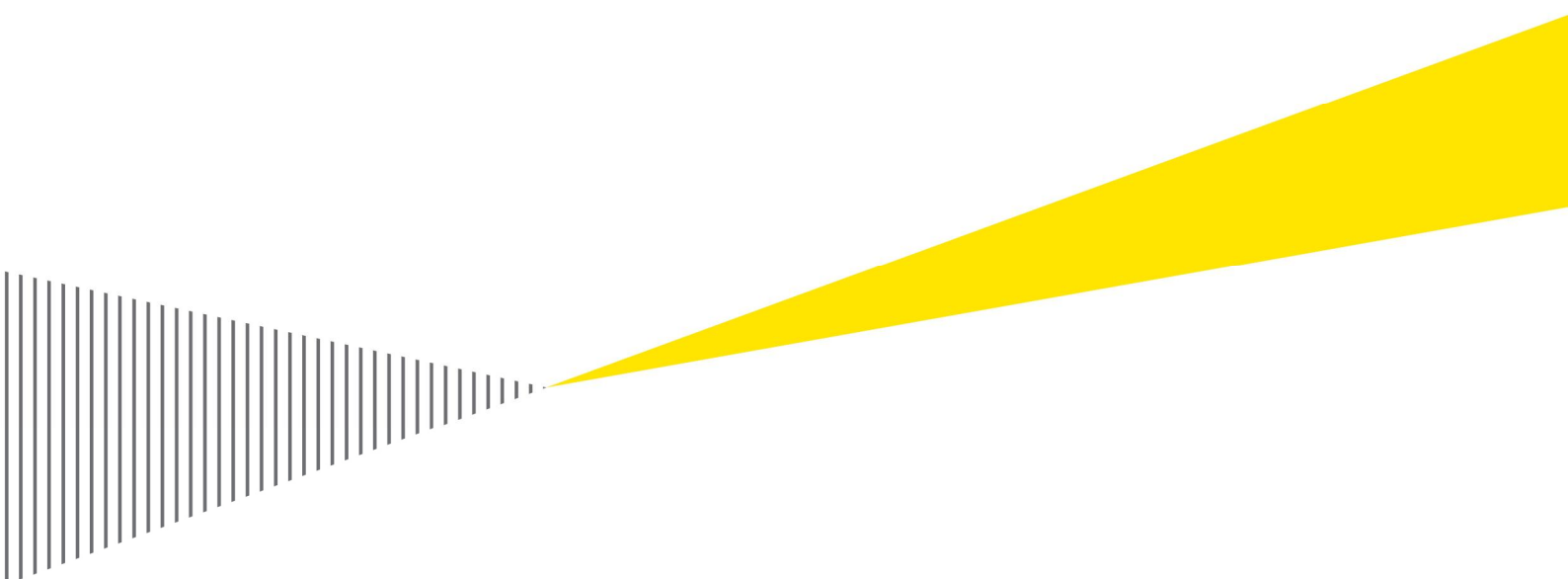


Inner City Government Primary School Provision: North Melbourne Docklands Catchment Feasibility Analysis

Department of Education and Early Childhood
Development

29 March 2012



This report presents an extract of the study completed by Ernst & Young and Hassell Architects (Hassell) to inform the decisions on the establishment of a new primary school in the North Melbourne Docklands catchment area (North Melbourne Docklands Feasibility Analysis). Information not present in this report is commercial-in-confidence.



Building a better
working world

Jeffrey Tait
Policy Officer
Department of Education and Early Childhood Development
Level 2, 2 Treasury PI
Melbourne Victoria 3002

29 March 2012

Private and confidential

North Melbourne and Docklands Feasibility Analysis

Dear Jeffrey

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Yours sincerely

A handwritten signature in black ink, appearing to read 'Darrin Grimsey', is placed below the 'Yours sincerely' text.

Darrin Grimsey
Partner

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Executive Summary

The North Melbourne Docklands Catchment Feasibility Study was completed across 2011 and 2012 to identify and assess the feasibility of potential sites for a new primary school in the local area. This report presents an extract of the study completed by EY and Hassell Architects (Hassell) to inform the decision on the establishment of a new primary school in the North Melbourne and Docklands area. Information not included in this report is commercial-in-confidence.

Project context

The population growth in the Docklands and North Melbourne areas is likely to increase demand for primary schooling. The level of population growth expected may result in students not having equitable access to public education in their local area, due to constrained capacity at existing local schools. At the same time, new urban developments are being established that have limited access to family services and social infrastructure such as schools. This has resulted in the establishment of communities that are somewhat homogenous in nature.

As a result of these problems, DEECD engaged EY to test the feasibility of establishing a new government primary school in the North Melbourne/Docklands catchment area.

A new urban school model

The establishment of a new urban school provides an opportunity to address the changing demands in school education. These demands include a changing economy, growing population and need to consider the environmental impact of school design and operations.

The report considers three built form models for a primary school that can be accommodated on different sized sites (developed by HASSELL as part of this study). Each model is designed to cater for up to 475 students.

Site evaluation

Four sites have been assessed in this study and are outlined in Table 1.

Table 1: North Melbourne/Docklands sites

Site	Description
Site 1	E-Gate (part of the E-Gate urban development project in West Melbourne)
Site 2	New Quay (within Docklands precinct)
Site 3	Digital Harbour (within Docklands precinct)
Site 4	Victorian Archives Centre (within North Melbourne)

An overview of the evaluation criteria developed by the project team and DEECD is included in Table 2.

Table 2: Evaluation criteria

Criteria	Description
Site access to facilities	► Includes consideration of the sites access to a number of existing or proposed facilities including recreational facilities such as open space particularly ovals and parks, and community facilities (activity centres, childcare facilities and libraries and access to employment (considered to allow for multi purpose vehicle trips).
Access to the site	► The opportunity to access the site from various travel modes including public transport (rail, bus, tram), on and offsite parking (noting that it is unlikely the school will provide onsite teacher parking) road access and connections with active transport opportunities e.g. cycling / pedestrian access.
Meeting policy objectives	► Whether a primary school at the subject site assists the achievement of broader whole of Government policy objectives. Factors such as encouraging a diverse community and impact on preferred urban development objectives are considered. Consistency with the Local Planning Policy Framework and applicable structure / precinct plans is also considered.
Community impacts and acceptability	► Impacts on the local community and community acceptance for the location of the school. Factors that may influence the acceptability of the proposal are surrounding land uses including overall perceptions of the public realm (e.g., is it too close to existing industrial uses?).
Access to existing and future catchment	► Existing and future catchment of the proposed site including its ability to be sustainable. Factors including distances from existing primary schools and likely demand for the school from the population are considered.

A summary of the site evaluation is included in Table 3.

Table 3: Summary of evaluation results

Site	Key Strengths	Key weaknesses
Site 1 – E-Gate	<ul style="list-style-type: none"> ► E-Gate will service a large future catchment including the suburbs of North Melbourne and Docklands ► Its location opposite the North Melbourne station means that it will also service other suburbs and will provide a convenient drop off point for commuting parents ► A primary school will also assist the urban development objectives associated with E-Gate as a major project. 	<ul style="list-style-type: none"> ► The existing catchment is not likely to support a new school in this location – enrolment demand relies on the new urban development ► There is a lack of clarity about the timing of the development.
Site 2 – New Quay	<ul style="list-style-type: none"> ► New Quay is well located in regard to existing retail and commercial services and would provide an opportunity for parents to undertake multi-purpose vehicle trips ► A primary school would encourage a more diverse community and the site has access to well serviced tram and bus routes. 	<ul style="list-style-type: none"> ► The existing catchment is not sustainable. The catchment would only be sustainable if the school serviced other suburbs ► Development on the site would require DEECD to hold the site for some time or construct a building that may have a complementary or alternative use in the short to medium term.
Site 3 – Digital Harbour	<ul style="list-style-type: none"> ► Digital Harbour is well located in regard to existing retail and commercial services and would provide an opportunity for parents to undertake multi-purpose vehicle trips ► Site is available at no cost to DEECD. 	<ul style="list-style-type: none"> ► The existing catchment is not sustainable. The catchment would only be sustainable if the school serviced other suburbs ► Development of the site is required from end 2014.

Site	Key Strengths	Key weaknesses
Site 4 – Victorian Archives Centre	<ul style="list-style-type: none"> ▶ The Victorian Archives Centre site is well serviced by public transport ▶ Site would service an existing Nth Melbourne catchment and future catchment within the Macaulay / Arden Structure Plan area. 	<ul style="list-style-type: none"> ▶ It is likely that the Public Records Office may wish to expand operations onto the balance of the site which is currently contaminated. However, a partnership with the existing tenant is possible at limited land cost.

The following conclusions have been developed based on the outcomes of the site evaluation:

- ▶ The site assessment rated E-Gate and the Victorian Archives Centre as the highest ranked options.

The E-Gate site achieved the highest rating due to its proximity to a large future catchment, proximity to transport connections and close alignment with policy considerations such as supporting the development of a sustainable and diverse community. It is important to note however, that the timing and establishment of a new school within the E-Gate precinct is subject to government funding and support for the broader project.

The Victorian Archives Centre achieved the second highest rating due its proximity to transport connections and proximity to existing and future catchments.

- ▶ The site assessment rated the Digital Harbour and New Quay sites as largely comparable.

The key strength for both sites was their proximity to the Melbourne CBD, including employment and retail centres. Both sites are also likely to support the development of a sustainable and diverse community in the Docklands area.

