

Assessment Officer Report

Planning Permit No. PA2503929

3 Nortons Lane Wantirna South VIC 3152



3D PERSPECTIVE VIEWS



Officer Assessment Report
Development Assessment

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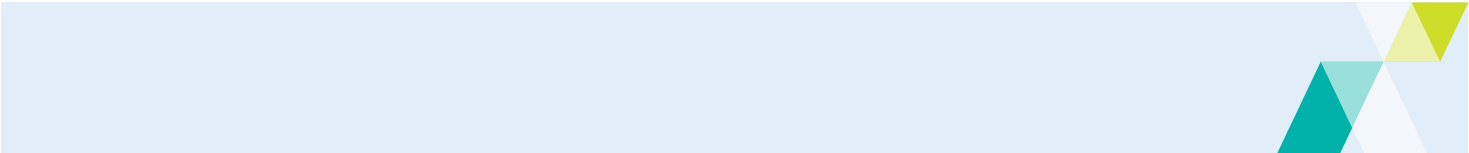
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Department
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Executive Summary



Key Information	Details																																	
Application No:	PA2503929																																	
Received:	10 October 2025																																	
Statutory Days:	49 days																																	
Applicant:	Ayk Nominees Pty Ltd																																	
Planning Scheme:	Knox City Council																																	
Land Address:	3 Nortons Lane Wantirna South VIC 3152																																	
Proposal:	Use and development of the land for an education centre (primary school) including development of the land for new buildings and works and display business identification sign.																																	
Development Value:	\$ 3,000,000																																	
Why is the Minister responsible?	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible Authority for this application because: A primary school or secondary school, if any of the following apply: - There is no existing primary school or secondary school on the land, and - The estimated cost of development is \$3 million or greater.																																	
Why is a permit required?	<table><tr><th>Clause</th><th>Control</th><th>Trigger</th></tr><tr><td>Zone:</td><td>35.07-1</td><td>Farming Zone (FZ)</td></tr><tr><td></td><td>35.07-4</td><td>Farming Zone (FZ)</td></tr><tr><td>Overlays:</td><td>None</td><td>NA</td></tr><tr><td>Particular Provisions:</td><td>52.05-14</td><td>Signs</td></tr><tr><td>Cultural Heritage:</td><td colspan="2">The site is not in an area of Aboriginal Cultural Heritage Sensitivity. A CHMP is therefore not required.</td></tr><tr><td>Total Site Area:</td><td>14,570</td><td>m²</td></tr><tr><td>Referral Authorities:</td><td colspan="2">Head, Transport for Victoria (S55 Determining)</td></tr><tr><td>Advice sought:</td><td colspan="2">Knox City Council (s52 notice) Fire Rescue Victoria (informal) Parks Victoria (s52 Notice)</td></tr><tr><td>Public Notice:</td><td colspan="2">Notice of the application was undertaken by the applicant at the direction of the Minister for Planning in the following manner: • Letters to adjoining and nearby property owners and occupiers. • Signs along the front property boundary to Nortons Lane. 5 objections have been received at the time of writing.</td></tr><tr><td>Delegates List:</td><td colspan="2">Approval to determine under delegation received on 17 August 2026</td></tr></table>	Clause	Control	Trigger	Zone:	35.07-1	Farming Zone (FZ)		35.07-4	Farming Zone (FZ)	Overlays:	None	NA	Particular Provisions:	52.05-14	Signs	Cultural Heritage:	The site is not in an area of Aboriginal Cultural Heritage Sensitivity. A CHMP is therefore not required.		Total Site Area:	14,570	m²	Referral Authorities:	Head, Transport for Victoria (S55 Determining)		Advice sought:	Knox City Council (s52 notice) Fire Rescue Victoria (informal) Parks Victoria (s52 Notice)		Public Notice:	Notice of the application was undertaken by the applicant at the direction of the Minister for Planning in the following manner: • Letters to adjoining and nearby property owners and occupiers. • Signs along the front property boundary to Nortons Lane. 5 objections have been received at the time of writing.		Delegates List:	Approval to determine under delegation received on 17 August 2026	
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Application Process

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

Milestone	Date
Pre-application meeting (DTP)	3 June 2025
Application lodgement	10 September 2025
Further information requested	7 October 2025
Further information received	10 March 2026
Section 57 Amendment of the P&E Act	14 July 2026 Updated architectural plan numbers TP-03, TP-04, TP-07, TP-08 updated and dated 8 July 2026. Response to objections traffic letter, prepared by Ratio dated 13 July 2026. Response to submissions letter prepared by Dartmouth dated 14 July 2026.
Decision Plans	Architectural Plans, prepared by MSM & Associates, with various dates including - TP-01, TP-06 dated 2 September 2025, - TP-02 dated 27 October 2025, - TP-05 dated 5 December 2025, and - TP-03, TP-04, TP-07, TP-08 dated 8 July 2026.
Other Assessment Documents	- Landscape Concept Design, prepared by Ratio Consultants Pty Ltd, dated 24 October 2025. - Arboricultural Assessment and Report, prepared by Tree Logic, dated 27 November 2025. - Town Planning Report, prepared by Dartmouth, dated 9 December 2025 - Amended Transport Impact Assessment, prepared by Ratio Consultants, dated 4 March 2026. - Additional traffic assessment responses prepared by Ratio Consultants, dated 9 December 2025. - Response letter to HtV, prepared b Dartmouth, dated 6 March 2026. - Bushfire Attack Level Assessment, prepared by XWB Consulting, dated 29 July 2025. - Land Capability Assessment, prepared by Ground Science, dated 20 August 2025. - Sustainable Development Assessment, prepared by BRT Consulting, dated 1 September 2025. - Geotechnical Site Investigation, prepared by Melbourne Geotechnics, dated 8 September 2025. - Waste Management Plan, prepared by Ratio, dated 9 September 2025 - Landfill Gas Risk Assessment, prepared by Prensa Pty Ltd dated November 2025. - Civil Engineering Plans, prepared by Meyer Consulting, dated 29 August 2025. - STORM Rating Report, generated 26 August 2025. - Legal Point of Discharge Plan, generated by Knox City Council, dated 28 August 2025. - Building Services Plan, prepared by BRT Consulting, dated 28 August 2025. - Response to objections traffic letter, prepared by Ratio dated 13 July 2026.

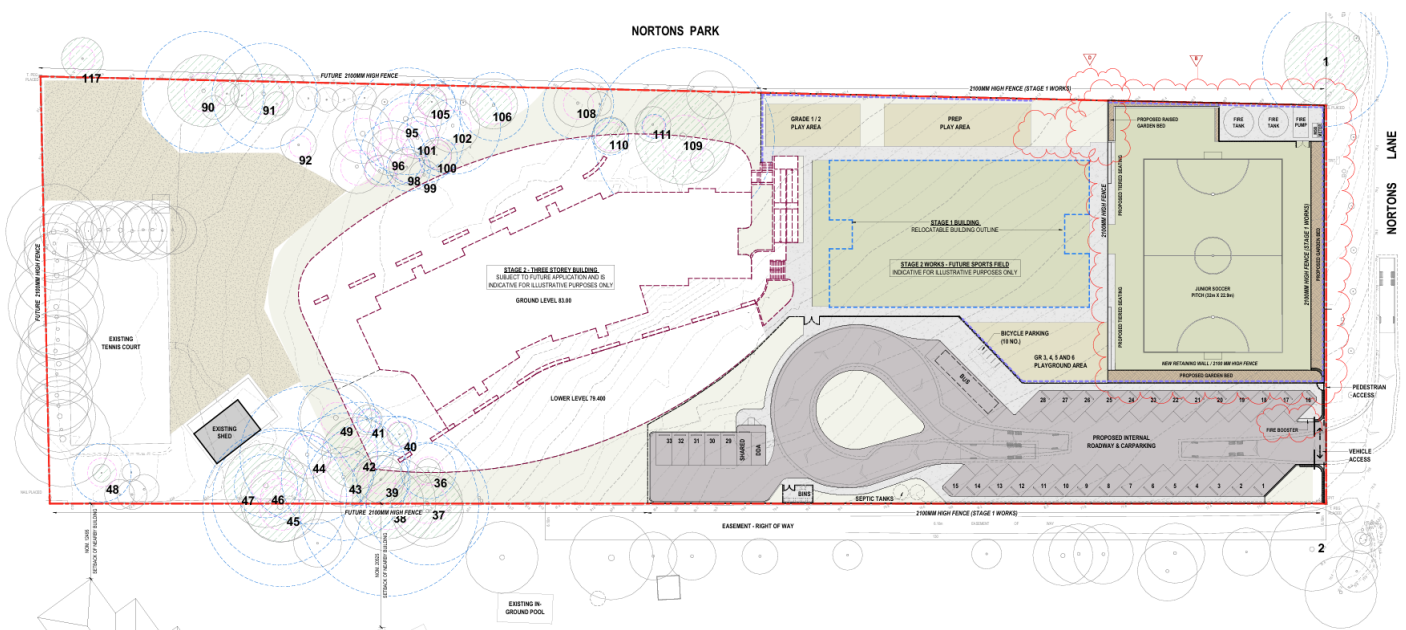
2. The subject of this report is the decision plans (as described above).

Proposal

3. The proposal is for the use and development of the land for a primary school and for the display of an illuminated business identification sign.

Buildings and works

4. The applicant has confirmed that this application is for one stage buildings and works only. With future stages to be applied for under future planning applications. The applicant has provided indicative master plan showing the future masterplan of the school.

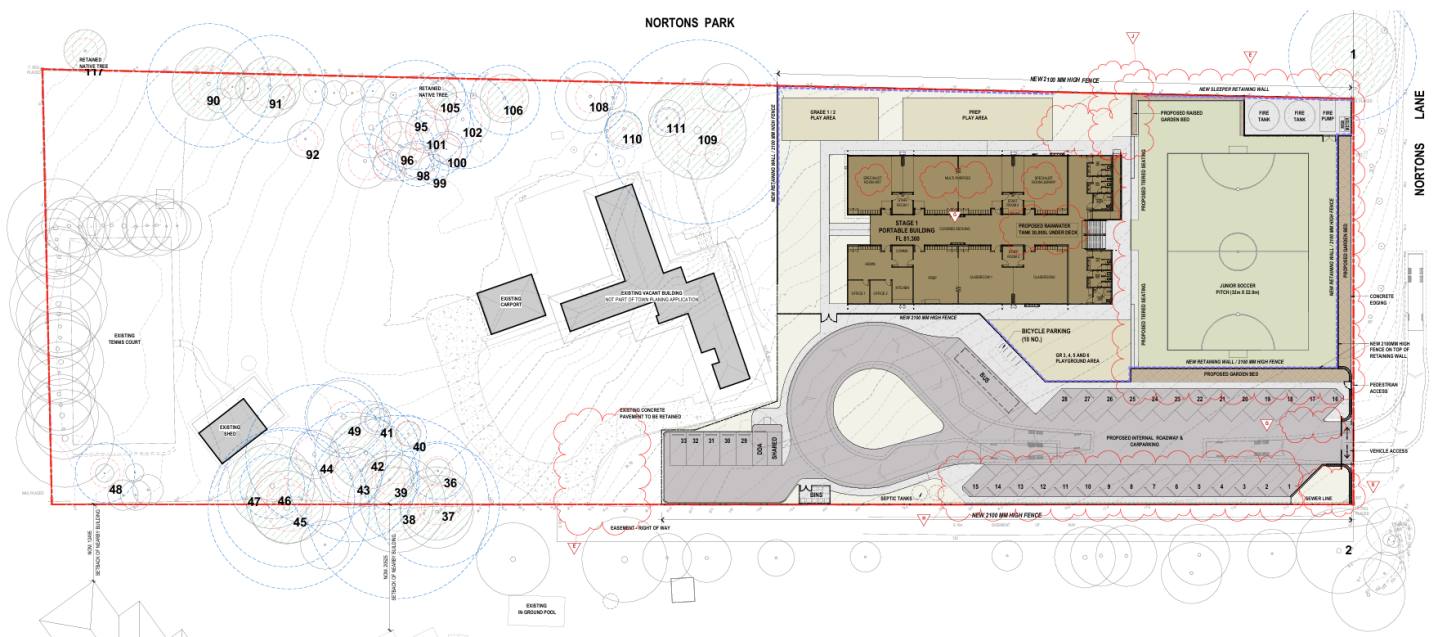


Indicative masterplan

5. The works proposed as part of this application are limited to a single storey building to accommodate classrooms, administration rooms, toilets, library, art room and 2 multipurpose rooms. The building is located central to the site and setback from the side boundaries. The proposed materials are typical to school buildings and include lightweight cladding, metal roof, galvanised steel and clear glazing windows.
6. In addition to the single storey school building the following is proposed on the land:
- Three play areas along the northern boundary.
 - A junior soccer pitch located in front of the school building and oriented towards Norton's Lane.
 - An onsite car parking area containing 33 car spaces and 1 DDA compliant space, and a bus stop internal to the site and vehicle turning area to accommodate both cars and buses.
 - Widening of existing vehicle crossover to Norton's Lane to 7m and new vehicle access gate to Norton's Lane.
 - A 2.1m high palisade fence with brick feature sections to Norton's Lane.
 - Rubbish bin storage located within the car park.



- Ten (10) bicycle parking spaces in the form of five (5) bike hoops.
 - Three (3) rainwater tanks, including two (2) tanks for firefighting purposes in the north-eastern corner of the site and one (1) 35kL rainwater tank under the deck.
 - Septic tanks.
7. The existing building on the land will not be used as part of the school and a new retaining wall and palisade fencing is proposed to separate the new school building, car park and play areas from the existing building. As indicated in the indicative masterplan, this portion of the site will be subject to future applications and does not form part of this application.



