

46 Eliza Street, Keilor Park

MARCH 2016





1. Introduction

46 Eliza Street, Keilor Park has been declared as being surplus to education requirements by DET. This report has been prepared by Urbis Pty Ltd on behalf of DET and comprises a review of the subject school site and its physical and policy context, to determine the most appropriate future land use and zone for the site.

2. Location

NAME OF SCHOOL: The former Keilor Park Primary School

ADDRESS: 46 Eliza Street Keilor Park VIC

MUNICIPALITY: Brimbank City Council

SIZE: 1.84ha

COVENANTS/EASEMENTS: N/A

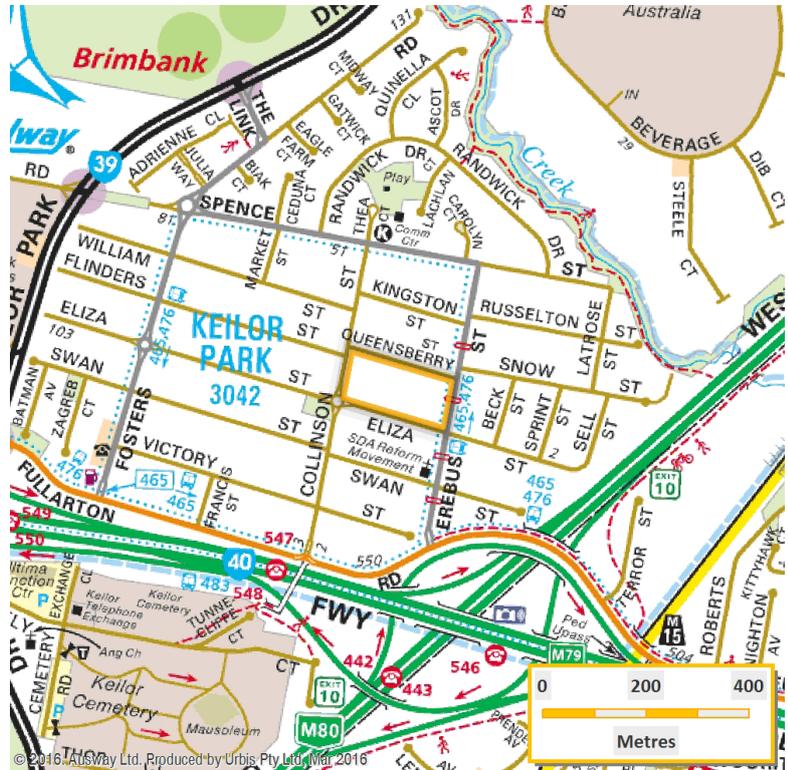


Figure 1



Figure 2



3. Site & Surrounds

THE SITE

The site is predominantly flat, consistent with the topography of the immediate locality. Vegetation cover comprises established trees which define the site's boundary, and a sporadic cover of mature trees amongst the school buildings. All buildings associated with the former education use have now been demolished (Refer to images A and B).

An assessment of the vegetation at the site conducted on 6 January 2014 by Treelogic found 82 trees. Twenty seven of these have moderate retention value and are located generally around the edges of the site. The remaining trees have low or no retention value.

SURROUNDING LOCALITY

The site is located within an established urban area, in a residential pocket bounded by Keilor Park Drive to the west, Steele Creek to the north, the Calder Freeway to the south, and the Western Ring Road to the east.

North / South / East / West - The former school site is an 'island site', bounded on all sides by local streets, Queensberry Street to the north, Erebus Street to the east, Eliza Street to the south and Collinson Street to the west. The surrounding neighbourhood is characterized by conventional density residential development, generally of single storey scale. (Images C and D).

Within the broader context, approximately 400m to the north of the site is Thea Court, where a number of community facilities are present. These include Keilor Park Pre-School and Community Centre and public open space which includes a playground (Image E). The Keilor Park Shopping Centre is located approximately 700m to the south west of the site on Fosters Road, comprising a small strip of convenience retailing (Image F).

PUBLIC TRANSPORT ACCESSIBILITY

The site is served by public transport with a bus stop for the 476 bus route located immediately adjacent to the site on Erebus Street. This route provides links to both the Moonee Ponds Activity Centre and the Sydenham Train Station and Watergardens Regional Activity Centre.

The site also has very good accessibility to the Western Ring Road and Calder Freeway. Please refer to the zone assessment criteria table attached to this report for more detailed information on public transport accessibility.