A key weakness of for both sites was the limited demand within the existing catchment. If a site was acquired and developed in the short term at either site, it is possible that it could be underutilised. However, DEECD could offset holding costs through sub-leasing part of the site for an alternative use in the short term.

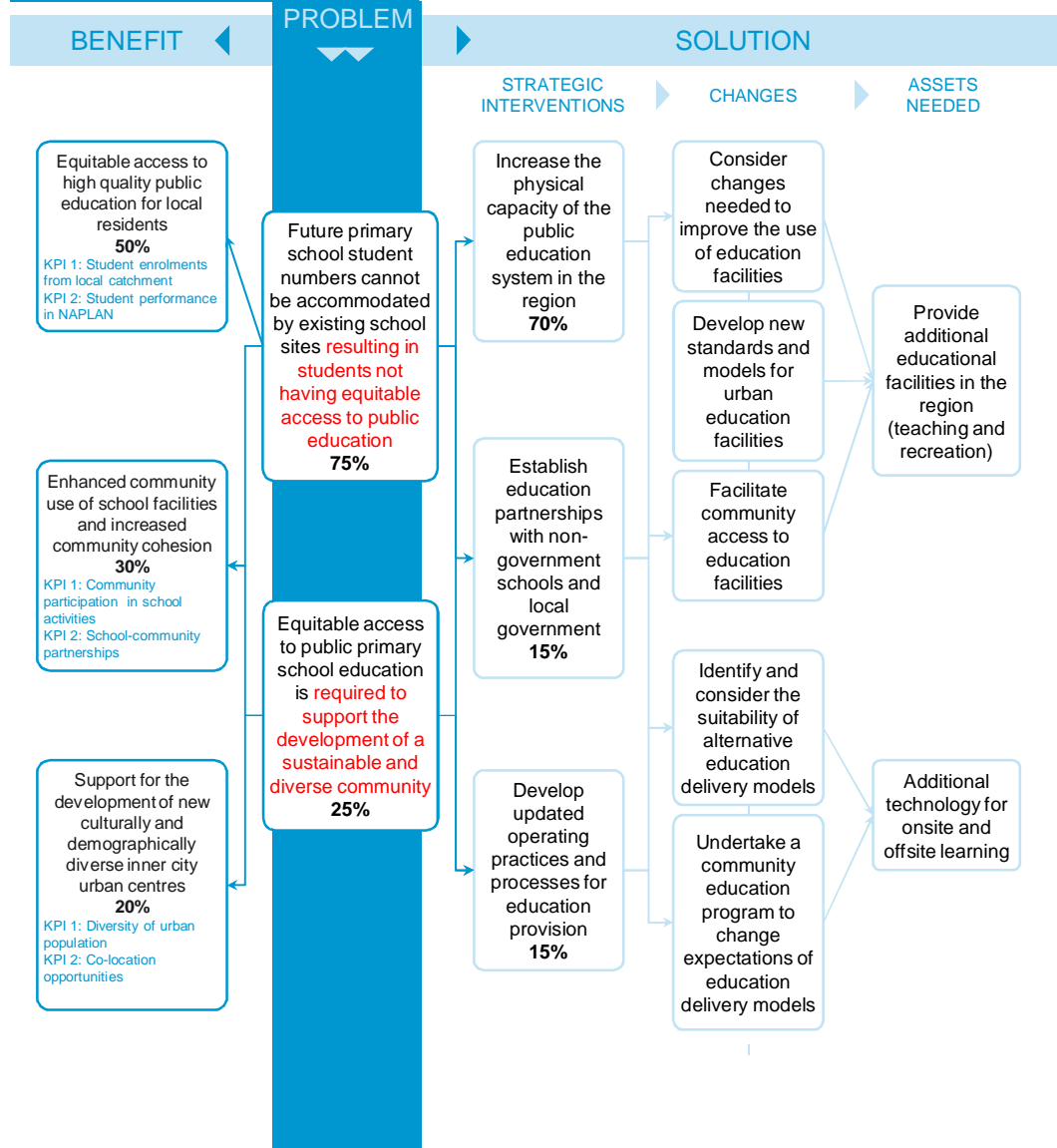
Like the E-Gate site, the two Docklands sites have substantial proposed infrastructure plans including parks and pedestrian linkages that require Victorian Government funding. If infrastructure is delayed, the suitability of these sites for a new school may be reduced.

In the case of Digital Harbour, development of the site may be required to commence by end 2014 (to capitalise on the opportunity to acquire the site at no cost).

Recommendations: Based on the site assessment and complementary analyses, it is recommended that DEECD Acquire a site within E-Gate for a future primary school that will meet the needs of residents in E-Gate, Docklands and North Melbourne.

INVESTMENT LOGIC MAP

Investor: DEECD
Facilitator: David Cochrane
Initial Workshop: 28/07/2011
Version no: 1.0
Last modified by: Nicholas Perini



Template version: 4.0

1. Introduction

1.1 Background

Melbourne has a growing population with some projections estimating it will reach 5 million people before 2030¹. While the majority of growth will occur on the outer suburban fringe, the inner suburbs will also be affected.

The scale of population growth raises the question about whether established suburbs can support the expected growth in demand for family services and social infrastructure. While the inner suburbs are currently well supported by jobs and transport, some locations have an emerging shortage of government primary schools.

1.2 Purpose of Report

The purpose of this report is to present an extract of the study completed by EY and Hassell Architects (Hassell) to inform the decision on the establishment of a new primary school in the North Melbourne and Docklands area. The report presents:

- ▶ A review of the demographic need for a new school according to existing and forecasted resident populations
- ▶ Identification of the optimal physical form and design for a primary school (having regard to an inner urban environment)
- ▶ Identification of the optimal locations for a new primary school based on an assessment of identified sites against agreed performance criteria covering social and economic considerations

1.3 The project team

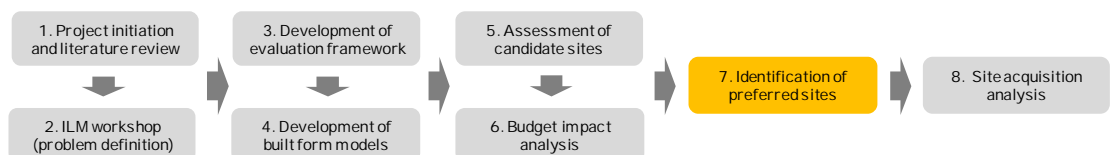
This report has been prepared by EY with assistance from: Hassell Architects (Hassell) who assisted with design options, site selection and modelling of the built form; and GTA Consultants who assisted with identifying the impacts of particular sites on the local traffic network.

1.4 Methodology

The study has involved a number of steps to move from initial consideration of the project context and issues, to identification of the preferred candidate sites for a new urban primary school.

Figure 1.2 outlines the key steps forming the project methodology.

Figure1.2: Spatial overview of forecasted future population growth



¹ Victorian Department of Planning and Community Development, "Melbourne 2030: a planning update", 2008.

1.5 Structure of Report

This report is set out as follows:

- ▶ Chapter 2 outlines the project problem as identified in the Investment Logic Map.
- ▶ Chapter 3 reviews the demand for primary schools in the North Melbourne and Docklands suburbs including the various catchments that have been established for local schools.
- ▶ Chapter 4 reviews a new urban school model and considers the factors that will influence the design and operation of schools in an urban environment in the future.
- ▶ Chapter 5 presents the outcomes of the consultation process completed for this study.
- ▶ Chapter 6 reviews the planning policy context applying to the catchment area for North Melbourne and Docklands.
- ▶ Chapter 7 presents the evaluation process and framework developed to assess candidate sites.
- ▶ Chapter 8 presents the evaluation of candidate sites. It includes a description of each site that has been considered as well as a discussion of the how preferred sites performed relative to the agreed measures.
- ▶ Chapter 9 outlines next steps and conclusions.

2. Project context

2.1 Overview

This section outlines the problems identified for this project in accordance with the DTF IMS.

2.2 Project problem

The population growth in the Docklands and North Melbourne areas is likely to increase demand for primary schooling. The level of population growth expected may result in students not having equitable access to public education in their local area, due to constrained capacity at existing local schools. At the same time, new urban developments are being established that have limited access to family services and social infrastructure such as schools. This has resulted in the establishment of communities that are somewhat homogenous in nature.

As a result of these problems, DEECD is interested in testing the feasibility of establishing a new government primary school in the North Melbourne/Docklands catchment area.

The two problems identified for the project are as follows:

- ▶ Problem 1: Future primary school student numbers cannot be accommodated by existing school sites resulting in students not having equitable access to public education
- ▶ Problem 2: Equitable access to public primary school education is required to support the development of a sustainable and diverse community.

While the establishment of a primary school in this setting is distinct from the “new school” projects typically delivered by the Department (i.e., establishing schools in urban growth areas), the population drivers and infrastructure constraints are similar. In particular, where population growth for 5-12 year olds takes place in developed urban or urban growth areas, this is likely to generate increased demand for public primary schooling, and system capacity (how-ever defined) must expand accordingly.

3. Demographic analysis and demand

3.1 Overview

This section outlines the demographic data supporting the need for a new school in the study area. This analysis utilises research conducted by Spatial Vision² and complementary studies.