School building, car park and playing fields proposed



Streetscape elevation

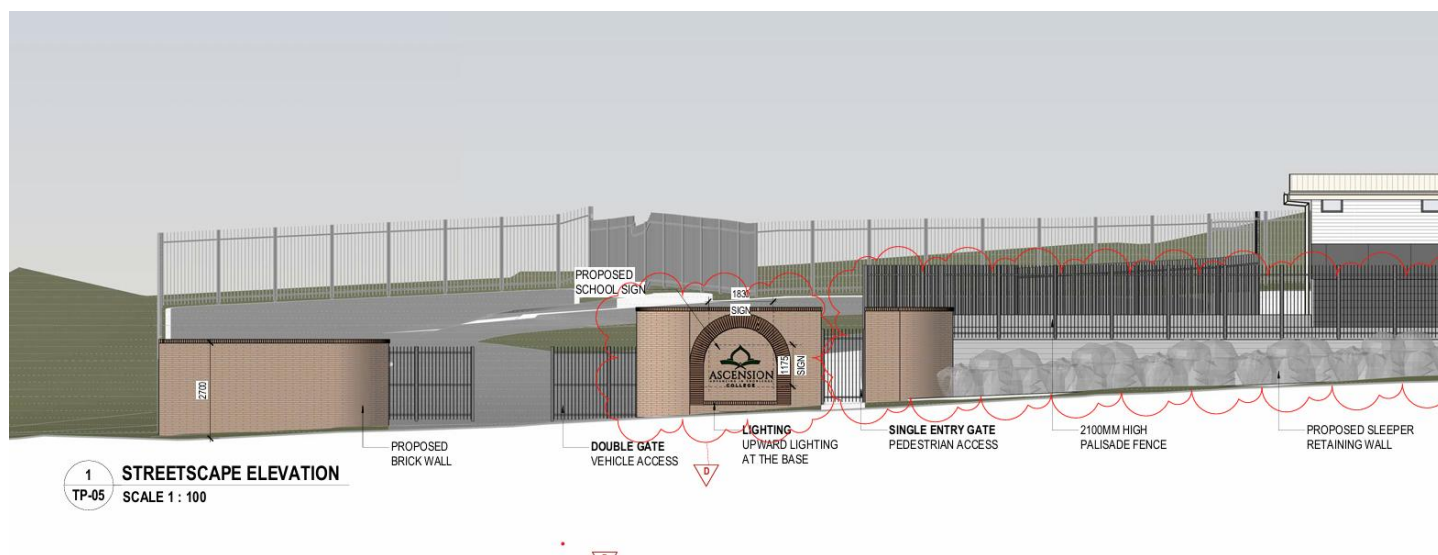
3D PERSPECTIVE VIEWS



Pedestrian and vehicular entrance from Nortons Lane

Business identification signage

8. One (1) sign is proposed on the site's brick front fence between the vehicle access gate and pedestrian access gate. The sign will have an area of approximately 2.15sqm and will display the 'Ascension College' logo. The plans show the sign is proposed to be illuminated.



Proposed signage

Land use

9. It is proposed to use the land for an independent primary school, known as 'Ascension College'. The student numbers are proposed to be delivered across three stages, resulting in a maximum of 150 students across grades prep to six. A maximum of 13 staff members will be on site at any one time following the proposed stage.
10. The primary school will operate during normal school days and hours. Staff hours are 7:30am to 5:30pm and student hours are 9:00am to 3:30pm.
11. The applicant has worked with Head, Transport for Victoria and intends for a gradual increase in maximum student and staff numbers to ensure that the surrounding road network, including Nortons Lane and the Nortons Lane and High Street Road intersection, are not strained beyond capacity. The table below indicates the number at each stage:

Stage	Year	Maximum Student Numbers	Maximum Staff Numbers
1A	2027 (Grades P-1)	50	6
1A	2028 (Grades P-2)	70	7
1B	2029 (Grades P-3)	80	8
1B	2030 (Grades P-4)	100	10
1C	2031 (Grades P-5)	120	11
1C	2032 (Grades P-6)	130	12
1C	2033 (Grades P-6)	140	13
1C	2034 (Grades P-6)	150	13

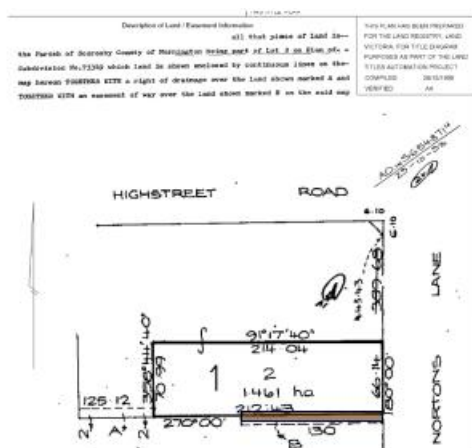
Proposed student and staff numbers from stages 1 to 3.

12. Vehicle access to the site is via the existing crossover to Nortons Lane. In relation to vehicular access to the site, the applicant has submitted that:

to assist with management of vehicular trips to the subject site, the College will utilise a private bus service operating solely for the purpose of picking up students from their homes to be then dropped off at the site within the car parking area. The service will also operate in the afternoon drop off where students will then be dropped off directly to their homes.

This service will significantly reduce the number of vehicular movements to the site during the AM and PM periods with the only cars accessing the site will be associated with staff. As noted in the tables provided above, staffing numbers will be limited to a maximum of 13 at full capacity of the College under this application. In Stage 1A, only a maximum of 7 staff will be required and then that will gradually increase as the number of students increase. This type of arrangement is typical for independent schools, especially in the early stages of this proposal given the low student numbers proposed.

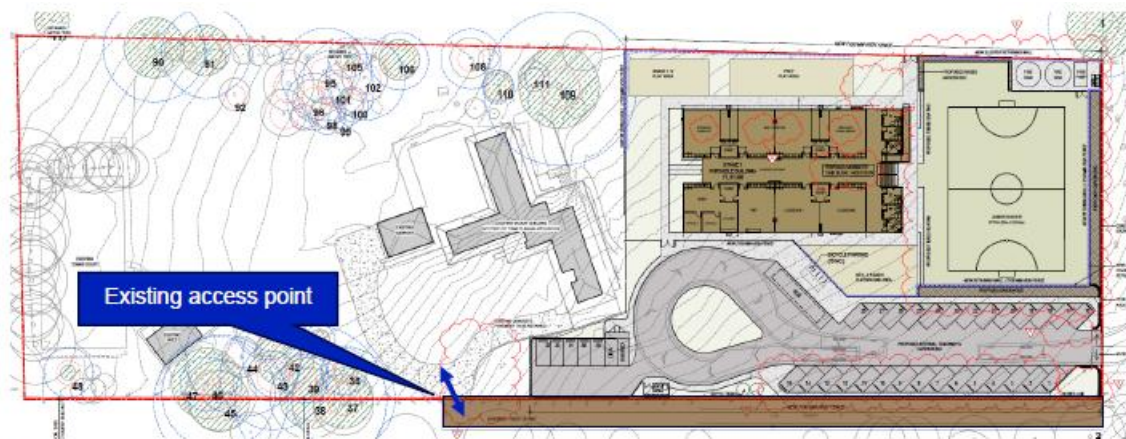
13. The title includes a 'easement of way' as shown on the certificate of title as the area marked B and highlighted below and a photograph is provided which shows the current access gate and driveway into the subject site from this easement.
14. The proposed car park and primary access for the college is proposed to be via Nortons Lane directly in front of the site and not from the easement. The easement is a 'way easement' which provides a legal access point into the subject site and the proposal does not seek to change that condition or the status of the easement.



Plan of Subdivision with easement highlighted



Photo of existing gate along easement.

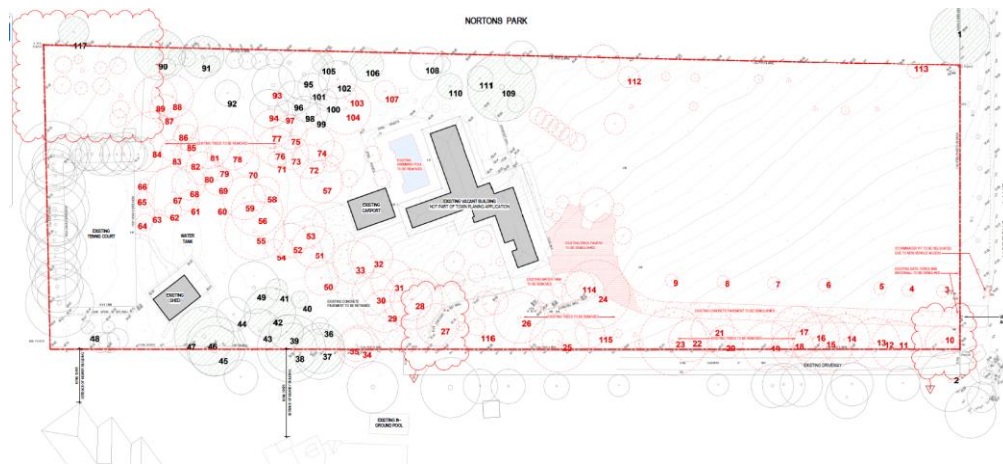


Proposed site plan with easement area shown in brown.

15. As detailed in the submitted Waste Management Plans (WMP) waste collection will occur on-site through a private waste collection contractor using an 8.8m rear-lift waste truck.

Landscaping

16. The works include the removal of 107 trees. The trees identified for removal are detailed in the Arboricultural Assessment and Report (Tree Logic, November 2025) submitted with the application. The Arboricultural Assessment and Report confirms that all trees to be removed are planted and therefore do not require a planning permit under Clause 52.17 of the planning scheme.



Trees to be removed (no planning permit required for removal)

17. The proposed Landscape Plan shows a mix of shade-tolerant understorey and canopy tree planting, together with nature play and outdoor learning elements.



Overall landscaping plan for the site



Landscape plans showing the three playground areas on the Northern boundary

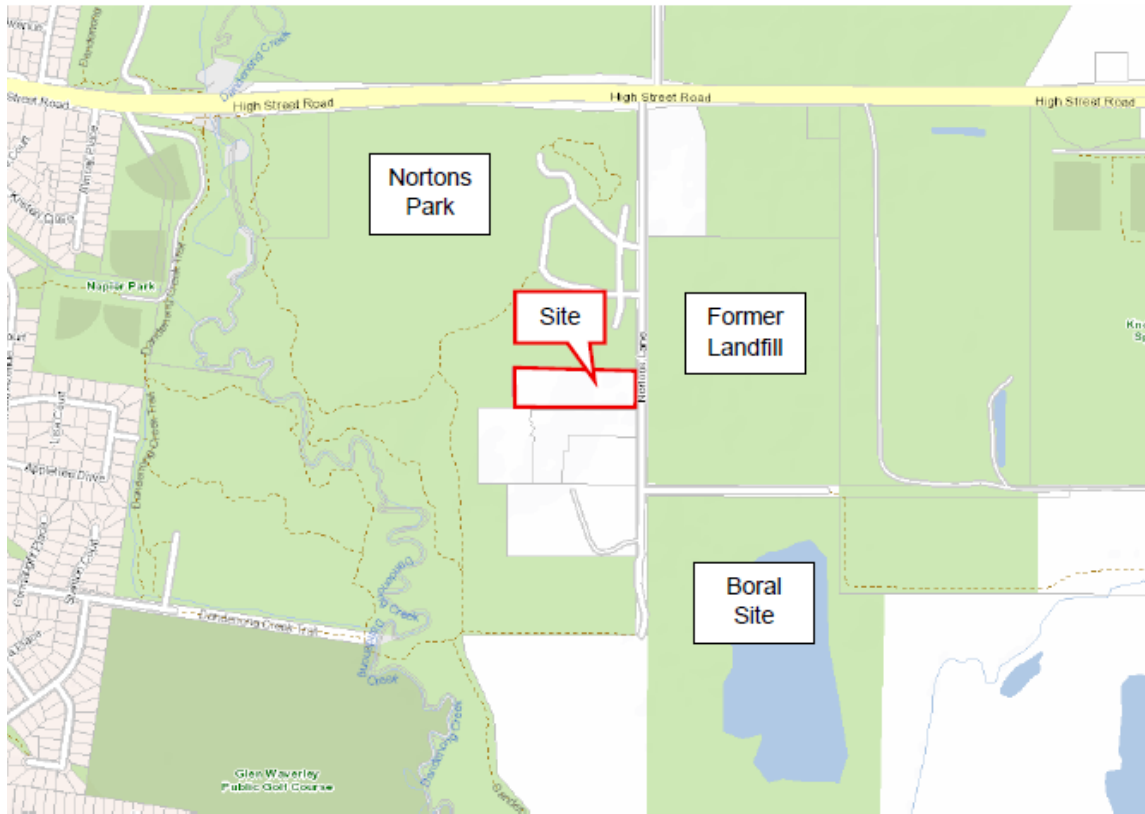


Site Description

18. The subject site is located at 3 Nortons Lane, Wantirna South, and is formally described as Lot 1 on TP201559. The title includes a 'easement of way' as shown on the certificate of title as the area marked B and highlighted (above) and a photograph is provided which shows the current access gate and driveway into the subject site from this easement.
19. The site is generally rectangular with an overall area of approximately 1.46 hectares. The site presents a frontage of 66.14 metres to Nortons Lane to the east, with side boundaries of 214.04 metres to the north and 212.43 metres to the south, and a western boundary of 70.99 metres.
20. The site contains an unoccupied dwelling, swimming pool, sheds, tennis court, and a combination of native and exotic vegetation.
21. Nortons Lane intersects with High Street Road approximately 450 metres north of the site. The section of Nortons Lane extending between High Street Road and Nortons Park, located immediately north of the subject site, is sealed and formalised to facilitate access to the Nortons Park car park.
22. The topography of the site is variable, with the highest point located within the central northern portion of the land. The site generally falls away toward the west, south and east at grades of approximately 3 to 5 per cent.

