



32A Green Gully Road, Keilor



MARCH 2016



1. Introduction

32A Green Gully Road, Keilor, has been declared as being surplus to education requirements by the Department of Education and Training (DET). This report has been prepared by Urbis Pty Ltd on behalf of DET and provides a review of the subject land 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 Calder Rise Primary School

ADDRESS: 32A Green Gully Road, Keilor

MUNICIPALITY: Brimbank City Council

SIZE: 2.01 Ha

COVENANTS/EASEMENTS: N/A



Figure 1



Figure 2



3. Site & Surrounds

THE SITE

The subject site is located on the corner of Green Gully Road and Solomon Drive. The site's main frontage is to a service road that runs parallel to Green Gully Road as shown in Figure 1. The land is vacant with a number of mature trees located throughout the site as shown in Figure 2. A two metre corrugated iron fence is located on the common boundary of the subject site and the residential area to the north.

An assessment of the vegetation at the site conducted on 17 January 2014 by Treelogic found 46 trees. Nineteen 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.

Green Gully Road (Road Zone Category 1) is located to the west of the site and runs in a north-south direction to provide access to the Calder Freeway. A pedestrian overbridge provides pedestrian access between the school site and the residential area to the west of Green Gully Road. The overbridge is shown in Figure 1. To the west of the site across Green Gully Road is conventional density residential development (Refer to Figure 3).

The areas surrounding the school site are characterised by low density residential neighbourhoods. Keilor Reserve is located to the site's immediate east and is accessed from Solomon Drive as shown in Image D.

THE WIDER SURROUNDS

As shown in Figure 3, the site is located in a well-established residential area that is serviced by:

- Brimbank Park (comprising approximately 370 hectares of parkland) located approximately 500 metres to the south east of the site.
- Keilor Village which is located approximately 1.0Km to the north east of the subject site.
- The intersection of Green Gully Road and Calder Freeway is located approximately 1 kilometre north of the subject site and provides convenient access to the CBD.

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 Green Gully Road. This route provides links to both the Moonee Ponds Activity Centre and the Sydenham Train Stations and Watergardens Regional Activity Centre. The site is also served by bus route no. 483 which operates between Moonee Ponds and Sunbury. Please refer to the zone assessment criteria table attached to this report for more detailed information on public transport accessibility.



Subject Site as viewed from the West, showing low density residential to the north.



The vacant school site contains a number of trees.



Western Interface.



Keilor Reserve is located on the eastern side of the school with residential dwellings to the south.



6. Analysis

The subject land has been declared surplus to educational requirements and requires a rezoning to facilitate future redevelopment. The site is located within an established residential area characterised by relatively low density, single and double storey dwellings.

The site and wider surrounds are subject to the Melbourne Airport Environs Overlay (Schedule 2) the purpose of which is to limit use and development to that which is appropriate to the noise exposure levels generated by the operation of Melbourne Airport. The overlay provides for a maximum density of one dwelling per 300 square metres.

The site is well suited for low density residential infill with convenient access to areas of public open space, public transport, convenience shops and the Calder Freeway.

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

- 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.
- HERITAGE ISSUES** N/A
- 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 November 2013. 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

32A GREEN GULLY ROAD, KEILOR		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 subject site is serviced by one high frequency bus service (Route 476).</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 30-60 minutes on the weekend.</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 the weekend.</p> <p>Watergardens Railway Station is accessed via the 476 bus. Direct services into the Melbourne CAD operate every 5-10 minutes during weekday peak times. Services to Sunbury also operate from this train line.</p> <p>The Nightrider bus 942 operates within close proximity to the site.</p> <p>The site is within good walkability distance to a number of key services.</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 is positioned with good access to employment. The site's location along Green Gully Road provides a direct link to the Calder Freeway (1Km north of the site) that provides access to employment areas located along Keilor Park Drive.</p> <p>The site also has good accessibility to Melbourne Airport which is a Specialised Activity Centre. Plan Melbourne recognises Melbourne Airport as an 'investment and employment opportunity.'</p>	GRZ
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>The site is located approximately 2km from the Keilor Downs Neighbourhood Activity Centre.</p> <p>Keilor Village is located approximately 1km to the north east of the site.</p> <p>Watergardens Shopping Centre is located 3km North-West.</p>	GRZ
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>Within 500 metres:</p> <ul style="list-style-type: none"> • Library • Green Gully Reserve • Brimbank Park • Keilor Reserve 	GRZ

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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. Neighbourhood Residential Zone now surrounds the site.	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
					This site is best suited to GRZ based on the above assessment.	TOTALS: GRZ = 8 RGZ = 6 NRZ = 0 GRZ = 8/14