46 Eliza Street, Keilor Park



Figure 3



4. Zoning & Overlays

ZONING

The site is currently zoned **Public Use Zone (Schedule 2)**.

OVERLAYS

The site is partially affected by MAE02 –Melbourne Airport Overlay (affecting a triangular section of the south west corner of the site). The overlay requires that development of a single lot for two or more dwellings must not exceed a density of 1 dwelling per 300 square metres. A planning permit is required to use the land for a dwelling.

SURROUNDING ZONING

Land surrounding the site is predominately zoned Neighbourhood Residential Zone 3.

5. Strategic Policy Context

STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework (SPPF) seeks to ensure that the objectives of planning in Victoria are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

Clause 11, Settlement, provides strategic objectives and strategies for planning throughout the State. It outlines that planning is to anticipate and respond to the needs of existing and future communities through the provision of appropriately zoned land.

Clause 11.02 outlines Urban growth and includes strategies for ensuring land is zoned in a suitable manner. Considerations which are relevant in the determination of an appropriate use for the former school site include:

- Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- Neighbourhood character and landscape considerations.
- The limits of land capability and natural hazards and environmental quality.
- Service limitations and the cost of providing infrastructure.

Similarly, Clause 15, Built Environment and Heritage outlines the need for planning to ensure all new land use and development appropriately responds to its surrounding landscape, built, natural, cultural or otherwise.

Clause 18.04 relates to Airports and seeks to ensure that new uses and developments will not prejudice the optimum usage of Melbourne Airport. In particular, there is an objective that seeks to protect the ongoing curfew free status of the airport.

Other relevant Clauses within the SPPF relate to Housing (Clause 16) and Transport (Clause 18).

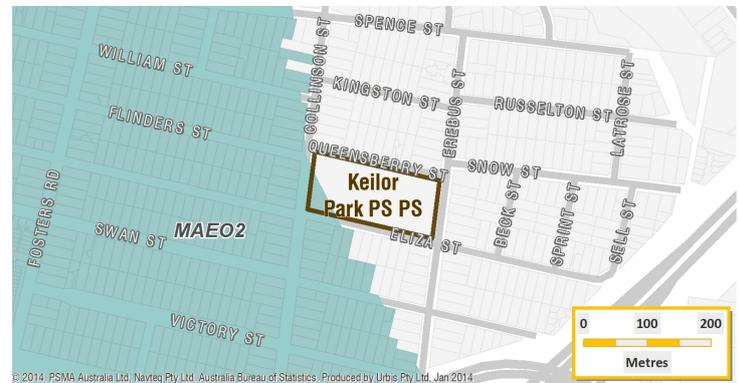
LOCAL PLANNING POLICY FRAMEWORK

The Municipal Strategic Statement (MSS) outlines the key strategic planning, land use and development objectives for the municipality, and the strategies and actions for achieving them. The MSS identifies the site as being in a residential area, with the relevant policy objective seeking to “promote urban consolidation which can play an important part in conserving the environment, increasing consumer choice and concentrating activity around existing infrastructure, including public transport, except in the area covered by the Melbourne Airport Environs Overlay – Schedule 1 & 2”.

Figure 4



Figure 5





The LPPF outlines strategic statements for various land uses and development issues affecting the municipality. The following clauses are of specific relevance:

- Clause 21.04 (Strategic Land Use Vision) – this Clause supports the development of high quality well-designed neighbourhoods that meet a diversity of housing needs, increase residential density in activity centres and are located within walking distance of public transport nodes.
- Clause 21.07 (Housing) – recognises that the City of Brimbank could accommodate an increase of 7,800 additional households to the year 2030. The Clause encourages residential growth by supporting residential densities in highly accessible locations whilst protecting the operations of Melbourne Airport.

The Brimbank Housing Strategy was adopted by Council in October 2013 and recognises that surplus government land holdings in Brimbank may be key sites for new residential development. The Strategy recommends that Development Plans be prepared for surplus sites and ensure that they are redeveloped in a suitable way.

6. Analysis

This site was declared surplus to education requirements on 20 May, 2009. The site is located within an established residential area characterised by single storey dwellings. There is strong policy support for the innovative redevelopment of 'underutilised land' in residential areas where it broadens the diversity of housing stock in the locality and contributes to the vibrancy of the neighbourhood.

The south western corner of the site is affected by the MAE overlay controls that restrict dwelling density. Should the site be developed for residential purposes, a density of 1 dwelling per 300 square metres would apply for this portion of the site, or alternatively, this area could be designated for open space purposes.