Site Surrounds

23. The subject site is located in an area undergoing significant transition, with a broad range of uses existing and anticipated in the near future. Notably the Boral Site located to the south-west of the subject site where a gazetted Planning Scheme Amendment (PSA) to the Knox Planning Scheme (C194knox) and Stage 1 Development Plan has been endorsed. This development will facilitate the rehabilitation and development of the site to accommodate 320 new residential dwellings and mixed-use precincts, active open spaces and extension of the Dandenong Valley Parklands. Further details in the next section.
24. Notably Nortons Lane is an unmade public road running along the frontage of the subject site connecting the Boral Site to the south, to Head, Transport for Victoria managed High Street Road.
25. To the south of the site are two (2) rural residential properties on similar sized allotments to the subject site, as well as a faith-based facility known as St Pauls Missionary College and a 'Riding for the Disabled' centre, all with access to Nortons Lane from their eastern frontage.
26. Nortons Park owned by Parks Victoria adjoins the site to the north and west, providing for approximately 35ha of parklands. Nortons Park also includes car parking facilities and public toilets and picnic facilities to the north of the site and Dandenong Creek and Dandenong Creek Trail to the west.
27. To the east of the site on the other side of Nortons Lane is the former Cathies Lane Landfill, which was closed in 2004 and has since been covered a rehabilitated. This site is now zoned for a future public park.
28. South of the former Cathies Lane Landfill is the Boral quarry and brick manufacturing facility, which is bound by Eastlink to the east and Dandenong Creek to the west, and covers an area of approximately 171ha.



Site map showing surrounding land uses



Municipal Planning Strategy

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

Clause	Description
02.01	Context
02.02	Vision
02.03-2	Environmental and landscape values
02.03-3	Environmental risks and amenity
02.03-4	Built environment and heritage
2.03-8	Infrastructure

Planning Policy Framework

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

Clause 11	Settlement
11.01-1S	Settlement
11.02-1S	Supply of urban land
Clause 12	Environmental and Landscape Values
12.01-1S	Protection of biodiversity
12.01-1L	Protection of biodiversity
Clause 13	Environmental Risks and amenity
13.02-1L	Bushfire Planning This policy aims to preserve vegetation and landscape values in bushfire prone areas by discouraging intensification of urban development and limit new development where the extent of vegetation removal required for bushfire management would adversely affect the environmental or landscape values of land.
13.07-1S and 13.07-1L	Land use compatibility The following strategies are relevant: - Ensure that use or development of land is compatible with adjoining and nearby land uses - Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses. Notably the use with the highest potential for adverse off-site impacts near the proposed primary school is the Knox Transfer Station, located approximately 700m south-east of the site. Under Clause 53.10 (uses and activities with potential adverse impacts), a transfer station accepting organic wastes requires a threshold distance of 500m. Therefore, no adverse impacts are anticipated from nearby land uses, including the Knox Transfer Station.
13.07-1L	Closed landfills This policy seeks to manage the potential for adverse impacts associated with closed landfills, including gas migration, by implementing buffer distances for the closed landfills at Georges Street (also commonly referred to as the Cathies Lane landfill) and Llewellyn Park, Wantirna South. The application was submitted with a PSRA titled Prensa Landfill Gas Risk Assessment report dated November 2025. In summary, the assessment concluded that there is a low potential for LFG to be present beneath the site and impact of the proposed development. The report also notes that additional assessment, mitigation or monitoring is not required.



Clause 15 Built Environment and Heritage	
15.01-1L	Urban Design
15.01-1L	Signs This policy seeks to support well-designed signs that are compatible with the surrounding setting and provides guidance regarding signs that should be encouraged or avoided in certain environments. Farming Zone is noted as a Category 4.
15.01-2L	Environmentally sustainable development
15.01-2L	Urban heat island reduction
Clause 18 Transport	
18.01-1S	Land Use and Transport Integration This policy seeks to facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport. Relevant strategies include: • <i>Plan and develop a transport system that facilitates network-wide efficiency and coordinated operation.</i> • <i>Plan land use and development to protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.</i> • <i>Plan land use and development to allow for the ongoing improvement and development of the State Transport System in the short and long term.</i> • <i>Plan the timely delivery of transport infrastructure and services to support changing land use and associated transport demands.</i> • <i>Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.</i>
18.01-2S	Transport System This policy seeks to facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system. Relevant strategies include: Plan and develop a transport system integrated across all movement networks that: • <i>Facilitates the efficient, coordinated and reliable movement of people and goods at all times.</i> • <i>Optimises transport system capacity.</i>
18.02-4S	Roads This policy seeks to facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure. Relevant strategies include: • <i>Plan and develop the road network to improve road connections for all road users.</i>
Clause 19 Infrastructure	
19.02-2S	Education facilities
19.02-2L	Education facilities

31. The assessment section of this report provides a detailed assessment of the relevant planning policies.

Zoning and Overlays

Farming Zone

32. Pursuant to Clause 35.07-1, a primary school is a Section 2 use (permit required).
33. Pursuant to Clause 35.07-4, a permit is required to construct or carry out buildings or works associated with a use in Section 2.
34. Pursuant to Clause 35.07-7, sign requirements are at Clause 52.05. This zone is in Category 4.

35. The purpose of the FZ is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for the use of land for agriculture.*
- *To encourage the retention of productive agricultural land.*
- *To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.*
- *To encourage the retention of employment and population to support rural communities.*
- *To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.*
- *To provide for the use and development of land for the specific purposes identified in a schedule to this zone.*

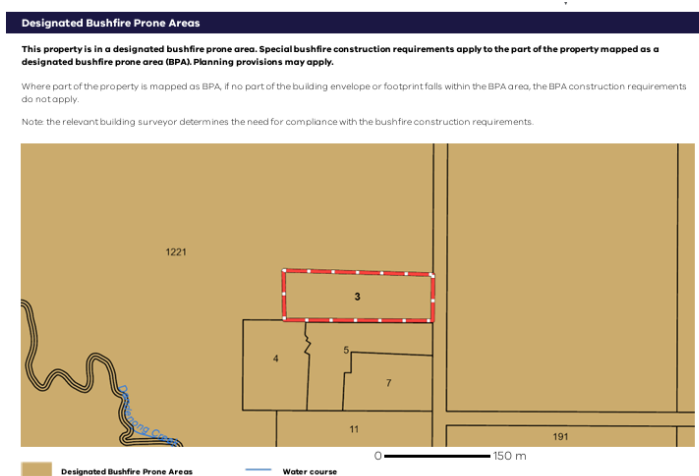
36. The following sections include a discussion of how the proposal responds to these requirements.

Overlay

37. The land is not affected by any overlays.

Bushfire

38. The subject site is located within a bushfire prone area, however not within a designated Bushfire Management Overlay, so the proposal does not trigger a permit.



Mapping for Bushfire prone areas

39. Clause 13.02-1S requires general consideration of risk of bushfire to people, property and community infrastructure, appropriate bushfire protection measures; and implementation of bushfire protection measures for new development without unacceptable biodiversity impacts.
40. Planning Scheme Amendment VC312 was introduced into the planning scheme on 16 June 2026, while this application was in train. This amendment introduced new decision guidelines for applications within designated bushfire prone areas. There are no transitional provisions for this amendment.
41. Clause 53.02 Bushfire Planning applies to the application, specifically, an application under any provision of this planning scheme to construct a building or construct or carry out works associated with the use of land for education centre, in a bushfire prone area that is not in a Bushfire Management Overlay.

42. Clause 53.02-6 outlines decision guidelines for bushfire prone areas. The following decision guidelines are relevant:

General

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The impact of any State, regional or local bushfire management and prevention actions occurring around the site and in the wider area on the bushfire hazard and the level of risk to the proposed development.*
- *The risk of bushfire to people, property and community infrastructure.*
- *Whether the risk arising from the broader landscape can be mitigated to an acceptable level.*
- *Whether bushfire protection measures to address the identified bushfire risk are required and can be practically implemented, including any measure set out in clause 53.02-4.*
- *Whether bushfire protection measures can be implemented without unacceptable biodiversity impacts.*

Proposed vegetation

- *If vegetation is proposed, whether it will cause or contribute to the bushfire hazard or increase the risk to life, property, or community infrastructure.*

Vulnerable people

For a building used for accommodation (other than a dwelling or small second dwelling), education centre, hospital, indoor recreation facility, major sports and recreation facility or place of assembly the responsible authority must also consider:

- *The capacity for vulnerable occupants to evacuate.*
- *Whether emergency management arrangements are provided and are sufficient for the site.*
- *Whether the risk to vulnerable occupants warrants the closure of the use or development on days of elevated fire danger.*
- *Whether measures to shelter in place are warranted and whether the measures will protect human life.*
- *The net benefit provided to any existing vulnerable people.*

43. The initial application has considered bushfire risk and submitted a Bushfire Attack Level Assessment, Stage 1 – New School, 3 Nortons Lane Wantirna South, prepared by XWB Consulting (BAL Assessment) dated, 29 July 2025.

44. Fire Rescue Victoria (FRV) was referred to as an informal referral. RFV reviewed the plans and report and provided the following comments:

- *The site is located in a mapped Bushfire Prone Area (BPA)*
- *The General and Vulnerable people decision guidelines of Clause 53.02-6 are applicable to this determination and may inform the inclusion of DTP permit conditions for matters like emergency management planning.*
- *In addition to consideration of Clause 53.02-6 guidelines, based on the use of the development FRV's expectation is that the building surveyor engaged for the development in accordance with the requirements of the NCC will be required to ensure compliance with Specification 43 (Bushfire protection for certain Class 9 Buildings) See: Specification 43 Bushfire protection for certain Class 9 buildings | NCC . Various aspects of Specification 43 requirements have the potential to exceed outcomes pursuant to Clause 53.02-6.*
- *In reviewing the development layout it is not clear if the future Specification 43 requirements have been taken into consideration. As an example the initially provided Bushfire Attack Level Assessment prepared by XWB Consulting, dated July 2025 does not appear to reference the expectation of Specification 43 requirements.*

- *Future consideration of Specification 43 may impact the current development detail. Accordingly, FRV suggest DTP may wish to include an advisory Planning Note/Useful Information detail. The following wording is a suggested example:*

The permitted development will need to comply with, and obtain the following further approvals:

- *A building permit under the Building Act 1993, additionally it is noted that the applicable requirements of Specification 43 (Bushfire protection for certain Class 9 buildings) may influence the configuration of the currently detailed development.*
45. Amendment VC312 was introduced into the Knox Planning Scheme after this application was submitted, the applicant has not provided a response to Clause 53.02-6. Therefore, as guided by FRV a planning permit condition will be included to require a Bushfire Management Plan, which specifically addresses the requirements of Clause 53.02-6 to ensure compliance with the guidelines.
46. It is noted that there is no planning permit trigger to enable conditions to require higher BAL construction. However, the applicant has acknowledged FRV's comments and has agreed to the proposed note on the planning permit and a permit condition to produce a Bushfire Management Plan, which specifically addresses the requirements of Clause 53.02-6.

Particular and General Provisions

Clause 52.05 – Signs

47. Pursuant to Clause 52.05-13, a permit is required to erect or display a 'Business identification sign' in a Category 4 sign area (Sensitive areas).
48. Notably, in Category 4 (Sensitive Areas) internally illuminated signs can only be located on land used for a freeway service centre or service station.

Clause 52.06 – Car Parking

49. Pursuant to Clause 52.06-5, the site is located within a Category 1 mapping and specified car parking rate in Table 1 for a primary school is 1 spaces per employee who is part of the maximum number of employees on the site at any one time.
50. The proposal seeks a maximum of 13 staff members to be on site at any one time, which equates to a requirement for 13 car parking spaces. The plans and traffic impact assessment details a total of 33 car parking spaces will be provided on the site, which exceeds the minimum statutory requirement.

Clause 52.34 – Bicycle Facilities

51. Pursuant to Clause 52.34, the following bicycle requirements apply:
- Primary school – 1 space to each 20 employees plus 1 to each 5 pupils
52. Accordingly, the statutory requirement is 1 bicycle space for employees and 8 bicycle spaces for students. The Traffic Impact Assessment details a total of 10 bicycle parking spaces will be provided on the site, which meets the minimum statutory requirement.

General Requirements and Performance Standards

Clause 53.18 - Stormwater Management in Urban Development

53. Clause 53.18 does not apply to applications under a provision of the FZ.

Clause 53.19 – Non-government Schools

- 
54. Clause 53.19 applies to use or development for a primary school, secondary school or education centre that is ancillary to, carried out in conjunction with, and on the same land or contiguous land in the same ownership as, a primary school or secondary school.
55. 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.

Relevant Strategic Plan / Background Documents

Approved PSA C194knox and Stage 1 Development Plan

56. The approved PSA C194knox is a joint proposal by Boral and Mirvac to rezone part of the former Boral site to General Residential Schedule 1 (GRZ1) and Mixed Use Zone Schedule 2 and 3 (MUZ2 and MUZ3) and apply a Development Plan Overlay Schedule 16 (DPO16), Environmental Audit Overlay (EAO) and Buffer Area Overlay Schedule 1 (BAO1). This approval created two new residential areas, active open spaces and small activity centres around a future 68ha extension of the Dandenong Valley Parklands.
57. The Stage 1 “Wantirna South North-West Residential Area Development Plan” has been endorsed on 24 April 2026. The development plan applies to the North-West Residential Area and provides a framework for the revitalisation of the land in accordance with the draft requirements of DPO16. The approved Stage 1 Development includes:
- Approximately 320 residential lots
 - Active open space reserve including a pavilion, playground, trails and path network
 - Street network and pedestrian movement network
 - Stormwater and flood management initiatives
 - Servicing and infrastructure
 - Development staging
 - Interface treatments
58. Importantly Page 26 of the approved Development Plan outlines the requirement of Mirvac (the developer) to construct Nortons Lane and signalise the intersection of Nortons Land and High Street Road. The applicant has liaised with Mirvac who have indicated the construction of Nortons Lane and signalisation of High Street Road will occur by end of 2027.

A Logical & Pleasant Access Point

The Masterplan provides pleasant and direct access to High Street Road via Nortons Lane.