Spatial Vision demographic analysis

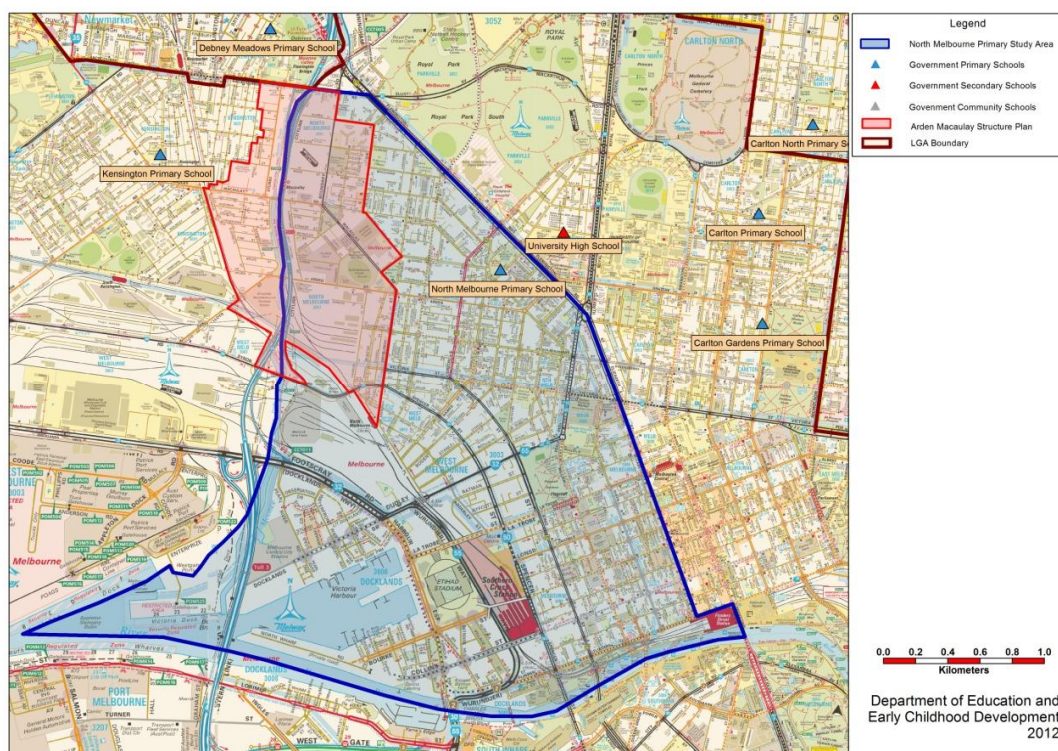
In 2010, DEECD commissioned a series of demographic analyses into the primary school-aged cohort demand in the Docklands, the City of Melbourne and the City of Port Philip network areas. The findings from these analyses indicate significant school aged population growth in the next ten years, suggesting that a total of two additional government primary schools may be required in inner Melbourne by 2021.

3.2 Catchment area

In considering the need for a primary school in the Docklands and North Melbourne areas it is important to understand where a school in this location may source its students. In many cases primary schools in Melbourne accommodate students from outside a defined catchment. This is a government endorsed activity that facilitates parent choice in the government sector

Figure 3.1 outlines the broad catchment area for the study area.

Figure 3.1: Catchment area for study area



Source: DEECD, 2012

² School Provision Plan for the Docklands Suburb and Adjoining School Catchments: Demographic Analyses (Spatial Vision) November 2010

3.3 School age children catchment forecast

The following school catchment areas are defined by Spatial Vision:

- ▶ North Melbourne Primary School
- ▶ Footscray Primary School
- ▶ Footscray City Primary School
- ▶ Port Melbourne Primary School
- ▶ Docklands suburb.

Forecasts for primary school age children and long term enrolments have been prepared for Docklands and the 'remainder' of the other catchments (net of the Docklands suburb).

Table 3.1 provides a summary of the expected growth in the number of primary school age children in the surrounding area. It confirms that the Docklands suburb and the remainder of the North Melbourne Primary School catchment will accommodate an additional 643 primary school age children between 2011 and 2021.

Table 3.1: Primary school age children forecast

Sub-area	2011	2016	2021	Growth 2011-2021
Docklands suburb	117	265	395	278
Footscray PS	320	363	452	132
Footscray City PS	493	519	533	40
Remainder of Nth Melbourne PS	716	913	1,081	365
Remainder of Port Melbourne PS	1,089	1,435	1,620	531
Total	2,735	3,495	4,081	1,346

Source: Spatial Vision

3.4 Forecasted long term enrolments

Table 3.2 highlights the expected long term enrolment yields for Government primary schools. The data indicates that in its own right the Docklands suburb sub-area is not expected to yield a sustainable number of long term enrolments. With average demand of 124 for 2006-2021, a primary school in Docklands would need to meet demand generated from outside the area potentially from North Melbourne, Port Melbourne or Footscray.

Table 3.2: Forecasted long term enrolments (average demand 06-21)

Sub-area	Average demand
Docklands suburb	124
Footscray PS	234
Footscray City PS	390
Remainder of Nth Melbourne PS	547
Remainder of Port Melbourne PS	755
Total	2,050

Source: Spatial Vision

3.5 Student enrolment addresses

A review of residential addresses of students enrolled in government primary schools across the catchment was conducted as part of the study. The results are provided in table 3.3 and highlight the distribution of primary students residing in the catchment and attending government schools in 2012.

Table 3.3: Primary student residence distribution

	Total	MELB CBD	WEST CBD	DOCKLANDS	NORTH MELBOURNE
Total	645	124	81	46	394
North Melbourne Primary School	412	30	69	10	303
Carlton Gardens Primary School	67	54	2	7	4
Flemington Primary School	35	2	2	1	30
Kensington Primary School	34	0	5	0	29
Port Melbourne Primary School	22	7	0	15	0
Other	75	31	5	13	28

3.6 Population updates

The Department has provided this study with *Victoria in Futures 2011* population forecasts for 5-12 year olds in Southbank and Docklands to 2031.³ The forecasts up to 2031 highlight significant growth for the population between 2016 and 2026. Although the catchment area for this study is broader than the population surveyed, it highlights the scale of growth that might take place moving forward.

Table 3.4 outlines the forecast growth between 2011 and 2031.

Table 3.4: VIF2011 Forecast 5-12 year olds in Southbank and Docklands

	2011 (no.)	2016 (no.)	2021 (no.)	2026 (no.)	2031 (no.)	Change 2011-2031 (no)
5-12 year olds	285	586	1,366	2,035	2,250	1,965

Source: DEECD, 2012

3.7 Conclusions

Key findings from the preliminary analysis of demographic trends and demand for primary schools in the Docklands / North Melbourne catchment include the following issues:

- ▶ The Docklands suburb is not expected to generate adequate demand for a primary school in its own right until at least 2026. This means that a school in Docklands would need to capture school age students from outside its immediate catchment in the short to medium term to be viable
- ▶ The North Melbourne Primary School catchment combined with growth in Docklands could yield demand for a new primary school if the school satisfied growth in both catchments

³ It is understood that these forecasts use 2006 Census data.

- ▶ Existing student populations in North Melbourne and Footscray are relatively self-contained. A new school will need to have convenient access to public transport nodes to capture new students
- ▶ The most recent population forecasts for 5-12 year olds in the Southbank and Docklands areas show a high rate of growth up to 2031. This highlights the scale of growth that might take place across the broader catchment during this time.

4. A new urban school model

4.1 Overview

This section presents a high level review of key considerations relevant to the development of a new urban school. This includes a review of existing research on urban schooling and urban school examples. A presentation of the development opportunities that are likely to apply to a new primary school is also included.

4.2 Existing research on a new urban school

The establishment of a new urban school model provides an opportunity to address the changing demands in school education. These demands include a changing economy, growing population and the need to consider the environmental impact of school design and operations.

As part of this study DEECD has provided the study team with examples of existing studies that examine the evolution of schools in an urban context. The focus of this research relates to how a school could be designed and delivered in an established urban environment on a relatively constrained land parcel.

4.2.1 A Model for a New Urban School

The 2010 Report on urban schools, 'Developing a Model for a 21st Century Urban School'⁴, ("Hayball study") represents one of the key inputs into the current study.

The purpose of the report was to review models for delivering a new urban school in the context of inner suburban population growth. It also considered the future role of an urban school and factors that should be considered in its design and location.

Key questions raised in the report include:

- ▶ How can schools be used to accommodate learning from 'cradle to grave'?
- ▶ How can schools adopt a central place in the community?
- ▶ How can schools re-integrate into their built and civic environments?
- ▶ How can co-location of educational services with other public services promote better outcomes?
- ▶ How can education facilities be more sustainable from an environmental and commercial perspective?

The study considered how these issues influence the design considerations of an urban school. A number of design principles were agreed upon and are set out in Table 4.1.

Table 4.1: Recommended design principles for a new urban school

Design principle	Description
Design Principle 1	A school should be integrated and coordinated with education and learning facilities and services for the community to facilitate learning from early childhood to elder-hood from 'cradle to grave'
Design Principle 2	A school should occupy a central place and strong presence in community in terms of both physical placement and structure as well as in community and culture building

⁴ Atkin, J., Leonard, R., Tweeddale, A., & Herel, S, "Developing a Model for a 21st Century Urban School", report commissioned by VicUrban, 2010.