The site inspection highlighted the site is within accessible walking distance of local neighbourhood retail and open space amenity facilities, and is directly served by local bus routes that connect to the nearby Sydenham train line.

7. Proposed Zoning

DET has examined which of the new residential zones would best fit the context of the subject site, taking into account the proposed criteria to guide the application of new residential zones that are set out within the Reformed Zones Ministerial Advisory Committee Report (December 2012) and the criteria set out in Practice Note 78 – refer to the table at Appendix 1 to this report.

On the basis of the analysis at Appendix 1, DET considers that the General Residential Zone represents the most appropriate residential zone for the subject site, taking into account its location, scale and importance as a significant opportunity for infill urban renewal.

The application of a Development Plan Overlay requiring the achievement of a more intensive urban density on the site than is found within the surrounding low density context is considered to be strategically justified, having regard to the significant scale of the site and the range and quality of lifestyle amenities that are found within reasonable proximity of the site.



8. Other Key Considerations

- | | | |
|-------------------------------------|------------------------------|---|
| <input checked="" type="checkbox"/> | ABORIGINAL HERITAGE | The Aboriginal Affairs Victoria (AAV) maps identifying areas of aboriginal cultural heritage sensitivity have been reviewed and the school site is not located within an area of sensitivity. |
| <input checked="" type="checkbox"/> | HERITAGE ISSUES | N/A |
| <input checked="" type="checkbox"/> | ENVIRONMENTAL EFFECTS | An assessment of the site for the potential presence of contamination has been performed assuming a range of sensitive land uses may eventuate as a result of the proposed zoning, such as residential use, a child care centre, a pre-school centre or a primary school. The assessment performed by Senversa is documented in a report dated 13 February 2012. This report can be made available by contacting Geoffrey Mills at the Department of Education and Training at on (03) 96373096. The site is deemed to have a low potential for contamination, and consequently considered suitable for the sensitive uses described above. |

9. Recommendations

On the basis of the analysis above, DET recommends that the proposed zoning framework for the site comprise:

- **THE GENERAL RESIDENTIAL ZONE.**
- **A DEVELOPMENT PLAN OVERLAY (requiring an integrated redevelopment of the site).**

PRACTICE NOTE 78: TABLE 2 CRITERIA AND APPLICABILITY TO ZONES

DET ASSESSMENT AGAINST CRITERIA

46 ELIZA STREET, KEILOR PARK		Applicable to: Neighbourhood Residential Zone (low levels of residential change)	Applicable to: General Residential Zone (moderate levels of residential change)	Applicable to: Residential Growth Zone (high levels of residential change)	Assessment	Zone Recommendation
Strategic					Strategic	
1	Presence of adopted housing and development strategy (not required for conversion only to GRZ)	Yes	No	Yes	The Brimbank Housing Strategy was adopted by Council in October 2013. The Strategy recognises that surplus government land holdings in Brimbank may be key sites for new residential development.	RGZ
2	Site is identified in Activities Area structure plan / policy	No	No	Yes	There are no structure plans of relevance to the site.	GRZ
3	Site is located in brownfield/urban renewal site/area	No	No	Yes	The site is considered an urban renewal site.	RGZ
4	Commercial or industrial land for redevelopment not in Activities Area (strategic justification for rezoning required)	No	Yes	Yes	The site is not industrial land.	RGZ
Context					Context	
5	<p>Good access to transport choices (including walkability, public transport, cycling, road access etc.)</p> <p>Our measures are:</p> <p>For RGZ-</p> <ul style="list-style-type: none"> • Within 800 metres to a train station <p>Or</p> <ul style="list-style-type: none"> • 100m from bus stop for a high frequency bus service which connects to a train station (bus that runs every 15 mins during peak times). <p>GRZ:</p> <ul style="list-style-type: none"> • For sites outside these areas. 	No	No	Yes	<p>The site has good accessibility to public transport. The site is serviced by 2 high frequency bus routes adjacent to the site which connect to railway stations.</p> <p>Bus route 465 – Essendon – Keilor Park via East Keilor. This route connects to Essendon via Milleara Road and Buckley Street and provides accessibility to the high schools in the Essendon/Keilor area. Buses operate every 5-10 minutes during the early morning & evening peak times and then every 15-30 minutes outside these times. On Saturdays and Sundays this service operates at 20 and 40 minute intervals respectively.</p> <p>Bus route 476 – Hillside – Moonee Ponds via Taylors Lakes & Watergardens. This route connects the site to the Moonee Ponds Activity Centre and Watergardens Activity Centre and both the Watergardens and Essendon train stations. Frequency – every 10 minutes during weekday peak times both in the morning and afternoon. During the day the service operates every 30 minutes (approx). Buses operate every 30 minutes on Saturday with the exception of the early and evening periods when they operate on an hourly basis. The service operates on an hourly basis on Sundays.</p> <p>Bus route 483 – Sunbury – Moonee Ponds via Diggers Rest. This route travels along the Calder Freeway and connects to Sunbury, Moonee Ponds and Essendon Activity centres and the respective train stations. Frequency – every 50-70 minutes (on average) during weekdays and every 60-90 minutes on Saturday.</p> <p>Watergardens Railway Station is located approx. 10kms to the north west of the site and can be accessed via bus route 476.</p> <p>The Nightrider bus 942 operates within close proximity to the site.</p>	RGZ