The design of the upgrades to Nortons Lane has sought to minimise impact on existing trees and native vegetation whilst allowing for a widened road to cater for increased traffic. The presence of existing native vegetation as documented in the Flora and Fauna Inventory (Biosis, 2025) has been considered in the design which has sought to minimise impacts.

Nortons Lane is an existing road which provides access to Nortons Park and currently includes farming zoned properties, a church retreat and a riding centre for the disabled. It is primarily gravel and has a rural type character by virtue of its low use and the surrounding properties.

Nortons Lane road reserve is located outside of the DPO16 area but is a key access point for the overall site and for this first Development Plan area. Nortons Lane is shown in Figure 1 to DPO16 for "vehicle access" consistent with what is depicted in this Development Plan.

Nortons Lane is proposed to be upgraded to meet appropriate standards and capacity to support the North West Residential area (and as an ongoing access point for the ultimate development of the site) and includes the following:

- A two lane (one each way) road which will adequately handle the predicted traffic volume.
- A carefully considered road cross section and alignment which minimises impacts on existing trees, particularly on the west side adjacent to Nortons Park, noting the design:
 - Moves the road pavement further eastward for much of its northern length and adopts a one-way crossfall, to minimise excavation into the Tree Protection Zones of the existing trees along the western edge, in particular reducing the impacts to Yarra Gums 45 and 46 to enable their retention.
 - Provides for a standard two-way crossfall at the southern end, which delivers a better grading outcome. The pavement meanders a little toward the southern end of the road, to retain existing trees and to protect an existing area of local conservation significance.

- Minimises the extent of pavement required to meet the functional requirements but maintain its rural character.
- Avoids impacts to the 'seedbank' area, which contains the most diverse example of the Valley Healthy Forest EVC along Nortons Lane.
- Installs a diverse range of locally significant indigenous flora species of local provenance, enhancing habitat value and ecological character of the road corridor.
- Adopts a careful grading that responds to the natural terrain.
- Builds in the potential for the provision of broken kerbs (or kerb inlets) in some locations to provide passive irrigation to vegetation while cleaning stormwater runoff in the process.
- Reduces the extent of pavement by excluding a shared path from Nortons Lane. Review of the path network suggests that a shared path is not required here due to the existing topography, and that there are existing alternative pathways that connect to destinations and the wider path network. However a 2.5m shared path will be reviewed for inclusion which may be narrowed as required to protect the existing native vegetation.

The design for Nortons Lane responds to the functional carriageway requirements of accommodating increased traffic while minimising impacts on existing native vegetation. This, together with its bespoke concept design which considering road alignment and the integration of a shared path, reducing extent of pavement and tree protection will maintain a green and leafy character and create a pleasant entry to the new community.

Refer to the Flora and Fauna Inventory (Biosis, 2025) provided at Appendix F for further detail.



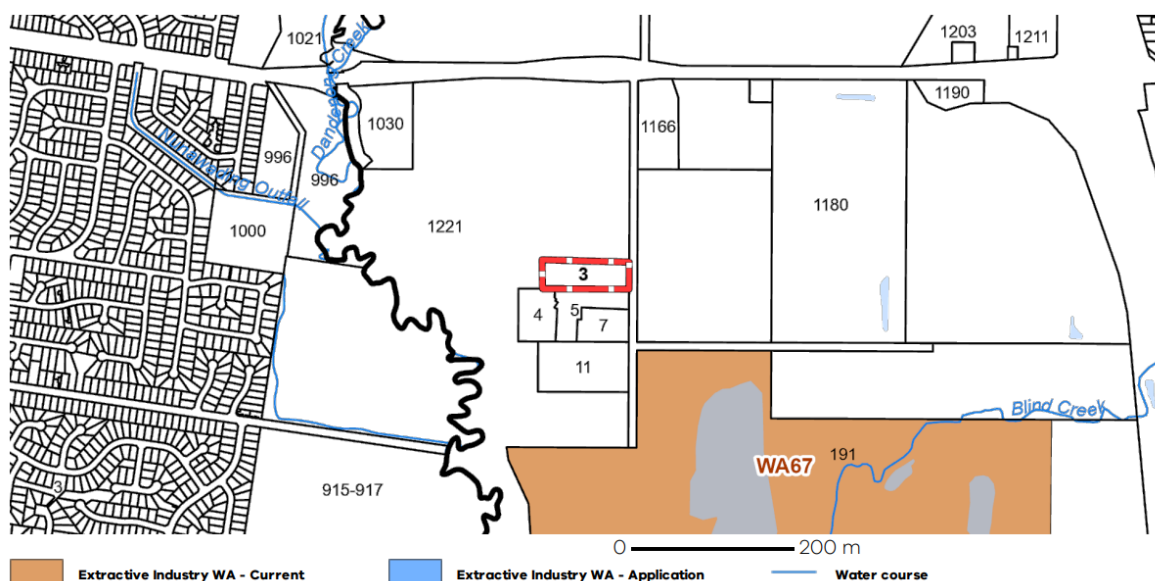
Figure 17 - Indicative Nortons Lane Cross-Section looking south towards Development Plan area. Subject to minor changes.



Page 26 of the Endorsed Development Plan relating to Nortons Lane

Extractive Industry Work Authority

59. The land is located within 500 metres of Extractive Industry Work Authorities (current). See map below.





60. On 22 March 2022, Amendment VC219 introduced changes to all planning schemes in Victoria to support the ongoing operation of extractive industry across Victoria and increase amenity protection for nearby accommodation in rural zones. The amendment made changes to the Rural Living Zone, Green Wedge Zone, Green Wedge Zone A, Rural Activity Zone, Farming Zone and Rural Conservation Zone, introducing a permit requirement for accommodation and building and works associated with accommodation that 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 (MRSD Act). The Amendment also introduced new referral and notice requirements, and decision guidelines.
61. Importantly, this proposal seeks approval for an education centre and not accommodation. Therefore, the referral requirements under this provision do not apply to this application.



Referrals

62. The application was referred to the following groups:

Provision / Clause	Response and date received
Head Transport for Victoria Section 55 Referral – Determining	<u>28 April 2026</u> Head Transport for Victoria provided the following written comments: <i>The application seeks approval for the use and development of land for an education centre (primary school) and associated works, including access arrangements via Nortons Lane, car parking, and traffic management measures.</i> <i>The Head, Transport for Victoria has considered the application and notes:</i> • <i>Access is via Nortons Lane to High Street Road, an un signalised arterial intersection</i> • <i>The proposal includes an interim cap on enrolment of 100 students prior to signalisation</i> • <i>Interim traffic management measures are proposed, including turn restrictions and a Traffic Management Plan.</i> <i>On this basis, the Head, Transport for Victoria does not object to the grant of a permit subject to the following conditions:</i> 1. <i>Before the endorsement of the development plans, amended plans must be submitted to and approved by the Head, Transport for Victoria and the Responsible Authority. When approved, the plans will be endorsed and form part of the permit. The plans must be generally in accordance with the application plans and must be prepared to the satisfaction of and at no cost to the Head, Transport for Victoria;</i> a. <i>Include details of proposed signage plan associated with prohibiting right-turn movements from Nortons Lane during school hours;</i> 2. <i>Before the use starts, a Traffic Management Plan (TMP) must be submitted to and approved by the Head, Transport for Victoria and the Responsible Authority. The TMP must be prepared to the satisfaction of and at no cost to the Head, Transport for Victoria. The TMP must:</i> a. <i>Include measures to minimise traffic generation and manage peak period vehicle movements associated with the school;</i> b. <i>Detail the operation of the private bus service.</i> 3. <i>Prior to the signalisation of the High Street Road / Nortons Lane intersection, the number of students enrolled at the site must not exceed 100 students.</i> 4. <i>Following the construction, commissioning and operation of the signalised intersection at High Street Road and Nortons Lane, the number of students enrolled at the site may increase to a maximum of 150 students.</i> 5. <i>Before the use starts, signages associated with prohibiting right-turn movements from Nortons Lane during school hours must be installed to the satisfaction of and at no cost to the Head, Transport for Victoria. The restriction must apply during school hours on school days. The signages must be maintained at all times to the satisfaction of and at no cost to the Head, Transport for Victoria.</i> <u>Note:</u> <i>The proposed development requires works within the road and road reserve. Separate approval under the Road Management Act 2004 for this activity may be required from the Head, Transport for Victoria. The permit holder must contact the Department of Transport and Planning prior to commencing any works within the road reserve.</i> <u>22 May 2026</u> DTP officers sort further clarification on 22 May 2026 on the following:

- Is HtVs advice based on the end product of traffic when considering the Stage 1 development plus the school operating at 150 students.
- Clarification of whether construction vehicles be exempted from the right-hand turn requirement requested on the school permit, during the construction of Nortons Lane.

HtV responded on 25 May 2026 with the following:

With signals in place for the initial development, a school of up to 150 students should operate acceptably.

Once the whole PSA area is developed, the nearby intersections are expected to be quite busy, but they should still be able to accommodate a school of this size.

It is possible to exempt heavy vehicles with the regulatory signage, Most likely, the construction works would require the implementation of temporary traffic management on High Street Road that even reduce the speed limit and manage vehicle movements.

26 May 2026

DTP officers sort further clarification with HtV on 26 May 2026 on whether a planning permit condition is required to be included to require a Construction Traffic Management Plan - to enact part 2 of the conditions above.

2 June 2026

HtV responded on 2 June 2026 with the following:

The speed reduction will be covered and managed under Road Management Act consents, therefore no separate condition required for construction management plan for School construction.

Accordingly, no Construction Traffic Management Plan condition is included.

Municipal Council Comments

63. The original application documents were referred to Knox City Council (the council) on 15 September 2025. The following table presents the officer level comments made on 3 October 2025, and the applicants response dated 9 December 2025:

Council Issues dated 3 October 2025	Applicants Response 9 December 2025	DTP officer comment
<i>Council has reviewed the application documentation and finds that the information provided is insufficient to make a comprehensive determination. Accordingly, Council offers the following comments and conditions for consideration.</i>	<i>Detailed response to the issues raised provided in response to RFI dated 9 December 2025.</i>	
<u>Land Fill Gas</u> <i>The subject site is located within the Farming Zone and is not affected by any overlays. However, it is noted that the eastern portion of the site (highlighted red) is located within a 500mm Landfill Buffer.</i>	<i>A Landfill Gas Risk Assessment has been undertaken by Prensa Pty Ltd which has evaluated the potential landfill gas risk to the proposed school from the former landfill to the east of the site.</i> <i>The assessment included site inspections and methane monitoring with the results confirming low potential for landfill gas to be present beneath the site and additional assessment,</i>	Issue resolved



	<i>mitigation or monitoring is not required.</i>	
<u>Vegetation & Landscape</u> As the site is not affected by any overlays, the only vegetation controls that are required to be considered are Clause 52.17 (Native Vegetation) of the Planning Scheme. It is noted that sections along Nortons Lane are affected by the Environmental Overlay (Schedule 2) and are considered a Site of Biological Significance in Knox. In particular, areas along Nortons Lane fall within Site 28 – Dandenong Valley Parklands, which features a variety of nationally, state, regionally and locally significant flora and fauna. Information regarding Sites of Biological Significance Studies can be found on the following Knox City Council website and in Volume 2: Sites of Biological Significance Study Knox.	<i>Pursuant to Clause 52.17-1, a permit is required to remove, destroy or lop native vegetation, including dead native vegetation.</i> <i>While the proposal includes the removal of seventeen (17) native trees, all are planted. Clause 52.17-7 provides exemptions to permit requirements for native vegetation removal, which includes native vegetation that is to be removed, destroyed or lopped that was either planted or grown as a result of direct seeding. Therefore, the proposed removal of planted native vegetation does not trigger a permit and offsets under Clause 52.17.</i>	It is agreed that the subject application does not trigger a planning permit under Clause 52.17-1. This application does not include any vegetation removal along Nortons Lane. Works to construct Nortons Lane is to be carried out by Mirvac (the developer) for the neighbouring Boral Site in accordance with the approved Development Plan Wantirna South North-West Residential Area Development Plan endorsed on 24 April 2026.
<u>Road Access</u> Council raises concerns regarding the suitability of Nortons Lane as the primary access route to the proposed primary school. Nortons Lane is currently an unsealed road, which may not be adequate to support the increased traffic volumes associated with a new primary school.	<i>In support of the application, Ratio Consultants have provided a detailed response letter dated 8 December 2025.</i> <i>To better understand the current capacity of Nortons Lane, traffic counts were undertaken in Norton Lane south of the existing access points to Nortons Park. This is the section of road which narrows to a single lane and is of gravel construction.</i> <i>The following summary of the Ratio response is provided:</i> <i>There is currently a very low volume of traffic utilising Nortons Lane south of Nortons Park with an AM peak of 8 vehicles in the morning between 8.00am and 9.00am and 9 vehicles in the PM peak between 3.00pm-4.00pm. These are the times that correlate to the typical peak periods for an education centre.</i> <i>There was an average of 86 vehicles per day during the weekly survey period in this section of Nortons Lane.</i> <i>The ‘Unsealed Roads Best Practice Guide’ published by the Australian Road Research Board (ARRB) in 2020 recommends that an unsealed road</i>	The applicant has agreed to a condition requiring all student to travel to and from the school in buses. As Nortons Lane is an unmade road, to be constructed by end of 2027, it is appropriate for the school access to be limited to bus service only for the students to minimise the vehicle movements along the unmade road. Accordingly, conditions of permit have appropriately been included to manage road access including: - A Car Parking Management Plan requiring all students to travel and from the school by bus until Nortons Lane is a made road. Head, Transport for Victoria have requested the following conditions: <i>Before the endorsement of the development plans, amended plans must be submitted to and approved by the Head, Transport for Victoria and the Responsible Authority. When approved, the plans will be endorsed and form part of the permit. The plans must be generally in accordance with the application plans and must be prepared</i>