Design principle	Description
Design Principle 3	A school should maximise integration and shared use of educational, community and recreational services and facilities through co-location and collaborative approaches to management and shared use agreements
Design Principle 4	<p>A school should create innovative, contemporary learning environments that embrace 21C pedagogy and:</p> <ul style="list-style-type: none"> ▶ promote learning for students, professionals and community through active investigation, social interaction and collaboration ▶ support a full range of learning and teaching strategies from direct explicit instruction to facilitation of inquiry to virtual connection and communication ▶ support disciplinary and interdisciplinary learning ▶ include multipurpose spaces and special purpose spaces ▶ support 1 to 1, small group and larger group learning ▶ are age-stage appropriate ▶ facilitate learning anywhere, anytime, by any means, through seamless access to ICT, distribution of learning resources throughout learning spaces and accessibility beyond the traditionally defined school day ▶ activate and invigorate learning spaces - indoor and outdoor ▶ inspire participation in, and responsibility for the learner's community ▶ enable all aspects of the buildings, building design and outdoor spaces to be learning tools in themselves
Design Principle 5	A school should contribute to an holistic lifestyle – learning, living, working, re-creating and emphasise personalisation over institutionalisation; integration over segregation
Design Principle 6	A school should be integrated into, and maximise the use of the natural, built, social, civic and cultural environments
Design Principle 7	A school should model ecological sustainability principles in all facets of the indoor and outdoor environments, buildings and landscape design
Design Principle 8	A school should model commercial sustainability principles by embedding the potential for re-configurability, both in the present for multi-purpose use and for changing needs over time.

4.3 Delivery models for assessment

HASELL, in consultation with EY and DEECD, has developed three delivery models for this study. These models are preliminary spatial designs for a new school on different sized sites. The delivery models are based on a review of existing urban schools in Melbourne and overseas and research studies on new urban schools.

The three models are all designed to accommodate an upper limit of 475 students.

A detailed outline of each model is included in Hassell's complementary report "Melbourne Urban School Feasibility Study Report".

4.3.1 Large site model

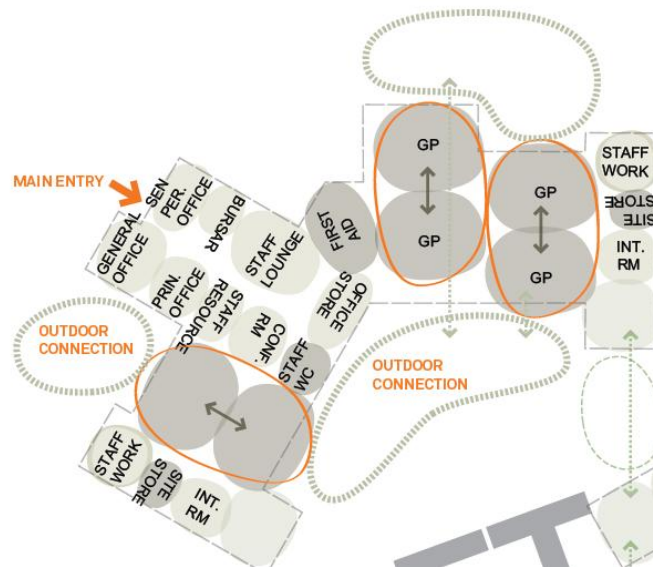
The large site model defines the key built form outcomes that would be associated with a primary school that provides a relatively high ratio of open space per student (around 16m² per student). It comprises a single level building and open space.

The school would require a land parcel of approximately 11,000m² based on the following calculation:

$$\text{Site area} = 7,600\text{m}^2 \text{ (outdoor space)} + 3,774\text{m}^2 \text{ (building footprint)} = 11,374 \text{ m}^2$$

A depiction of the physical form of the school is provided in Figure 4.1.

Figure 4.1: Large site model



4.3.2 Medium site model

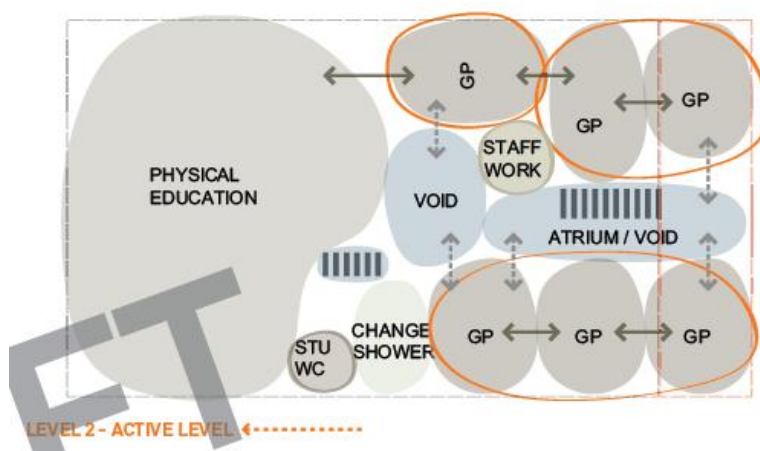
The medium site model defines the key built form outcomes that would be associated with a primary school that provides a constrained level of open space per student (around 8m² per student). This level of open space is comparable with some existing inner suburban primary schools. This delivery model also adopts a smaller built form footprint and utilises a higher floor space ratio – comprising a three level building.

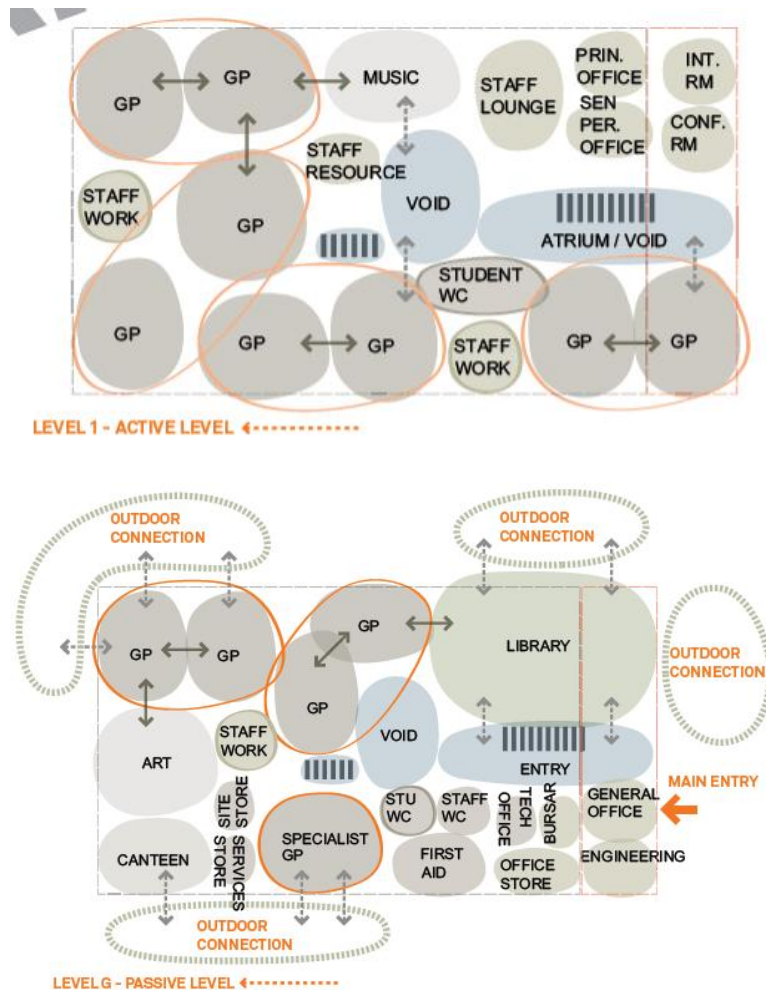
The school would require a land parcel of approximately 5,300m² based on the following calculation:

$$\text{Site area} = 3,800\text{m}^2 (\text{outdoor space}) + 1,540\text{m}^2 (\text{building footprint}) = 5,340\text{m}^2$$

A depiction of the physical form of the school is provided in Figure 4.2.

Figure 4.2: Medium site model





4.3.3 Small site model

The small site model is designed to be delivered on a relatively small site and would represent the delivery of a new urban school in a Victorian context. Open space would comply with minimum safety standards and students would need to be regularly transported to surrounding parks, sporting grounds and recreational facilities to undertake recreational activities.