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6	<p>Good access to employment options</p> <p>Our measures are:</p> <p>For RGZ-</p> <ul style="list-style-type: none"> • Within 400m of an industrial area <p>GRZ</p> <p>Or</p> <ul style="list-style-type: none"> • 1km from a National Employment Cluster <p>Or</p> <ul style="list-style-type: none"> • 2km from a CAD, PAC or MAC <p>GRZ:</p> <ul style="list-style-type: none"> • For sites outside these areas. 	No	No	Yes	<p>The site has excellent access to employment. For example:</p> <ul style="list-style-type: none"> • Melbourne Airport Specialised Activity Centre is located 1.6km from the site • An industrial zone is located 400 metres to the north-east, 700 metres to the west • Translink business Park is located 600 metres from the site • Keilor Park Shopping Centre, a small neighbourhood centre is located 700 metres from the site. 	RGZ
7	<p>Good access to local shopping</p> <p>Our measures are:</p> <p>RGZ:</p> <ul style="list-style-type: none"> • Within 800 metres of a MAC or PAC <p>Or</p> <ul style="list-style-type: none"> • Within 400m of a NAC or local centre <p>GRZ:</p> <ul style="list-style-type: none"> • For sites outside these areas. 	No	No	Yes	<p>A small neighbourhood centre, Keilor Park Shopping Centre is located 700 metres from the site. The centre includes a supermarket and other convenience shops.</p>	RGZ
8	<p>Good access to local community services</p> <p>Our measures are:</p> <p>RGZ:</p> <ul style="list-style-type: none"> • Within 500m of 3 of the following: a medical centre, child health centre, school, community centre, park or recreation facility or sporting club. <p>GRZ:</p> <ul style="list-style-type: none"> • For sites outside these areas. <p>Character</p> <p>Level of development activity (existing and desired)</p>	No	No	Yes	<p>The is located within 500 metres of:</p> <ul style="list-style-type: none"> • Keilor Park pre-school • Community centre • Open space and playground 	RGZ

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Character					Character	
9	Level of development activity (existing and desired)	Low	Low/Moderate	High	There is limited existing development activity in the immediate area.	GRZ
10	Identified areas for growth and change (such as evidenced through DDO or similar)	No	No	Yes	The site is not located in an area identified for growth and change.	GRZ
11	Retention of identified neighbourhood character (such as evidenced through HO, NCO, DDO, significant intactness)	Yes	Yes	No	There are no overlays affecting the site that relate to neighbourhood character considerations. The land is now surrounded by NZR land.	GRZ
12	Heritage areas which impose significant constraints on increased housing development	Yes	Yes	No	There are no nearby heritage areas.	RGZ
13	Existing landscape or environmental character/constraints (evidenced through SLO, ESO, local policy)	Yes	Yes	No	There are no overlays affecting the site that relate to landscape or environmental considerations.	RGZ
Constraints					Constraints	
14	Risk associated with known hazard (evidenced through BMO, LSIO or EMO for fire, flood and landslip or other constraints identified through EPA hazard buffers or similar)	High	Low	Low	The site is affected by the Melbourne Airport Environs Overlay (MAE02). The MAE02 specifies that dwellings must not exceed a density of one dwelling per 300m ² .	GRZ
					Despite this site meeting 9 of the RGZ categories, this site would be best suited to a GRZ given the Melbourne Airport Environs Overlay restrictions.	TOTALS: GRZ = 5 RGZ = 9 NRZ = 0 RGZ = 9/14