	should be sealed if traffic volumes exceed 250 vehicles per day. • The southern section of Nortons Lane has the capacity for an additional 164 vehicles before a requirement for the carriageway to be sealed is triggered. • In Stages 1A to 1B, and assuming the use of the private bus service, the daily additional traffic volumes associated with the College in the southern unsealed section of Nortons Lane would be up to 130vpd at the end of Stage 1B. Therefore, during Stages 1A to 1B there is no trigger for the upgrade of Nortons Lane in respect to sealing of the road. The Ratio Consultants report has assessed the impact of the proposed College on the capacity of Nortons Lane and has found that mitigation works, such as sealing of the road, is not required in the first sub-stages of the use. Mitigation works including the sealing of the unsealed sections of the road will be required at the later stages, once student numbers reach 120.	to the satisfaction of and at no cost to the Head, Transport for Victoria; - Include details of proposed signage plan associated with prohibiting right-turn movements from Nortons Lane during school hours; - Before the use starts, a Traffic Management Plan (TMP) must be submitted to and approved by the Head, Transport for Victoria and the Responsible Authority. The TMP must be prepared to the satisfaction of and at no cost to the Head, Transport for Victoria. The TMP must: - Include measures to minimise traffic generation and manage peak period vehicle movements associated with the school; - Detail the operation of the private bus service. - Prior to the signalisation of the High Street Road / Nortons Lane intersection, the number of students enrolled at the site must not exceed 100 students. - Following the construction, commissioning and operation of the signalised intersection at High Street Road and Nortons Lane, the number of students enrolled at the site may increase to a maximum of 150 students. - Before the use starts, signages associated with prohibiting right-turn movements from Nortons Lane during school hours must be installed to the satisfaction of and at no cost to the Head, Transport for Victoria. The restriction must apply during school hours on school days. The signages must be maintained at all times to the satisfaction of and at no cost to the Head, Transport for Victoria. <u>Note:</u> The proposed development requires works within the road and road reserve. Separate approval under the Road Management Act 2004 for this activity may be required from the Head, Transport for Victoria. The permit holder must contact the Department of Transport and Planning prior to commencing any works within the road reserve.
Furthermore, the submitted documentation appears to be silent on any immediate infrastructure works or	The Ratio Consultants assessment confirm that the existing access arrangements in Nortons Lane are suitable for the early stages of the College and there is capacity in the road to	Works to construct Nortons Lane is to be carried out by Mirvac (the developer) for the neighbouring Boral Site in accordance with the approved Development Plan Wantirna



upgrades to Nortons Lane to accommodate the Stage 1 proposal of the primary school. The Transport Impact Assessment predominantly references future infrastructure improvements following the completion of the development approved under Planning Scheme Amendment C194knox, rather than addressing current access requirements.	accommodate up to 100 students without the requirement to undertake upgrade works to the road.	South North-West Residential Area Development Plan endorsed on 24 April 2026. The applicant has confirmed the delivery of Nortons Lane is anticipated by end of 2027. The Car Parking Management Plan requested by condition of this permit will require all students to travel to and from the school by bus, until Nortons Lane is a made road. Accordingly, no further conditions are required for the construction of Nortons Lane.
While the Transport Impact Assessment discusses the potential widening of the road reserve and the provision of a new pedestrian footpath, it does not address the presence of sites of biological significance along Nortons Lane. These environmentally sensitive areas may pose constraints on future road and infrastructure upgrades and should be considered in any future planning or design responses.	It is acknowledged that there are sites of ecological significance along Nortons Lane which will be required to be considered as part of any future road upgrade works.	As above, Nortons Lane to be delivered by Mirvac. The Car Parking Management Plan requested by condition of this permit will require all students to travel to and from the school by bus, until Nortons Lane is a made road. Accordingly, no further conditions are required for the construction of Nortons Lane.
<u>Traffic and Intersection Safety</u> Concerns have also been raised about the safety of the intersection at Nortons Lane and High Street. This intersection is currently uncontrolled, lacking traffic signals, and is located on a downhill section of High Street. These factors contribute to limited visibility and challenging traffic conditions, increasing the potential risk of accidents, particularly during peak school drop-off and pick-up times.	We refer to the detailed response provided by Ratio Consultants in respect to the matter raised regarding the current and future operation of the Nortons Lane and High Street Road intersection. In summary, the assessment includes: • Turning movement surveys have been conducted in the AM and PM peaks and it is acknowledged that High Street Road carries a high level of through traffic during both periods. • Existing traffic volumes in Nortons Lane are low during the morning and afternoon peak periods. • The proposal is expected to generate different volumes at different stages as the number of students and staff grow over the years. • There are no changes required to the intersection to • accommodate vehicles turning into Nortons Lane from High Street Road which will utilise existing deceleration lanes in each direction. • For vehicles exiting the site to the intersection, it is recommended that right turn movements from Nortons Lane into High Street be banned during school zone hours (i.e. 8:00am–9:30am and 2:30pm–4:00pm). This restriction	Head, Transport for Victoria have reviewed the proposal and confirmed no objection subject to conditions. All conditions are included on permit.



	would be enforced via signage on Nortons Lane facing northbound motorists. - Based on this mitigation works, all vehicles would be required to turn left into High Street Road. Vehicles wanting to travel eastward (right) would utilise the existing median break located 300m to the west of Nortons Lane to undertake a Uturn and then travel east along High Street Road. - In respect to safe gap opportunities for vehicles turning right into Nortons Lane from High Street Road, the nearest upstream traffic signals (located at George Street) are approximately 900m and typically no bunching of traffic is assumed if the offset to the nearest upstream traffic signals exceeds 800 metres. In this instance it is noted that there are only two (2) minor site access points along the southern side of High Street Road between George Street and Nortons Lane. Furthermore, both of these access points appear to be secondary access locations to their respective properties. Accordingly, it is expected that there will be sufficient gaps in traffic flow to accommodate vehicles turning right into Nortons Lane.	
It also appears that the proposed primary school is relying on future infrastructure upgrades associated with the broader development approved under Planning Scheme Amendment C194knox. However, it is considered that the proposed school must be capable of operating independently and should provide the necessary supporting infrastructure as part of its initial development, rather than deferring critical upgrades to a later stage.		As above, Nortons Lane to be delivered by Mirvac under the approved development plan. The road construction it anticipated to be complete by end of 2027. An interim Car Parking Management Plan requested by condition of this permit will require all students to travel to and from the school by bus, until Nortons Lane is a made road. Accordingly, no further conditions are required for the construction of Nortons Lane.
The Transport Impact Assessment indicates that the permit applicant proposes to implement a Transport Management Plan (TMP), which would be distributed to all staff and parents of enrolled students. Should a permit be granted, Council requests that conditions be included to ensure that all provisions, recommendations, and requirements of the endorsed TMP are fully implemented and adhered to. Furthermore, it is considered appropriate that a condition be	The College accepts a condition should a permit issue that a Transport Management Plan be prepared and endorsed which will set out specific management details of the use of the land.	Car Parking Management Plan condition is included on the planning permit.



<i>included to allow for the implementation of remedial measures in the event that traffic issues arise following the commencement of the primary school's operation.</i> <i>For example: upon commencement of the use, traffic flow within Nortons Lane must not be adversely affected. In the event of any impacts to traffic flow and congestion or any concerns reported to Council, remedial measures must be undertaken as soon as possible to address the issue as directed by, and to the satisfaction of the responsible authority'.</i>		
<u>Waste Treatment</u> <i>The Land Capability Assessment Document provides details of on-site wastewater management. Should a permit be granted, Council requests that conditions be included to ensure that all provisions, recommendations, and requirements within the document are fully implemented and adhered to.</i>	<i>The applicant does not object to conditions on a planning permit to ensure that all provisions, recommendations, and requirements within the Land Capability Assessment are fully implemented and adhered to.</i>	A condition is included on the permit to require that all provisions, recommendations, and requirements within the Land Capability Assessment are fully implemented and adhered to.

64. The applicants RFI response documentation was referred back to the council on 10 December 2025. However, no response has been received from the council.

65. DTP officers followed up with the council on multiple occasions, seeking their response on the following dates::

- 29 January 2026
- 2 April 2026
- 16 April 2026
- 28 April 2026

Despite these requests, no response as received.

66. On 11 May 2026 DTP officers contacted the council again seeking a response. Council officers advised that a response would be provided by 20 May 2026. Council's final comments were subsequently received on 29 May 2026 and are summarised below:

Council's City Strategy and Planning Comments

Council's position is that the school should demonstrate its ability to operate independently at the commencement of use, with all necessary supporting infrastructure delivered as part of the initial development. In its current form, the proposal appears to defer critical infrastructure requirements to future stages, creating uncertainty regarding the timely provision of appropriate access and road network upgrades.

Accordingly, Council requests that the Department give due consideration to the outcomes and requirements arising from the Boral Quarry Amendment (Amendment C194knox) in its assessment of the proposal.

Council's Traffic & Transport Engineering Comments

Following a review of the Transport Impact Assessment report prepared by Ratio dated 4 March 2026, **Council's Traffic & Transport Engineers do not object** in principle to the current Head, Transport for Victoria conditional consent, but only if the applicant first resolves the inconsistencies in the traffic material and the approval is strengthened via requirements and conditions to secure the interim cap of student numbers, on-site containment of school traffic, bus service operation, road upgrade obligations, and a robust Traffic Management Plan with monitoring and review triggers. Otherwise, the current transport justification remains uncertain.

Council's Traffic & Transport Engineering Comments	DTP comment
Interim access and safety at High Street Road and Nortons Lane remain a concern. Council's earlier concern about the safety and operation of the unsignalized arterial intersection remains relevant. The revised transport response relies on an interim no right turn restriction out of Nortons Lane during school hours, together with redistributed movements to a median break on High Street Road. While this has now been accepted by the Head, Transport for Victoria subject to conditions, it still depends heavily on driver compliance, ongoing signage effectiveness, and a future signalised upgrade that is not yet delivered. Signalisation remains the measure that would materially and reliably reduce the conflict risk at this location.	Head of Transport for Victoria are a determining referral authority for the application. HTV have considered the operation and safety of the intersection of High Street Road and Nortons Lane and are satisfied that the conditions provided by HTV will address concern. All recommended conditions are included on the permit.
The revised traffic and parking case is highly dependent on a private bus service, and that assumption needs to be secured if the proposal is to proceed. The revised transport report materially changes the traffic case by assuming that 50% of students will use a private bus service. This reduces the estimated daily vehicle generation from 390 vehicle trips per day in the original transport report to 196 vehicle trips per day in the later further information report, and also reduces estimated peak parking demand from 45 spaces to 30 spaces. If the bus service is not enforceable, is not operated at the assumed level, or has lower than expected uptake, the site may experience insufficient parking provision and school related queuing on Nortons Lane	It is appropriate for a Car Parking Management Plan be required to specify all students to access and egress the site by bus until Nortons Land is a made road. Mirvac (the developer) has confirmed this is anticipated by the end of 2027. This interim solution is appropriate and supported by DTP. The Traffic Management Plan (TMP) requested by HTV include the requirement for details of the school bus service. This TMP must be to the satisfaction of Head, Transport for Victoria and the Responsible Authority. The TMP will be required to be submitted and endorsed prior to the school operation commencing. Once endorsed the TMP will form part of the operation of the school and can be fully enforced.
Bus operation and storage remain unresolved. The plans show only one bus bay designed for a 12.5m bus. However, if up to 50% of 150 students are expected to use the service by the end of Stage 1, one bus may not be sufficient depending on vehicle size and seating layout. The application should clearly identify how many buses are required, the size and capacity of those buses, whether buses are stored on site or off site, and how the proposed no right turn restriction affects route flexibility, especially for eastbound travel after afternoon pick-up.	In order to access this parking bay, buses are required to travel the length of the aisle that services the angled parking spaces and then circulate through the roundabout on-site. Accordingly, there is potential for up to four (4) buses to be queued on-site (two (2) buses within the roundabout and two (2) buses within the car park aisle) should this be required, without any impact to Nortons Lane. The car park is considered to be ample enough to provide enough space for the buses to be stored.
Nortons Lane as a Council managed unsealed road remains a significant issue. The application relies on Nortons Lane, including its unsealed southern section, to accommodate school traffic during interim conditions. Even if the applicant's traffic volumes are accepted, this remains a private school proposal intensifying traffic on a Council managed unsealed road. Council should maintain concern about road wear, loose gravel, wet weather performance, maintenance burden, and the need for upgrade works at the permit holder's cost. At a minimum, any required passing areas and subsequent pavement upgrade and sealing works should be delivered by the applicant to the satisfaction of Council before the relevant enrolment thresholds are reached. Given the potential requirements for additional maintenance, it is	It is appropriate for a Car Parking Management Plan be required to specify all students to access and egress the site by bus until Nortons Land is a made road. Mirvac (the developer) has confirmed this is anticipated by the end of 2027. This interim solution is appropriate and supported by DTP.



<i>common practice [for Council] to request the applicant to seal the length of roadway that is currently unsealed to accommodate developments that intensifies the traffic loading on the roadway. It should be noted that due to the existing drainage facilities along the road, widening the roadway to allow easier traffic movements would require significant civil works.</i>	
<i>School related parking, pick-up, drop-off and queuing should be fully contained within the site. Given the constrained nature of Nortons Lane and the lack of suitable on street parking opportunities, [it is requested that a permit condition be included to] requiring all school related parking, standing, pick-up, drop-off, and queuing to occur wholly within the site, with no reliance on Nortons Lane.</i>	A total of 33 car parking spaces are proposed on-site. This exceeds the estimated peak parking demand and implies that at least three (3) vacant spaces will be available at peak times. Therefore, no queuing or pick-up & drop-off activities would be required to occur on Nortons Lane. The plans currently show all car, and bus parking will occur on the subject site
<i>The Traffic Management Plan should be strengthened and treated as a critical operational document, not an administrative one. In addition to the Head, Transport for Victoria requirements, the Traffic Management Plan should include the approved access and turn restriction arrangements, details of the private bus service, staff and student caps, staggered start and finish times, school travel and parking management measures, and a monitoring and review framework based on actual operation. It should also include a mechanism for remedial action if school related parking or queuing impacts occur on Nortons Lane or at High Street Road.</i>	A Car Parking Management Plan is included as a condition of permit.
<i>Any works in road reserve will require separate road authority approvals. If widening, passing areas, signage, or other physical works are proposed within the Nortons Lane or High Street Road road reserve, these should not be assumed to be authorised by the planning permit alone. Separate consent under the Road Management Act 2004 and the relevant road authority approval processes will still be required.</i>	This can be included as a note on the planning permit

Advice sought from other agencies

67. The site is in a Designated Bushfire Area, however, is not located within a Bushfire Management Overlay. Therefore, the applicant was informally referred to Fire Rescue Victoria for review and comment.
68. The following advice was provided and the applicant responded to the comments in the RFI response dated 9 December 2025.