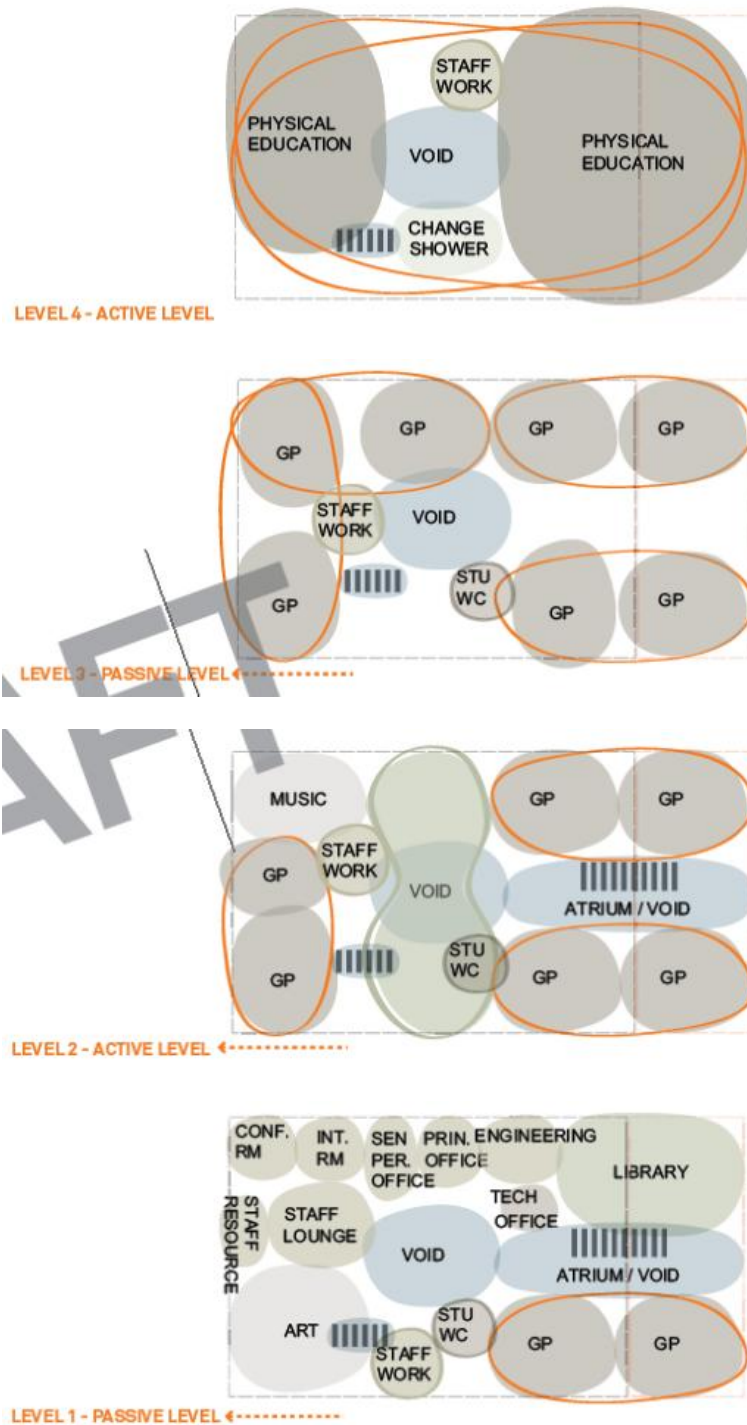
From a regulatory perspective discussions with DEECD have confirmed that there is no policy requirement for a minimum outdoor area. However, building needs to comply with fire regulations. In particular, the building needs to be a minimum of 3 metres from a site boundary, and all personnel on site (students and staff) need to have an evacuation/assembly space on site. The site would comprise a 5 level building and provide around 2m² of open space per staff member and student.

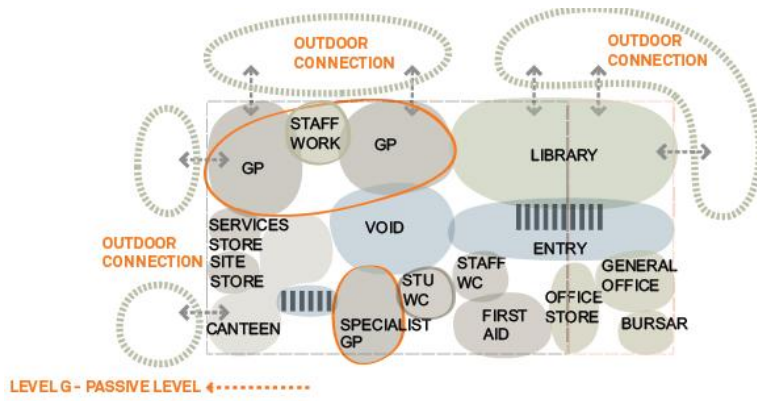
The school would require a land parcel of approximately 2,550m² based on the following calculation:

$$\begin{aligned} \text{Site area} &= 1,050 \text{ m}^2 (\text{open space}) + 1,053 \text{ m}^2 (\text{building footprint}) \\ &= 2,550 \text{ m}^2 \end{aligned}$$

A depiction of the physical form of the school is provided in Figure 4.3.

Figure 4.3: Small site model





5. Consultation

5.1 Overview

This section presents a high level overview of the consultation process completed for the study. This process included consultations with a number of stakeholders to identify stakeholder interests and issues related to the establishment of a new school in the study area.

5.2 Places Victoria

Places Victoria was consulted as part of the review of site options in the Docklands area. Two sites were discussed: Digital Harbour and a site in New Quay.

The New Quay site is currently available for purchase at full market rate.

The Digital Harbour site has been provided to Places Victoria as a community infrastructure contribution designed to accommodate a school or other community use. This means the site could be acquired by the Department at no cost. However, the availability of the site is limited by an existing Development Agreement that expires at the end of 2014. This timeline has implications for the delivery of a primary school and would lock DEECD into commencing development of a primary school at the site from this time.

One of the key priorities for Places Victoria was the role a primary school could play in encouraging a wider demographic mix in the Docklands suburb.

5.3 City of Melbourne

The City of Melbourne (COM) provided input and advice on the proposed evaluation criteria and weightings.

Although raised as a discussion item, the COM did not volunteer or provide recommendations on potential State or Local Government held land that may have been surplus to Government requirements.

The COM advised that the overall social benefits of a particular site or development option should be assessed alongside environmental impacts of the new school. The co-location of a primary school with other community uses including childcare facilities and activity centres was also strongly supported. However, the scope of co-location opportunities involving council services was not discussed.

5.4 The Valuer General

The Office of the Valuer General (OVG) was consulted to inform the study about whether existing Government held land controlled by other Victorian Government Departments or agencies may be available for acquisition by DEECD.

The OVG identified a limited number of sites within the catchment area for a new primary school in North Melbourne and Docklands. The OVG added that sites do become available from time to time but given the servicing demands within the subject suburbs, sites are keenly sought by other agencies. The OVG noted that DEECD would need to respond quickly if a suitable site became available.

6. Planning policy

6.1 Overview

This section outlines the planning policy relevant to the study area to inform the evaluation of candidate sites.

The State Planning Policy Framework provides guidance as to the principles that should be considered in the location of schools. Structure Plans also provide input as to the likely scale of population growth in a particular suburb or part of a suburb.

6.2 The State Planning Policy Framework

The State Planning Policy framework includes a number of policy directions that are relevant to the delivery of community and education facilities within the North Melbourne and Docklands areas.

The following directions are provided in the planning policy framework under 'Infrastructure' provision:

- ▶ Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.
- ▶ Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities.
- ▶ Clause 19.02-19.12 provides specific policy in relation to the suggested location of Primary Schools. It directs that primary schools should be located whereby access via walking and cycling is maximised. The policy also notes that existing and future demand requirements are considered and that the integration of education facilities into communities occurs where possible.

6.3 Local planning policy

This Report has reviewed relevant structure plans that apply to the North Melbourne and Docklands catchment areas. The purpose of this review is to understand how a new primary school may assist in the achievement of urban development objectives that may be embedded in relevant local planning policies.

6.3.1 Arden Macaulay Structure Plan

The Arden-Macaulay Structure Plan was endorsed by the Future Melbourne Committee in February 2012. The Plan establishes a 30 year vision to support the growth of the Arden-Macaulay area in a sustainable manner. It includes a series of strategies and actions which will guide the urban renewal of Arden-Macaulay with respect to:

- ▶ Activities and land uses to integrate a more diverse mix of activities
- ▶ Urban structure and built form to guide building heights, form and density
- ▶ Transport and access to ensure a high level of connectivity and sustainably manage traffic, car parking, walking, cycling, public transport, private vehicles and freight transport routes

- ▶ Public realm to deliver new and improved open spaces and attractive and safe streetscapes
- ▶ Community infrastructure to deliver community services
- ▶ Sustainable infrastructure to ensure that Arden-Macaulay is a self sustaining and efficient area.

The Plan supports urban renewal and will lead to a future long term population that will complement the existing suburb of North Melbourne.

7. The Evaluation Framework

7.1 Overview

This section outlines the evaluation process adopted for identifying and assessing preferred sites for a new primary school in the North Melbourne and Docklands area.

7.2 Site identification

The initial identification of candidate sites included the following steps:

- ▶ Consideration and review of vacant government owned land (including liaison with the Valuer General's Office and the Department of Treasury & Finance (DTF))
- ▶ Assessment of vacant privately held land
- ▶ Review of sites currently on market that were in a suitable location.

The review of sites currently on market was constrained due to the short turn around required to purchase and acquire sites advertised for sale. Specifically, sites advertised during the study period would have required immediate action from the Department, and as such were not considered. Where required, privately held sites could be provided via a relatively short EOI process, as discussed in section 9.

7.3 Site filtering

The overall site filtering process is outlined below. In regard to a large study area, there are a number of considerations that are applicable before sites proceed to a stage whereby they can be evaluated. For the purposes of this study, considerations for filtering have included:

- ▶ Site availability: Whether the site is available for purchase or whether it would require compulsory acquisition (or acquisition by negotiation)⁵
- ▶ Timing of availability: Whether a site is available in the short to medium term. While a site may be available, it may not be available until a lease expires or it might be available up to a sunset point in time under a development management agreement. These timing constraints are considered as part of the selection of preferred sites for assessment. Sites available during the study period only or in the long term were not considered in the analysis.

The relationship between the site filtering process and the site evaluation is depicted in Figure 7.1.

Figure 7.1: Site filtering process



⁵ The compulsory acquisition process is described in more detail later in this report. In general, sites that are not available to the market have not been assessed, however DEECD will have the option of going to the market under an EOI process if it considers that a wider mix of sites should be considered

7.4 Site evaluation

To enable an evaluation of sites that passed the filtering process, a set of evaluation criteria has been developed. The evaluation criteria have been weighted according to broad DEECD and whole of Government policy objectives. These criteria are also aligned to the 'problem' underpinning the project as defined in the ILM.

