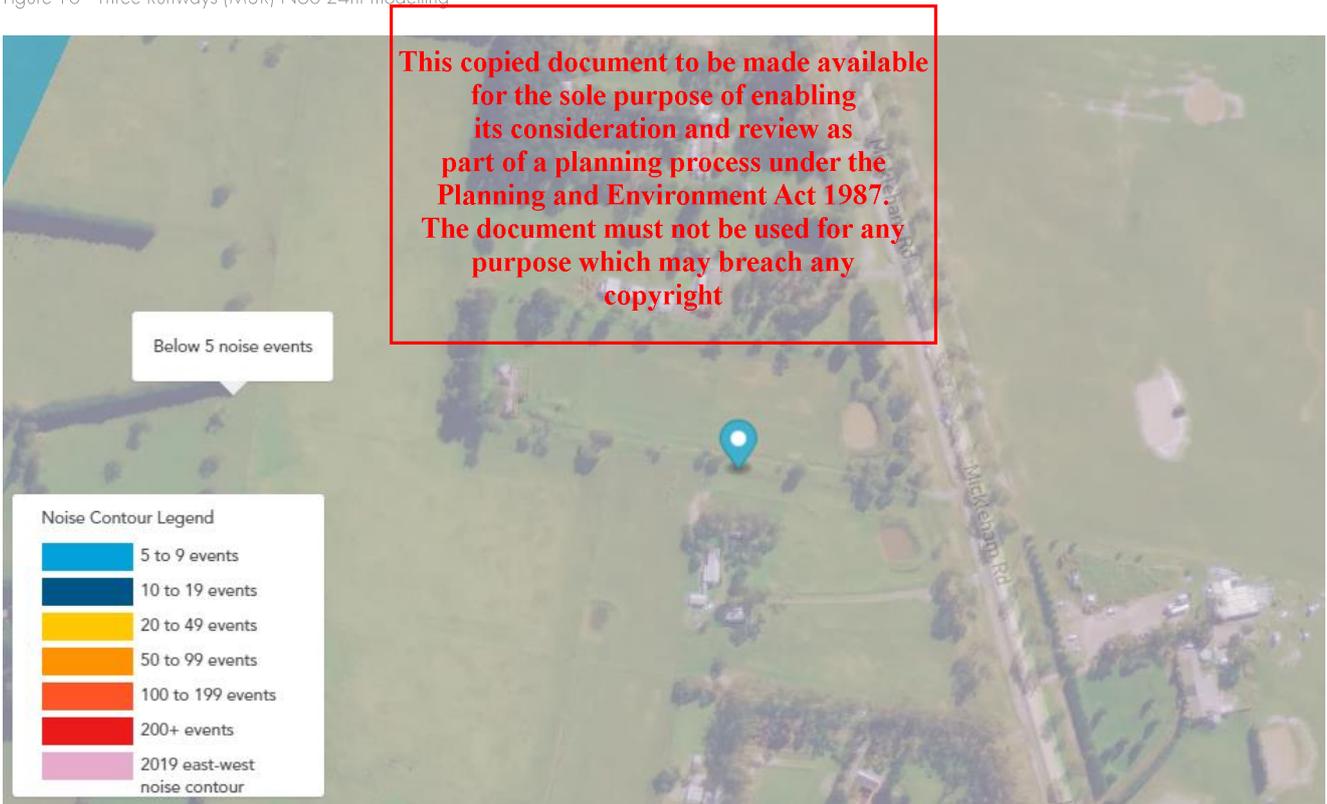


Figure 11 - Three Runways (M3R) N60 night modelling

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6 Conclusion

This report has been prepared in support of a planning permit application for the use and staged development of a primary and secondary school, display of business identification signs, removal of native vegetation and alteration of a road in a Transport Zone 2, on the land at 1585 & 1605 Mickleham Road, Yuroke.

The proposal is consistent with the strategic policy directions of the state and local planning policy framework, the provisions of the Green Wedge Zone, Clause 52.17 and the other relevant provisions of the *Hume Planning Scheme*.

The proposal appropriately responds to the Site's surrounding context, existing conditions, and the growing community demand for such an offering.

Having regard to the above, it is respectfully requested that the Minister issue a permit for the proposed development.

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