Fire Rescue Victoria email dated 10 August 2026	DTP comment
Fire Rescue Victoria (FRV) was referred to as an informal referral. RFV reviewed the plans and report and provided the following comments: <i>The site is located in a mapped Bushfire Prone Area (BPA)</i> <i>The General and Vulnerable people decision guidelines of Clause 53.02-6 are applicable to this determination and may inform the inclusion of DTP permit conditions for matters like emergency management planning.</i> <i>In addition to consideration of Clause 53.02-6 guidelines, based on the use of the development FRV's expectation is that the building surveyor engaged for the development in accordance with the requirements of the NCC will be required to ensure compliance with Specification 43 (Bushfire protection for certain Class 9</i>	Amendment VC312 was introduced into the Knox Planning Scheme after this application was submitted, the applicant has not provided a response to Clause 53.02-6. Therefore, as guided by FRV a planning permit condition will be included to require a Bushfire Management Plan, which specifically addresses the requirements of Clause 53.02-6 to ensure compliance with the guidelines. It is noted that there is no planning permit trigger to enable conditions to require higher BAL construction. However, the applicant has acknowledged FRV's comments and has agreed to the proposed note on the planning permit and a permit condition to produce a Bushfire Management Plan, which specifically addresses the requirements of Clause 53.02-6.



Buildings) See: Specification 43 Bushfire protection for certain Class 9 buildings | NCC

. Various aspects of Specification 43 requirements have the potential to exceed outcomes pursuant to Clause 53.02-6.

- In reviewing the development layout it is not clear if the future Specification 43 requirements have been taken into consideration. As an example the initially provided Bushfire Attack Level Assessment prepared by XWB Consulting, dated July 2025 does not appear to reference the expectation of Specification 43 requirements.*
- Future consideration of Specification 43 may impact the current development detail. Accordingly, FRV suggest DTP may wish to include an advisory Planning Note/Useful Information detail. The following wording is a suggested example:*

The permitted development will need to comply with, and obtain the following further approvals:

A building permit under the Building Act 1993, additionally it is noted that the applicable requirements of Specification 43 (Bushfire protection for certain Class 9 buildings) may influence the configuration of the currently detailed development.

Notice

69. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act 1987* pursuant to the following provisions:

- Farming Zone

70. The applicant was directed to give notice by way of erecting a sign on the site and notifying adjoining owners and occupiers.

71. A total of four objections were received during the notice period. There are made up of two residential properties, the Mirvac redevelopment site and Parks Victoria.

72. The objection from Parks Victoria raises following issues:

Our initial assessment of the advertised material has identified several issues for Parks Victoria managed land. In addition to Nortons Park along the northern and western boundaries of 3 Nortons Lane, PV is also the primary land manager for the Dandenong Valley Parklands and has leases to various community organisations in the area.

*Parks Victoria **objects** to the proposal in its current form unless the following issues identified to be affecting PV interests are addressed.*

<u>Issue</u>	<u>Applicants response dated 13 July 2026</u>	<u>DTP Response</u>
<u>Traffic and access</u> <i>PV supports the concerns of the Head of</i>	<i>Ratio Consulting have updated the traffic analysis to include the</i>	As above, the safety and operation of the intersection of High Street Road and



Transport for Victoria and Knox City Council about the impact of this proposal on the safety and operation of the Nortons Lane/High Street Road intersection. Nortons Park is a key site for PV accessed via this intersection. The safe access and egress to PV parkland on the northern side of High Street Road from Bushy Park Lane also functions as part of that intersection. An omission in the advertised traffic modelling is the consideration of the proposed badminton centre at 1166 High Street Road. A comprehensive traffic assessment that considers all of the approved developments should be considered. Nortons Park also has a number of large park and school visitor events throughout the year that infrequently but significantly change the traffic considerations of Nortons Lane.	approved badminton centre at 116 High Street Road. Please refer to the attached addendum response from Ratio for details noting that the additional traffic generated from this use has been considered in the ultimate scenario for the road.	Nortons Lane has been considered by HTV and conditions provided for the planning permit.
<u>Landscape and Architectural plans</u> PV has concerns about the following design elements as proposed in the Landscape Plan (Masterplan - Stage 1) prepared by Ratio and the Architectural plan prepared by MSM & Associates. • The double gates identified along the northern fenceline accessing directly into Nortons Park should be deleted. Private access points into Crown land are not supported. • A fencing plan should be prepared, with the northern and western boundary fencing (adjoining the Nortons Park boundary) to the satisfaction of Parks Victoria. • The excavation and sleeper retaining walls along the boundary of Nortons Park should be set back to not impact the Crown Land • The fire pump and water tanks on the north-east corner of the site should be appropriately sited or screened to minimise the visual impact from the adjoining parkland. • Safe footpath access to Nortons Lane should be provided from the school along Nortons Lane. This is implied throughout the town planning report but not detailed on the plans.	<u>Gates</u> Amended plans have been prepared which show the removal of the previously proposed access gates along the northern property boundary. <u>Retaining walls</u> The proposed retaining walls along the northern property are designed to be sited and constructed wholly within the subject site and will not directly impact Parks Victoria land. <u>Fire-pump and Water Tanks</u> Our client has no objection to a condition being included in the permit which requires that the equipment located in the north-eastern corner of the site be suitably screened. <u>Pedestrian Access</u> The plans show that there are internal footpaths shown from the car park and school buildings to the front of the site and Nortons Lane. The upgrade of Nortons Lane by Mirvac will include a footpath along its full length connecting to High Street Road. The current civil design for the Nortons Lane upgrade includes the footpath along the western side of the road reserve in front of the property. Once constructed, which will coincide with the college opening, safe pedestrian access will be delivered from the subject site to High Street Road.	Section 57a amended plans have deleted all gates identified along the northern fenceline accessing directly into Nortons Park. A condition of the permit will require the following changes to the architectural plans: • The excavation and sleeper retaining walls along the boundary of Nortons Park should be set back to not impact the Crown Land • fire pump and water tanks on the north-east corner of the site be appropriately screened to minimise the visual impact from the adjoining parkland A permit condition will be included to require a fencing plan to be prepared, with the northern and western boundary fencing (adjoining the Nortons Park boundary) to the satisfaction of Parks Victoria. The pedestrian path will be provided for when Nortons Lane is constructed by Mirvac.



<u>Septic</u> <i>There may be impacts to adjoining Crown land from siting the septic dispersal field near the boundary of Nortons Park, as shown in the Land Capability Assessment for on-site Wastewater Management. This is a sensitive environment and the site topography slopes downward towards the park and the Dandenong Creek environs. A greater setback to this boundary and more centralised location of the dispersal field may be supported.</i>	<i>The septic area has been carefully chosen in consultation with the appointed specialist consultant and is designed to treat all waste water internally to the site. Separate approvals will be required in the future to install the system and it must be designed to satisfy relevant regulations at the time. Based on this, it is not expected that the system would have any off-site impacts to adjoining land. We take this opportunity to also advise that our client is coordinating with Mirvac with the potential to create a reticulated sewer connection in Nortons Lane as part of the civil works being undertaken for the Boral project.</i>	The septic tank is appropriately located with setback from the Parks Vic land. The recommendations of the Land Capability Report will be required to be adhered to via permit condition.
<u>Bushfire</u> <i>The Bushfire Attack Level assessment prepared for the application identifies Nortons Park as "low threat vegetation given the managed fuel load negating the propensity of a fire to spread and develop in intensity". Although there is no permit trigger for bushfire requirement, PV do not support the implied parkland management obligation and characterisation of the fuel load management within the report.</i>	<i>As noted by Parks Victoria, there is no planning permit triggers for the proposal in respect to bushfire, with the site located in a 'bushfire prone area'. The BAL report that accompanies the application reflects the existing vegetation conditions on the ground and is a factual assessment of conditions. It is not set out as a requirement for defensible space and does not create any management obligations on Parks Victoria.</i>	The site is not located within a Bushfire Overlay. However, is nominated as Bushfire Prone Area. The application was referred to Fire Rescue Victoria (FRV). The final BAL construction standards will be confirmed during the building permit process, and this is not something that should preclude the granting of a planning permit, noting the site is not within a Bushfire Management Overlay. Nonetheless the applicant has agreed to a condition requiring a Bushfire Management Plan to be prepared in consultation with Fire Rescue Victoria (FRV).

73. Two residential objections have been received, raising the following issues:

- Land Use compatibility with the Farming Zone.
- Impact to neighbouring farms with horses, goats and chickens and the purpose-built Riding for the Disabled facility.
- Use of an easement for vehicle access to the school
- The use of the unsealed Nortons Lane for school purposes.
- Inconsistency in the sewage plans
- Concern with brick materials for the fencing
- Concern with illuminated signage.

74. A submission has been received from Mirvac, the developer for Mirvac/Boral site at 191 George Street, Wantirna South. The submission states:



*Mirvac **does not object** to the establishment of the school in principle and believe it is an appropriate use within the area and will be complementary to the future use of 191 George Street for residential purposes. However, given the strategic role of Nortons Lane and its importance to the delivery of planned development in the precinct, Mirvac seeks to ensure that the operation of the school does not prejudice the future construction, upgrading or operation of Nortons Lane, or result in additional costs, delays or restrictions on development within the Mirvac site. The upgrade works to Nortons Lane are planned to commence in 2027 subject to approvals from the Department of Transport and Planning, Knox Council and engagement of civil contractors.*

75. The submission requests the following permit conditions

- *A requirement for traffic volume surveys to be undertaken on Nortons Lane prior to the commencement of the school use, to confirm the accuracy of traffic assumptions and determine whether interim or additional road works are required to support the school use.*
- *A requirement for a School Traffic Management Plan to be approved prior to commencement of works and reviewed and updated annually (prior to the start of each school year) until such time as Nortons Lane and the High Street intersection are fully operational, to ensure it responds to changing traffic and road conditions.*
- *A requirement that any construction at 3 Nortons Lane where it interfaces with Norton Lanes is designed and constructed to align with the approved Functional Layout Plans for the upgraded Nortons Lane.*

76. The applicant provided the following response to Mirvac's submission:

- *We note that response made by Urbis on behalf of Mirvac does not object to the proposal and indicate that it considers the proposed use is appropriate for the area. I also confirm that there have been a number of meetings between Mirvac and the applicant who have taken a collaborative approach, particularly in respect to Nortons Lane.*

Traffic

- *We refer to the Ratio letter which provides a response to the issues raised regarding traffic volumes in Nortons Lane, traffic management and road design.*

Fencing and retaining walls

- *In respect to the comments made on the fencing design, we refer to our earlier response on this issue noting that we are in continued discussions with Mirvac regarding the Nortons Lane design and we consider that there will be no detrimental impacts on the road design process currently being undertaken by Mirvac.*

Construction Management

- *The applicant is also working with Mirvac regarding access to the site during the construction of Nortons Lane noting that we understand that the road will be constructed in stages, with one side being built at a time to facilitate vehicular access for all properties along Nortons Lane, including the subject site.*



Planning Policies

77. Clause 11.01-1S seeks to facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements. The proposed primary school is located within an area currently undergoing transition from a farming and quarrying/manufacturing environment. A future significant residential and mixed-use development is located to the south of the site and therefore these future residents as well as the existing surrounding residents will have convenient access to a new education facility.
78. Clause 12.01-1S and L seeks to protect and enhance Victoria's biodiversity. The site is located within the Dandenong Creek Valley. The works are strategically located on the eastern portion of the site, away from Dandenong Creek and dense vegetation to avoid substantial biodiversity impacts. In addition, all vegetation removal comprises planted vegetation, and new native species will be planted in accordance with the Landscape Concept Design.
79. Clause 13.07-1S and L land use compatibility seeks to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts. The use with the highest potential for adverse off-site impacts near the proposed primary school is the Knox Transfer Station, located approximately 700m south-east of the site. Under Clause 53.10 (uses and activities with potential adverse impacts), a transfer station accepting organic wastes requires a threshold distance of 500m. Therefore, no adverse impacts are anticipated from nearby land uses, including the Knox Transfer Station.
80. The state planning policies encourage appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers education facilities to assist the integration of education and early childhood facilities with local and regional communities (Clause 19.02-2S).
81. DTP nevertheless considers that on balance, the proposed use and development of a primary school on the subject site is acceptable, subject to conditions. The proposed primary school aims to offer a school for the children in the local area and the children of the future Boral redevelopment site.
82. Relevant strategies listed at Clause 19.02-2S include:
- *Consider demographic trends, existing and future demand requirements and the integration of facilities into communities in planning for the location of education and early childhood facilities.*
 - *Locate childcare, kindergarten and primary school facilities to maximise access by public transport and safe walking and cycling routes.*
 - *Ensure childcare, kindergarten and primary school and secondary school facilities provide safe vehicular drop-off zones.*
 - *Facilitate the establishment and expansion of primary and secondary education facilities to meet the existing and future education needs of communities.*
83. The new school will cater to the needs of the existing and future growing local community, provide a source of local employment, and provide an independent education facility. The buildings will be built-for-purpose and will incorporate a rural character by being single storey in nature and include a palette of materials that is compatible with the surrounding rural and agricultural character. Adequate provision has been made on the site for vehicle pick up and drop off with an oversupply of on-site car parking, a dedicated bus parking space as well as onsite waste removal.
84. The proposal is deemed appropriate in response to the relevant decision guidelines for a non-residential use in the FZ, as discussed in further detail below. The proposed use will not affect the area's orderly planning or unreasonably impact the surrounding residential and agricultural land uses subject to the recommended conditions.
85. Conditions are recommended to manage any potential interface issues that may arise due to the location of a school in a rural setting, such as noise and containment from agricultural practices. As outlined in the built form