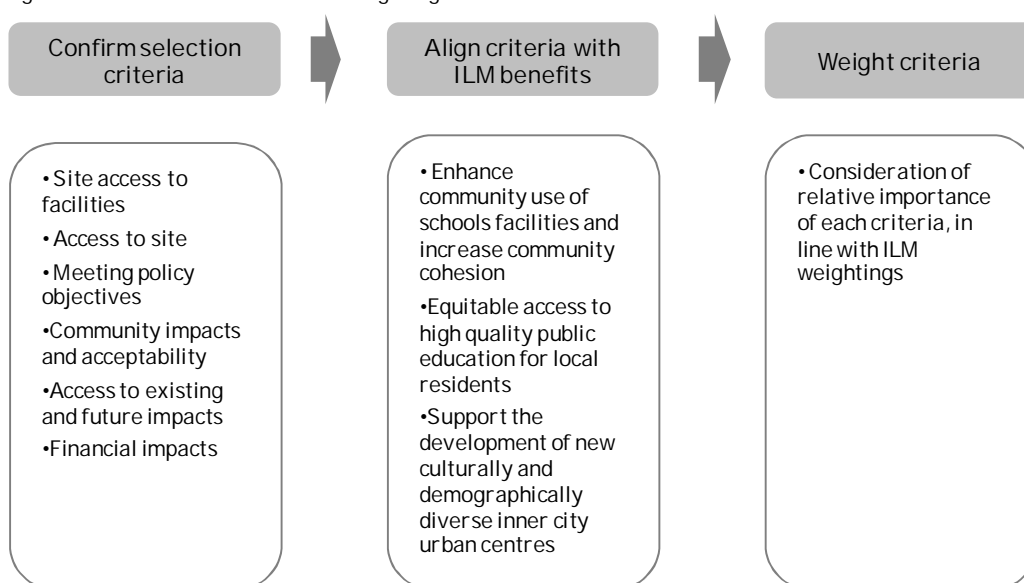
The primary evaluation criteria and the factors that have influenced how they have been applied to each candidate site are outlined in Table 7.1

Table 7.1: Evaluation criteria

Criteria	Description
Site access to facilities	► Includes consideration of the site's access to a number of existing or proposed facilities including recreational facilities such as open space particularly ovals and parks, and community facilities (activity centres, childcare facilities and libraries and access to employment (considered to allow for multi purpose vehicle trips).
Access to the site	► The opportunity to access the site from various travel modes including public transport (rail, bus, tram), on and offsite parking (noting that it is unlikely the school will provide onsite teacher parking) road access and connections with active transport opportunities e.g. cycling / pedestrian access.
Meeting policy objectives	► Whether a primary school at the subject site assists the achievement of broader whole of Government policy objectives. Factors such as encouraging a diverse community and impact on preferred urban development objectives are considered. Consistency with the Local Planning Policy Framework and applicable structure / precinct plans is also considered.
Community impacts and acceptability	► Impacts on the local community and community acceptance for the location of the school. Factors that may influence the acceptability of the proposal are surrounding land uses including overall perceptions of the public realm (e.g., is it too close to existing industrial uses?).
Access to existing and future catchment	► Existing and future catchment of the proposed site including its ability to be sustainable. Factors including distances from existing primary schools and likely demand for the school from the population are considered.

Figure 7.2 depicts the linkages between the evaluation criteria, the Investment Logic Map and weightings of criteria.

Figure 7.2: Evaluation criteria and weighting of criteria



8. Site evaluation

8.1 Overview

This section outlines the sites that have been considered for the establishment of a new school and provides an overview of the site evaluation.

The following sites have been assessed as part of the evaluation process:

- ▶ E-Gate – 27-33 Dynon Road, West Melbourne
- ▶ New Quay – 259-269 Footscray Road, Docklands
- ▶ Digital Harbour – Part 208 Harbour Esplanade, Docklands
- ▶ Victorian Archives Centre – 98-166 Macaulay Road, Melbourne.

8.2 Site descriptions

8.2.1 Site 1 – “E-Gate” – 27-33 Dynon Road, West Melbourne

Site location and overview

Major Projects Victoria (MPV) has conducted a preliminary analysis on the development of the 20 to 25 hectare E-Gate site located at gate ‘E’ in the Melbourne rail yard area, 2km from the CBD in West Melbourne. The State Government has since determined to progress the proposal to develop the E-Gate site, and a number of master planning scenarios are now being developed.

E-Gate is designed to support the provision of housing for up to 12,000 residents and 200,000 square metres of commercial and associated retail space. The focus of the development will be as a precinct that would be attractive to families.

The new development is designed to have a network of public transport connections. The planning work is also investigating opportunities for a new tram service into the site. The potential inclusion of public facilities such as sports fields, a library and possibly a school is designed to attract families to create a diverse community. The site's zoning and location is provided on the following pages.

Figure 8.1: Zoning for E-Gate development

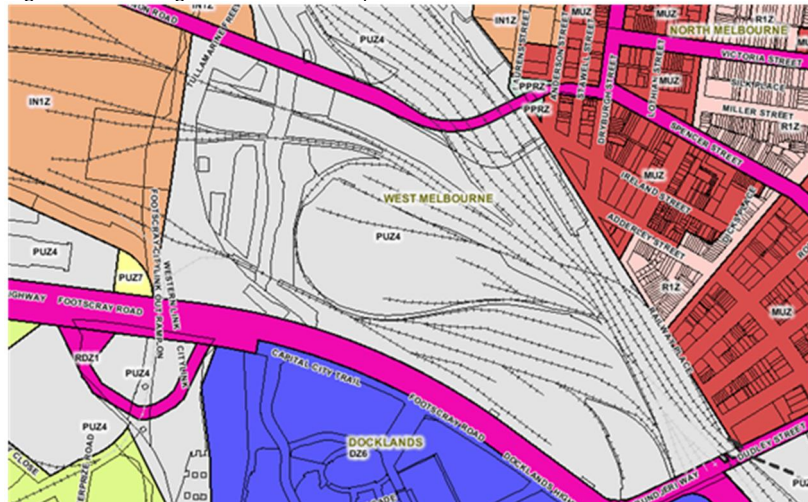


Figure 8.2: E-Gate aerial

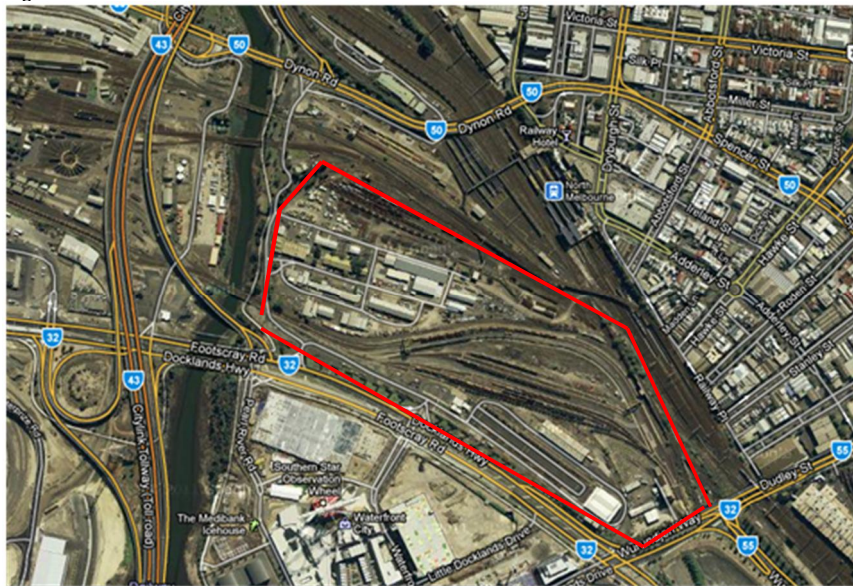


Figure 8.3: Street view of E-Gate development site



Availability / timing

The site's availability is a function of the expiry of the existing lease to a private industrial operator. MPV expect that the lease will expire in 2014 or 2015. It is understood that project construction of the E-Gate precinct could commence as early as 2014 (pending relocation of tenants) and the first stage of development could be completed around 2017/18.

A school could therefore be established either within Stage 1 or Stage 2 of the development. However, changes to the development timelines for the site will impact the timing and establishment of a new school. In addition, the E-Gate project relies on government funding and support, which, if delayed (or refused) will also impact timing and establishment.

Likely development scenario

There will be a number of sites available to DEECD as possible opportunities within the overall E-Gate precinct. Key issues that will need to be resolved will include the timing of roads, pedestrian connections and supporting infrastructure including open space, sport grounds etc. It is understood that the majority of these services will be available when the first tenants arrive.

The sites access to North Melbourne train station and physical position close to the boundary of the North Melbourne suburb means that it could potentially play a dual role of satisfying student growth from both Docklands and North Melbourne.

As PUZ (Public Use Zone) land, a site for a school could be made available to DEECD at full commercial rates, a discounted rate or at no cost. Preliminary discussions with MPV have indicated that the funding of construction for a new school could be provided via development contributions (paid by property developers that purchase land parcels within the precinct) while the site could be transferred to the department at no cost, subject to appropriate government approvals. In this event, the only cost for the Department would be operating and maintaining the school itself.

8.2.2 Site 2 – “New Quay” – 259-269 Footscray Road, Docklands

Site location and overview

New Quay is a 3,000m² site on Footscray Rd in Docklands. The site is physically opposite ‘E-Gate’ and shares a number of location characteristics such as proximity to the Melbourne CBD, retail and employment centres. However, it will not have direct access to North Melbourne train station.

The site will eventually be surrounded by a number of medium and high rise buildings.

The site's zoning and location is provided below and on the following page.