- assessment below, the proposal has been designed with regard to the site's rural setting. The proposed buildings and works would not prejudice the ongoing or future agricultural use of the land, including if the school use were to cease.
86. Although the school is not located in an urban environment with access to public transport, the applicant has stated that the school will be serviced by a private school bus service. It should be noted that limited public transportation is available in this setting. However, it is understood that the majority of school students are transported via private school bus transport rather than public transport. Nortons Lane is currently an unmade road and conditions for a Car Parking Management Plan is required to ensure students will be bussed into the school while the road is unmade. The applicant has agreed to this condition on permit.
87. The level of noise anticipated from a primary school of between 100 and 150 students is not considered to be of a considerable amount and DTP considers that the proposal will not unreasonably impact the surrounding area by way of noise impacts to neighbouring properties and any noise emissions will be appropriately contained within relevant standards. However, it is noted that there is an existing dwelling on the property to the immediate south of the subject site. Therefore it is considered appropriate to include a condition for acoustic fencing to be provided for along the southern boundary.
88. DTP does not consider that the proposed primary school will hinder existing or potential new future agricultural operations within the surrounding FZ land. Additionally, as noted above, the subject site can be easily converted to alternative agricultural practices in the future due to the minimal imposition of buildings and works. The planning permit will include operational conditions relating to noise and traffic impacts in order to manage any potential off-site impacts resulting from the proposal.
89. The proposed signage is freestanding business identification signage with no animation (subject to condition to removal all lighting discussed in section below), bunting or fluorescent or reflective paints (Clause 15.01-1S).
90. Clause 02.03 (Strategic Directions) emphasises the importance of effective planning in providing all members of the community with equal access to education facilities. Despite the proposed school's location outside an established town centre, with no direct access to public transportation, it is not intended to be the main school in the area. Rather, it is meant to provide an additional facility that will serve not only the immediate community but also other surrounding areas.
91. Clause 15.03-2S seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance. The subject site is not located within an area of Aboriginal Cultural Heritage sensitivity.
92. Overall, it is considered that the proposed development is consistent with the relevant policies of the Scheme.

Farming Zone

93. The proposal is considered to provide an appropriate response to the site and its built form and landscape context and is not expected to create unreasonable impacts to surrounding land. The development appropriately responds to all general decision guidelines for buildings and works in the FZ, including a specific assessment against the non-agricultural uses decision guidelines as outlined in detail below.
94. Having regard to the decision guidelines of the FZ, the proposed use of the land is considered to be generally acceptable as follows:

<i>FZ Guidelines</i>	<i>Decision</i>	<i>DTP Assessment</i>
<i>The capability of the land to accommodate the proposed use or development, including the disposal</i>		The Land Compatibility Assessment Report prepared by Ground Science dated 20 August 2025 concludes that the use of an onsite wastewater treatment and disposal system is environmentally sustainable and achievable. This will be required by way of a permit condition.



of effluent.

How the use or development relates to sustainable land management.

The onsite treatment of effluent, construction methods with minimal earthworks, and the proposed landscaping including new native vegetation will contribute to the sustainable land management of the subject site.

Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.

As detailed in the site context section of this Report, the subject site is in an area undergoing significant transition, with a broad range of uses existing and anticipated in the near future. Notably Boral Quarry has an approved Development Plan for the redevelopment of the site for a major residential estate and activity centre including provision of active and passive open space. The developer of that estate, Mirvac, have indicated that works for the first stage will commence shortly and will include the construction of Nortons Lane and signalisation of the intersection with High Street Road with delivery expected in late 2027.

11 Nortons Lane which is the single largest land holding in the Farming Zone is used as the Saint Paul's Retreat Centre which serves as a retreat and conference centre.

Furthermore, a planning permit has been issued for a recreation facility (a badminton centre) at 1166 High Street Road which is on the corner of Nortons Land and High Street Road was issued by Council.

Given this changing context of the area and given that the school will operate during normal school hours Monday to Friday, it is considered that the proposed use will not further restrict the surrounding agricultural uses compared to the current sensitivity due to the proximity of dwellings.

The proposed development represents a relatively low-scale and low-intensity use of the land. From a land use perspective, it is considered to be an acceptable response to the evolving character of the area and is consistent with the broader pattern of approved development occurring within the surrounding locality.

How the use and development makes use of existing infrastructure and services.

In terms of septic design, noting the property currently does not have access to a reticulated sewer, a Land Capability Assessment has been undertaken by Ground Science.

The assessment has considered the septic needs of the site operating with the capacity of 150 students and 13 staff under the Stage 1 development and use scenario. Until that time, the school can operate with a septic system that will include the following design considerations:

- Wastewater to be treated to secondary effluent standard.
- The treatment system will provide a minimum 24-hour day retention time, with 3-day retention.
- Design, construction, operation and maintenance of the treatment system will be carried out in accordance with the relevant Australian Standard and Council requirements.
- Land application system will be installed by a suitably licensed contractor based on the minimum LAA outline in Table 7, with application lines installed parallel to the sites contours.

The solution includes a 1,200sqm subsurface zone to be located to the rear of the property

and away from the proposed school buildings as per the figure below.



The applicant has confirmed that septic area has been carefully chosen in consultation with the appointed specialist consultant and is designed to treat all waste water internally to the site. Separate approvals will be required in the future to install the system and it must be designed to satisfy relevant regulations at the time. Based on this, it is not expected that the system would have any off-site impacts to adjoining land.

The applicant has also advised that the school is coordinating with Mirvac with the potential to create a reticulated sewer connection in Nortons Lane as part of the civil works being undertaken for the Boral project. This is separate to this approval.

Whether the use or development will support and enhance agricultural production.

N/A. The primary school is modest in size (maximum of 150 students once the intersection is signalled) and given the significant changes to the wider context of the site DTP accepts that the school is not required to enhance agricultural production through its education program in this instance. The proposal will not inherently support or enhance agricultural production on the land.

Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.

As discussed in the report, the site is not currently used for agricultural production and therefore the use and development of the site is not seeking to remove an existing agricultural production on the land.

The potential for the use or development to limit the operation and

The subject site is not large enough to facilitate agricultural production and is currently used as a dwelling. Parks Victoria own the land to the north and it is used as outdoor recreation park land and would not be able to support agriculture.

expansion of adjoining and nearby agricultural uses.

DTP recommends permit conditions to ensure that the school does not adversely impact or restrict nearby agricultural uses. Conditions will address traffic management, mechanical ventilation and acoustic treatments to the classrooms, all pick-up and drop-off movements to be accommodated within the site, and appropriate treatment of outdoor areas.

The capacity of the site to sustain the agricultural use.

The subject site has an area of 1.4 hectares and the site can be described as a small lot for rural residential or lifestyle purposes, and not for agricultural production. Part of the site is currently used as a dwelling, and this is not proposed to change.

The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.

As noted above, the subject site and the smaller surrounding allotments are not capable of sustaining farming or agricultural uses due to the small size of the subdivisions and the current residential uses.

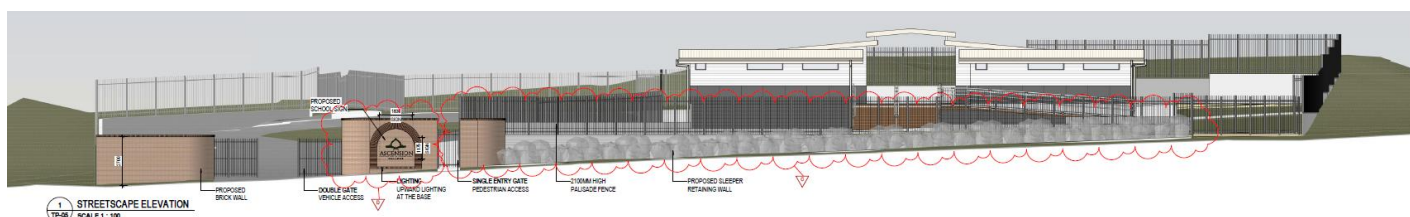
Any integrated land management plan prepared for the site.

Agricultural production is not being proposed and the proposed vegetation removal does not trigger a planning permit requirement.

95. The scale and development of the proposed buildings and works are sympathetic to the low scale nature of the surrounding Farming Zone. The building design takes into consideration the contours of the land and feature a modest single storey building surrounded by landscaping draw upon the surrounding landscape. Generous setbacks from boundaries have been provided to accommodate significant landscaping and trees, both within the site and around the perimeter.

Signage

96. Policy at Clause 52.06 seeks signage that does not promote visual clutter, sensitivity of the are in terms of natural environment, compatibility of the sign with the existing or desired future character, cumulative impacts to avoid visual clutter. The subject site is a Category 4 sign area (Sensitive areas). Notably, in Category 4 a floodlit sign is allowable, however internally illuminated signs can only be located on land used for a freeway service centre or service station. A condition of permit will require amended plans to show the sign is flood lit only, and allow for the sign to be flood lit within school hours and for school events only.
97. The design and siting of the singular business identification sign is modest in scale, in keeping with the style of the front fence and would not result in unreasonable visual clutter or unreasonable amenity impacts to surrounding properties or the streetscape. The sign presents as a sign integrated into the front fence displays what the purpose of the site is, which is an important community facility for educating children. On balance the signage content is supported.
98. However, the illumination of this sign is not supported as the only supportable settings for an illuminated sign in a farming zone is for sites with a freeway service centre or service station. Nortons Lane is not a freeway, and the use of the land is not for a service station. Accordingly, a condition is included to require amended plans is included on the permit to remove all notations for signage illumination.



Proposed Business Identification Signage

Built Form

99. The architectural plans confirm the location of the proposed single storey buildings central to the site. The buildings will be supported by a car park area to the southern boundary providing 33 car parking spaces and 10 bicycle spaces, a dedicated bus parking and drop off and pick up bay, outdoor play areas surrounding the building, and associated landscaping.
100. The scale of the proposed development complements the character of the area, which includes farming lots and low density residential buildings. Generous setbacks from boundaries will accommodate landscaping, both within the site itself and around the perimeter.
101. The proposed siting, design, height, bulk, colours and materials of the proposed buildings are considered to be suitable for the location and nature of the use and will not adversely impact any adjoining properties, which is appropriate having regard to the decision guidelines of the FZ and policy at Clause 15.01-2S.
102. Car parking and bus drop off/pick up areas are located central to the site and is accessed via Nortons Lane which is an unmade road (further discussed in the Traffic Section below). The car parking spaces have been designed to provide safe and convenient access into the school campus with an internal pedestrian path providing access to the buildings. The proposal includes several internal pathways for safe pedestrian access throughout the site.
103. The built form is considered acceptable given:
 - The site is 1.46 hectares in size and can comfortably accommodate the proposed buildings. The proposed built form is small in scale, being limited to single storey buildings, which will ensure that the subject site retains a significant amount of open space and a high level of permeability. The proposed buildings are generally consistent with the height and materials of the existing buildings on the subject site and surrounds.
 - The proposed siting, design, height and bulk are not expected to result in any impacts to landscape features, major roads or vistas, given the existing built form on the subject site, and the setbacks and buffers provided by the existing vegetation and surrounding road network. Concept images of the proposal indicate that the buildings will sit appropriately within the contours of the land. While some cut and fill is proposed for the sporting facility and the building this is appropriate to accommodate for the slope of the land.
 - The buildings will be an appropriate response to the site context and constraints, noting that access to the buildings will be orientated away from the sensitive interfaces and will not cause any increased activity adjacent to the site's boundaries.



- The proposed colours and materials will assist in ensuring that the new buildings sit appropriately within the context of the surrounding area. Building form includes curved roof forms with generous verandas. Materials proposed include metal sheet roofing, vertical sheet wall cladding.
104. The works are located away from any sensitive residential interfaces and will not result in any off-site amenity impacts, such as overlooking or overshadowing. The massing, siting and general built form of all stages shown on the architectural plans are supported. The detailed plans prepared for Stages 1 are supported and will be endorsed.
105. The approval of the plans is supported as it provides the council and the surrounding property owners and occupiers with a clear understanding of the anticipated future use and development of the primary school.
106. The submitted landscaping plans provide for appropriate landscaping to compliment the school and the setting on the subject site. The landscape masterplan will be endorsed to form part of the planning permit.

Amenity

107. The proposed school buildings are setback significantly from the site boundaries to minimise any potential impacts on neighbouring properties. The single-storey buildings will not cast any shadows on any adjoining properties (as all shadows fall within the subject site). The generous setbacks also help to mitigate any potential noise impacts, and standard noise conditions will be included on the permit. Furthermore, a condition will require amended plans to show acoustic fences installed on the southern boundary to further reduce any potential noise impacts resulting from the school's use.