Figure 8.4: New Quay site zoning



Figure 8.5: Aerial view of New Quay site



Figure 8.6: Street view of New Quay site



Availability / timing

The site is currently available and has no constraints associated with existing tenancies. However, acquisition by DEECD would require the purchase of a land parcel at commercial rates several years before a primary school is likely to be needed.

Likely development scenario

As with the Digital Harbour site (discussed below), there may be an opportunity to develop a lower enrolment school in the short term and sub-let excess floor space until the Docklands catchment matures. This option would require DEECD to appoint a building manager (at cost) and find an appropriate tenant. Notwithstanding, the additional administrative responsibilities for such an arrangement may not be appropriate from the Department's perspective given its short term nature.

8.2.3 Site 3 – “Digital Harbour” – Part 208 Harbour Esplanade, Docklands

Site location and overview

The ‘Digital Harbour’ site is located in the Docklands precinct. It is currently controlled by a private landowner but is available to the State at no cost on condition that development of a public / community use commences by December 2014. The land has been made available to Places Victoria as part of an existing Development Agreement and is effectively part of a development contribution.

The site is well located in regard to public transport and is around 3,000m² in size, meaning that the small school site model would need to be adopted.

The site has good access to the surrounding road network being adjacent to Wurundjeri Way and Docklands Hwy which provides access to Footscray Rd. It is possible therefore, that residents in Footscray could use a school at this location as part of a commute into Melbourne.

The site’s zoning and location is provided below and on the following page.

Figure 8.7: Digital Harbour site zoning

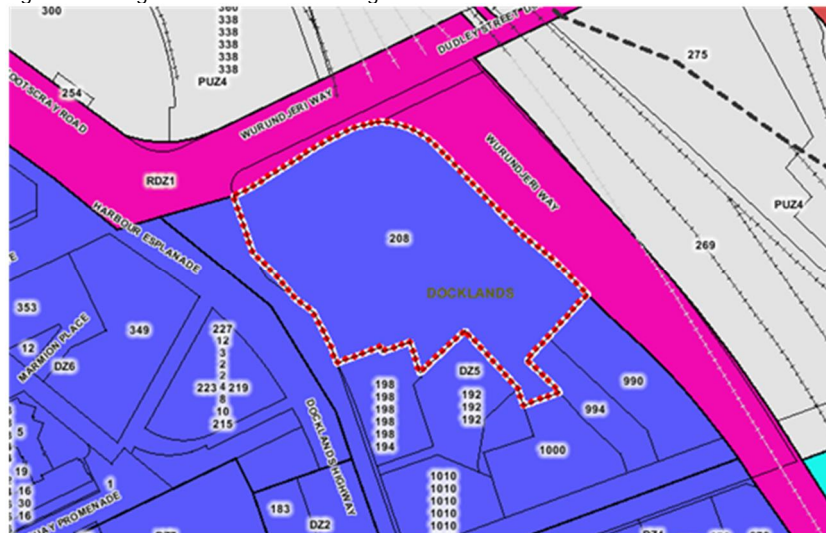


Figure 8.8: Aerial view of Digital Harbour site

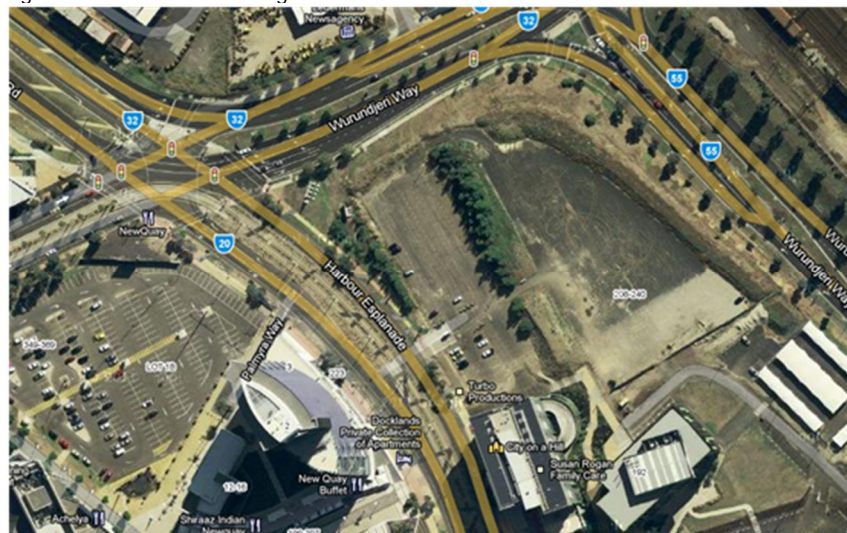


Figure 8.9: Street view of Digital Harbour site



Availability / timing

As noted above, the site is available at 'no-cost' to the State if development of the site commences prior to December 2014. Beyond this date, it is understood that the site would need to be purchased on the open market at commercial rates. Places Victoria is currently in discussions with the developer to confirm flexibility around this cut-off. However, no confirmation of dates has yet resulted.

Likely development scenario

While the site could accommodate a full enrolment school it is likely that pre 2021 it will have a relatively low enrolment profile. This provides flexibility around utilisation of a building for other community uses or sub-letting by DEECD of floor space until full enrolment is established.

8.2.4 Site 4 – “Victorian Archives Centre” – 98-166 Macaulay Road, North Melbourne

Site location and overview

The Victorian Archives Centre site sits between Macaulay Rd and Shiel St in North Melbourne and occupies a 3.3 hectare site. It is presently zoned as a MUZ (Mixed Use Zone).

The Archives Centre is part of the Public Records Office which is an agency under Arts Victoria, which comes under the Victorian Department of Premier and Cabinet (DPC). Around one third of the site comprises un-developed land and car parking, which present the opportunity for the development of a new school. The size of this portion of land is around 9,800m².

The site is located on the edge of an existing resident population that could form part of a school's catchment. It is also located adjacent to a number of mixed use sites, some of which could support additional future population growth.

Tram services operate within 250 metres of the site on Abbotsford St and bus services operate on Shiel St.

The site's location and zoning is provided below and on the following pages.

Figure 8.10: Map of Victorian Archives Centre subject area

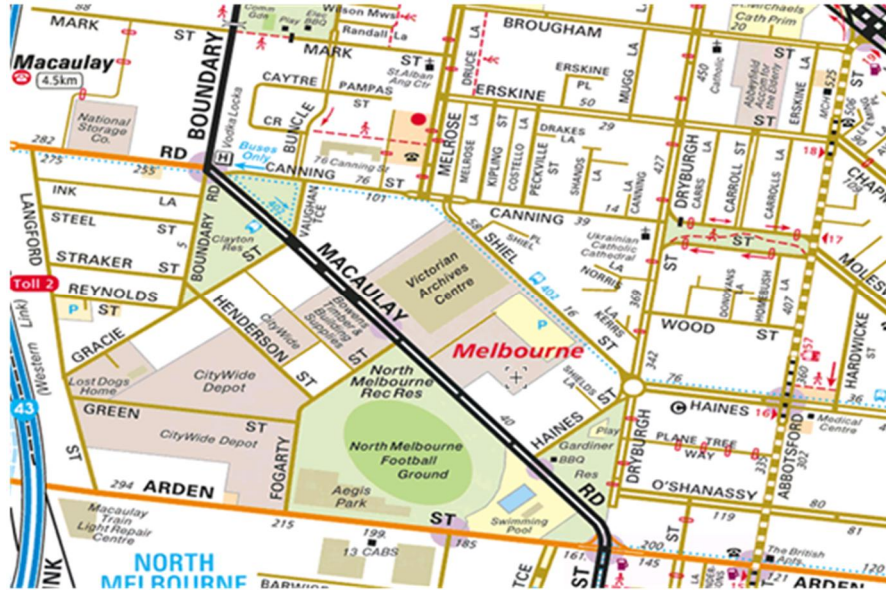


Figure 8.11: Zoning of Victorian Archives Centre site

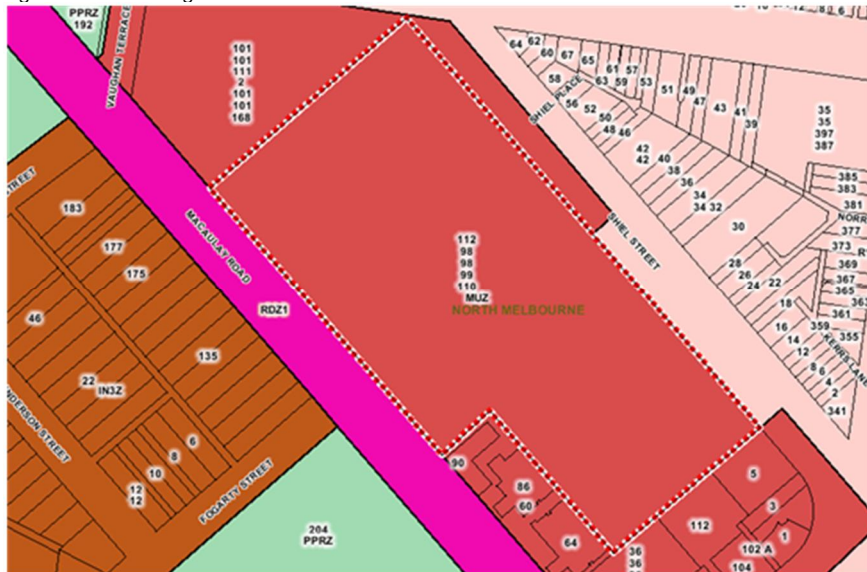
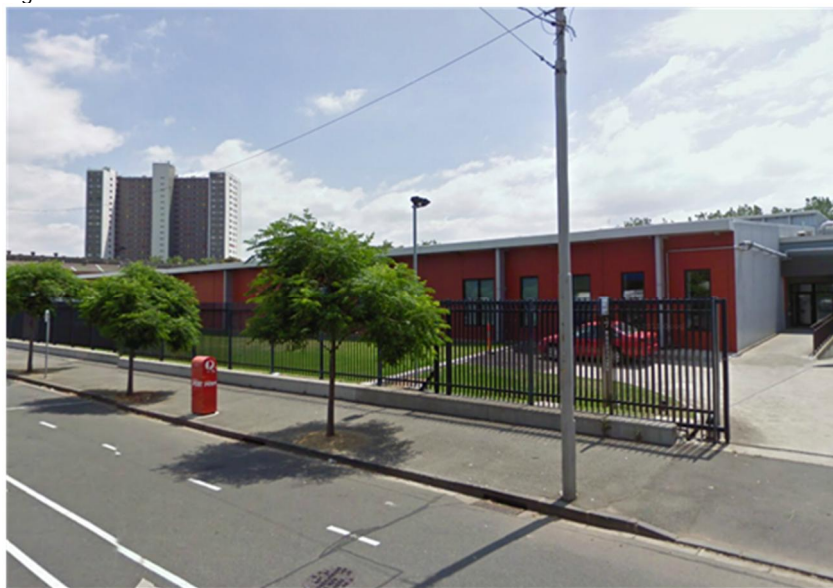