Traffic and Car Parking

108. The application has been submitted with the following documents relating to traffic:
- Additional traffic assessment responses prepared by Ratio Consultants, dated 9 December 2025.
 - Amended Transport Impact Assessment, prepared by Ratio Consultants, dated 4 March 2026.
 - Response to objections traffic letter, prepared by Ratio dated 13 July 2026.
109. The traffic generation of the school has been assessed in the Traffic Impact Assessment. The report concludes that the traffic anticipated to be generated by the school will not negatively impact the road network. Head, TfV, as a determining referral authority, provided no objection to the proposal subject to conditions relating to limiting student numbers prior to signalling of the intersection and limiting student number to 150 students after intersection signalling.
110. A number of objectors have raised concerns regarding the traffic movement and generation from the proposal. Nortons Lane is an unmade road. As discussed through the report, the delivery of Nortons Lane as a sealed road is expected to be completed by end of 2017. Accordingly, the applicant has agreed to a condition requiring all student to enter and exit the school via bus service. This will minimise the number of trips the school will generate on the unmade road.
111. As outlined in the endorsed Development Plan for Stage 1 of the Boral Site, Nortons Lane will be a constructed and sealed two lane road with a dedicated footpath. HtV have confirmed the constructed road and intersection will be capable of accommodating traffic for both the boral site and the subject school site.
112. The Traffic Impact Assessment estimates that the school use at its maximum capacity (150 students) use will generate 90 traffic movements in the AM and 76 in the PM. The applicant provides the following in regard to the ultimate condition of the school with 150 students, construction of Nortons Lane, signalling of High Street Road and delivery of the Boral site:



Under ultimate conditions, the Nortons Lane carriageway will be upgraded to accommodate the provisions of a connector road, and the High Street Road / Nortons Lane / Bushy Park Lane intersection will be signalised.

Further to this, in the order of 1,750 residential lots are proposed within the site to the south (that is the subject of Planning Scheme Amendment C194knox) and the internal street network within this site will be accessible via George Street, ultimately affording vehicular connections to the broader road network to the east and south of the site.

The ultimate conditions will provide greater directional flexibility for vehicles accessing the site. This will reduce the volume of traffic that takes access to the site via the High Street Road / Nortons Lane / Bushy Park Lane intersection.

Moreover, vehicles accessing the site via the High Street Road / Nortons Lane / Bushy Park Lane intersection will be able to do so in a much more safe and comfortable manner due to the presence of the traffic signals.

It is also expected that a number of future residents within the site to the south will enrol their child(ren) at the school. These students will live close enough to the site that walking or cycling will present as a viable option for getting to school most days, which would reduce the total number of vehicles travelling to/from the site.

113. Based on each of the above factors, DTP is satisfied that it is expected that the site generated traffic will be able to be absorbed by the surrounding road network in a safe and satisfactory manner under ultimate conditions.
114. The proposal seeks a maximum of 13 staff members to be on-site at any one time, generating a statutory requirement for 13 car parking spaces under Clause 52.06. 33 spaces are proposed to be provided on the subject site, above the minimum statutory requirement. The car parking requirements for the proposed school development are fully compliant with Clause 52.06-5 provisions. No reduction in the statutory rate is being sought.
115. In relation to the design standards of Clause 52.06-9, the car park has been designed to provide appropriate dimensions for car parking spaces, including aisle widths. The design of the car park meets the design standards of Clause 52.06-9. DTP notes that vehicle access to the school will be provided via an approved vehicle crossover from Nortons Lane (approved by the council). This crossover will provide access for cars, buses and service vehicles (e.g. waste vehicles). Pick-up and drop-off bays are located centrally off the internal roundabout. The bays within the subject site will provide efficient drop off/pick up zones for students arriving by car and will ensure that all movements are accommodated within the subject site, without impacting on traffic flows or the road network.
116. The site is located with proximity of the Boral site which has an approval to provide residential dwellings. Included in this approval is the requirement for Nortons Lane to be constructed and the High Street Road intersection to be signalised. The applicant has confirmed they met with Mirvac (the developer for the Boral site) and the projected completion of the construction of Nortons Lane is the end of 2027.
117. Head Transport for Victoria (HtV) was a Section 55 determining referral authority for the application. HtV does not object to the proposal subject to conditions relating to:
 - a. In regard to Nortons Lane being an unmade road, HtV have confirmed that the school can operate with the Lane's current condition subject to a condition requiring a proposed signage plan associated with prohibiting right-turn movements from Nortons Lane during school hours. This plan must be submitted to and approved by HtV prior to the endorsement of development plans.
 - b. In regard to the intersection at High Street Road and Nortons Lane, conditions have been requested by HtV to manage the operation of the school and the impact to the interstation at Nortons Lane and High Street Road. These conditions will allow for the school to operate with up to 100 students before the intersection is signalised, then once the intersection is signalised the school can operate with up to a maximum of 150 students.

118. Overall, DTP is satisfied that the proposal has appropriately addressed all traffic impacts and that the traffic volumes anticipated to be generated by the proposed school will not unreasonably impact the operation of the surrounding road network, subject to conditions.

Bicycle Parking

119. The bicycle requirements of Clause 52.34 specify the statutory requirement is 1 bicycle space for employees and 8 bicycle spaces for students. The Traffic Impact Assessment details a total of 10 bicycle parking spaces will be provided on the site, which meets the minimum statutory requirement. The 10 bicycle spaces are shown on the plans. While DTP notes that a high volume of bicycle trips is unlikely due to the location of the site, the application has not requested a reduction of the bicycle parking requirements.

Waste

120. A bin store is located adjacent to the car park at the southern side of the site and is accessed via Nortons Lane and the car parking entry. The Waste Management Plan prepared by Ratio dated 9 September 2025 submitted with the application confirms that waste collection will occur on-site with the waste trucks accessing the bin storage area directly. The nominated waste collection vehicle is the 8.8-metre-long rear loader which has a travel clearance height of 3.5m and operational clearance of 4m. Swept path diagrams submitted with the application confirms the nominated waste collection vehicle can enter the site Nortons Lane, circulated through the internal accessways and reverse into position in front of the waste storage area. The vehicle can then use the roundabout internal to the car parking area and existing the site in a forward direction onto Nortons Lane. The Waste Management Plan will be endorsed to form part of the planning permit.

Environmentally Sustainable Design (ESD)

121. The application is supported by a Sustainable Design Assessment prepared by BRT Engineering dated 1 September 2025. The proposal incorporates several ESD measures into the design of the new buildings, including energy and water efficient reverse cycle heating and cooling and 35kL rainwater tanks. Passive design principles have been embedded throughout, with building orientation and covered decking promoting natural ventilation, daylight access, and reduced reliance on mechanical heating and cooling. The development avoids the use of reticulated natural gas and supports future integration of renewable energy technologies.
122. The council did not provide any comments or request any permit conditions relating to ESD.
123. The application of environmentally sustainable design principles as proposed responds well to the objectives at Clause 15.02-1S of the Scheme.

Objector Concerns

124. The majority of objectors' concerns have been addressed in the above assessment, with the remaining issues discussed below.
- *Devalue surrounding properties*
125. Any potential impact to property values is not a relevant planning consideration.
- *Land Use compatibility with the Farming Zone.*
 - *Intensity of use*
 - *Future expansion of the use and works*
126. It is noted that area that currently has low levels of traffic, however the character of the area is undergoing substantial change noting the following existing and approved development and uses in the immediate area

- 11 Nortons Lane which is the single largest land holding in the Farming Zone is used as the Saint Paul's Retreat Centre which serves as a retreat and conference centre.
- Boral Quarry has an approved Development Plan for the redevelopment of the site for a major residential estate and activity centre including provision of active and passive open space. The developer of that estate, Mirvac, have indicated that works for the first stage will commence shortly and will include the construction of Nortons Lane and signalisation of the intersection with High Street Road with delivery expected in late 2027.
- There is approval for the development of a large badminton centre at 1166 High Street Road, corner with Nortons Lane, that is not yet under construction but is a non-farming land use.

127. The proposed school use will not unreasonably impact on the character of the area from a land use perspective noting that the school is a low scale and low intensity. Further, the area will undergo considerable change which we expect will result in further development and land use proposal in the surrounding area.

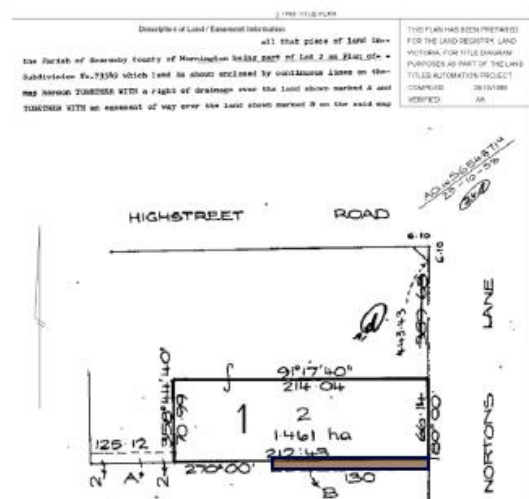
128. The above assessment report has thoroughly assessed the proposed use and development, and DTP has concluded that the proposal is an acceptable outcome. The generous setbacks and proposed acoustic measures will assist in mitigating any potential off-site impacts. The permit will include conditions to student numbers to what has been proposed and any further expansion of the use beyond what has been put forward will require further detailed merits assessment by the responsible authority.

- *Impact on surrounding agricultural processes including biosecurity, restriction of movement, pest management*

129. The above assessment report has acknowledged the need for specific conditions relating to mechanical ventilation, acoustic screening, and traffic management to be included in the planning permit. These conditions will limit any potential impacts on the important agricultural production in the surrounding area, ensuring that the proposed use is compatible within the surrounding area.

- *Use of an easement for vehicle access to the school*

130. An objector has raised concerns regarding the use of the existing carriageway easement which runs adjacent to the southern boundary of the subject site but forms part of the land at 4 Nortons Lane and which is shown as a 'easement of way' as shown on the certificate of title as the area marked B and highlighted below and a photograph is provided which shows the current access gate and driveway into the subject site from this easement.

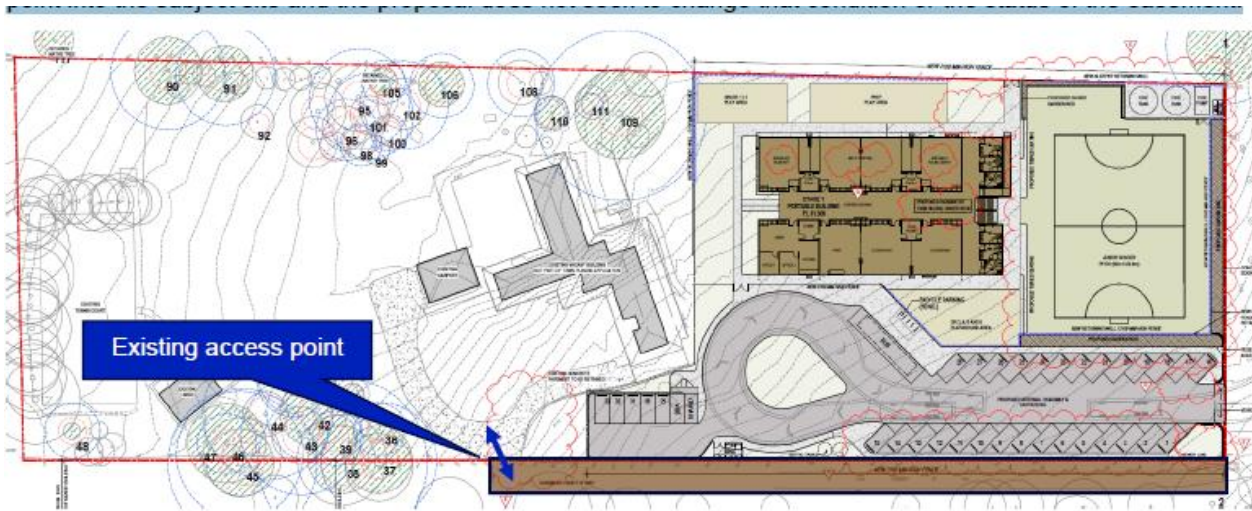


Plan of Subdivision with easement highlighted



Photo of existing gate along easement.

131. The proposed car park and primary access for the school is proposed to be via Nortons Lane directly in front of the site and not from the easement. The easement is a 'way easement' which provides a legal access point into the subject site and the proposal does not seek to change that condition or the status of the easement.



Proposed site plan with easement area shown in brown.

- *The use of the unsealed Nortons Lane for school purposes.*

132. As agreed to by the applicant a condition requires the students to enter and exit the school on buses while Nortons Lane remains an unsealed road.
133. An objector has suggested that the Boral Amendment has not approved the use of Nortons Lane as the primary access point to that property from the north. The applicant has provided the following response.

We have been advised by the proponent, Mirvac, that they have approval in the form of an approved Development Plan for Nortons Lane to be used as a connector road into the future residential estate and the road will be upgraded and the intersection with High Street Road will be signalised in Stage 1 of their estate, which is planned to be finalised by end of 2027.

- *Concern with brick materials for the fencing*

134. The subject site has an existing fence of a similar nature to the fencing proposed for the school. See image below. The new fence will be designed with semi-transparent pickets above a brick base which will provide a high level of visibility and is a suitable design response having regard to the nature of changes occurring in the immediate area and the future role of Nortons Lane as a connector street. The fence will act as both a retaining wall to create a level playing field within the site and will of a design to provide security and safety for students. The style and design of the fence is appropriate for the use and the area.



Existing fence along Nortons Lane



Perspective of proposed front fence along Nortons Lane

- *Concern with illuminated signage.*

135. As discussed in the report the illumination of the signage is not supported. Condition of permit requires amended plans to remove all illumination of the sign.



136. The proposal is generally consistent with the relevant planning policies of the Knox Planning Scheme and will contribute to the provision of a new primary school within the Wantirna South area.
137. The proposal is supported by Head Transport for Victoria. The issues raised by Knox City Council been worked through by the applicant and permit conditions ensure these items are achieved.
138. It is recommended that Planning Permit No. PA2503929 for the use and development of the land for an education centre (primary school) including construction of buildings and works and display floodlit business identification sign at 3 Nortons Lane Wantirna South VIC be issued subject to conditions.
139. It is recommended that the applicant, Head Transport for Victoria, Fire Rescue Victoria, objectors 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.

Reviewed / Approved by:

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

- ☒ **No Conflict**
- ☐ Conflict and have therefore undertaken the following actions:
- ☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form.**
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