Figure 8.12: Aerial view of Victorian Archives Centre site



Figure 8.13: Street view of Victorian Archives Centre site



Availability / timing

The site's availability for development is presently unclear. Arts Victoria and DPC still need to provide confirmation that an option of either the relocation of the Archives Centre or a co-location arrangement would be considered.

In addition, given the existing land use there may be security issues associated with the records that are currently in storage which may inhibit the co-location of a primary school.

Likely development scenario

It is unlikely that the entire site could be redeveloped in the short to medium term. DPC would need to secure a site elsewhere in Melbourne that was relatively cheaper (to fund movement) and in a location that was still relatively central to Melbourne's population to allow public access to records. A more feasible development option would therefore be a sub-titling of the balance of the land of say, 3,000m².

8.3 Filtering of sites for evaluation

All of the sites listed above proceeded to evaluation due to existing availability (subject to confirmation that surplus land at the Victorian Archives Centre could be made available either as a separate land parcel or as a multi-purpose building).

8.4 Evaluation of preferred sites

The evaluation of preferred sites took place via a workshop with representatives from DEECD and each of the project partners. It considered the performance of each site against the agreed evaluation criteria, including sub-criteria that contributed to the assessment.

A summary of the evaluation results is outlined in Table 8.1. A detailed outline of results is attached to the report.

The results do not take account of the financial impacts of land acquisition or construction costs.

Table 8.1: Summary of evaluation results

Site	Key Strengths	Key weaknesses
Site 1 – E-Gate	<ul style="list-style-type: none">▶ The E-Gate site will service a large future catchment including the suburbs of North Melbourne and Docklands▶ Its location opposite the North Melbourne station means that it could service other suburbs and will provide a convenient drop off point for commuting parents▶ A primary school will assist the urban development objectives associated with E-Gate as a major project.	<ul style="list-style-type: none">▶ The existing catchment is not large▶ While the site could serve a North Melbourne and Docklands population, its ability to do this will be constrained by a lack of pedestrian and road links in the short to medium term▶ There is also a lack of clarity about the timing of the site development, given the need for government funding and support.
Site 2 – New Quay	<ul style="list-style-type: none">▶ New Quay is well located in regard to existing retail and commercial services and would provide an opportunity for parents to undertake multi-purpose vehicle trips▶ A primary school will encourage a more diverse community and the site has access to tram and bus routes.	<ul style="list-style-type: none">▶ The existing catchment is not sustainable. The school would only be sustainable if it serviced other suburbs▶ Development of the site may require DEECD to hold the site for some time or construct a building that may have a complementary or alternative use in the short to medium term.
Site 3 – Digital Harbour	<ul style="list-style-type: none">▶ Digital Harbour is well located in regard to existing retail and commercial services and would provide an opportunity for parents to undertake multi-purpose vehicle trips▶ A primary school will encourage a more diverse community and the site has access to tram and bus routes.	<ul style="list-style-type: none">▶ The existing catchment is not sustainable. The school would only be sustainable if it serviced other suburbs▶ Development of the site may require DEECD to hold the site for some time or construct a building that may have a complementary or alternative use in the short to medium term▶ Development of the site is required to commence by end 2014.
Site 4 – Victorian Archives Centre	<ul style="list-style-type: none">▶ The site is well serviced by public transport▶ Site would service an	<ul style="list-style-type: none">▶ It is possible that the Public Records Office may wish to expand operations onto the

Site	Key Strengths	Key weaknesses
	existing Nth Melbourne catchment and future catchment within the Macaulay / Arden Structure Plan area.	balance of the site which is currently contaminated. However, a partnership with the existing tenant may be possible.

8.5 Conclusions

The following conclusions have been developed based on the outcomes of the site evaluation:

- The site assessment rated E-Gate and the Victorian Archives Centre as the highest ranked options.

The E-Gate site achieved the highest rating due to its proximity to a large future catchment, proximity to transport connections and close alignment with policy considerations such as supporting the development of a sustainable and diverse community.

DEECD will need to liaise with MPV to confirm the details and best options for establishing a new school as part of the precinct's development. This should include confirming the likely costs associated with land acquisition and construction. It is important to note however, that the timing and establishment of a new school within the E-Gate precinct is subject to government funding and support for the broader project.

The Victorian Archives Centre achieved the second highest rating due its proximity to transport connections and proximity to existing and future catchments.

DEECD will need to liaise with Arts Victoria to determine whether the site could accommodate a primary school, and under what conditions and arrangements:

- The site assessment rated the Digital Harbour and New Quay sites as largely comparable.

The key strength for both sites was their proximity to the Melbourne CBD, including employment and retail centres. Both sites are also likely to support the development of a sustainable and diverse community in the Docklands area.

A key weakness of for both sites was the limited demand within the existing catchment. If a site was acquired and developed in the short term at either site, it is possible that it could be underutilised. However, DEECD could offset holding costs through sub-leasing part of the site for an alternative use in the short term.

Like the E-Gate site, the two Docklands sites have substantial proposed infrastructure plans including parks and pedestrian linkages that require Victorian Government funding. If infrastructure is delayed, the suitability of these sites for a new school may be reduced.

9. Conclusions

This Report has identified possible sites and development opportunities for the establishment of a new primary in the Docklands and North Melbourne area. It has involved an assessment of sites against agreed socio-economic criteria.

9.1 Options

The following conclusions are provided in relation to the candidate sites.

- ▶ The E-Gate site was identified as the highest ranked option (based on the evaluation of preferred sites). The site achieved the highest rating due to its proximity to a large future catchment, proximity to transport connections and close alignment with policy considerations such as supporting the development of a sustainable and diverse community.

DEECD will need to liaise with MPV to confirm the details and best options for establishing a new school as part of the precinct's development. This should include confirming the likely costs associated with land acquisition and construction. It is important to note however, that the timing and establishment of the new school within the E-Gate precinct is subject to government funding and support for the broader project.

- ▶ The Victorian Archives Centre site was the second highest ranked option (based on the evaluation of preferred sites). The site was rated highly due to its proximity to transport connections and proximity to existing and future catchments. It is assumed that a co-location arrangement between DEECD and Arts Victoria would be required to establish a new school on this site. It is also assumed that DEECD will be required to purchase a parcel of land within this site and fund the construction of the new school.

DEECD will need to liaise with Arts Victoria (and DPC) to determine whether the site could accommodate a primary school, and under what conditions and arrangements this could take place.

- ▶ The New Quay site and Digital Harbour site ranked comparably (based on the evaluation of preferred sites). The key strength for both sites was their proximity to the Melbourne CBD, including employment and retail centres. Both sites are also likely to support the development of a sustainable and diverse community in the Docklands area.

A key drawback, or weakness, of both sites was the limited demand within the existing catchment. In particular, if a site was acquired and developed in the short term at either site, it is possible that it could be underutilised. Like the E-Gate site, both sites also have significant proposed infrastructure plans that require Victorian Government funding and support. Where funding is delayed (or refused), this could impact the strength of either site.

While the Digital Harbour site may be available to the Department at no cost (provided DEECD commence development by the end of 2014), the New Quay site is only available at market rates. Both sites will require the construction of a new school to be funded by the Department.

DEECD will need to liaise with Places Victoria to determine the timing and details of establishing a site at either site. In the case of Digital Harbour, it will also be important to clarify the need to commence construction by the end of 2014.

9.2 Key considerations moving forward

9.2.1 Timing and budget process

The budget process will require DEECD to commence a business case for consideration by BERC in July 2012 if consideration and funding as part of the May 2013 budget is required. An opening date of February 2017 could still be met from 2014 budget funding. However, this would mean the construction process would need to be accelerated.

9.2.2 School design

Another key consideration is gaining the appropriate approvals for the delivery of the proposed school site models. A preliminary site plan for the Victorian Archives Centre site that takes account of its location, pedestrian access and connections to public transport links has been prepared by HASSELL. Other site plans are likely to follow the general design model.

9.2.3 Co-location opportunities

Co-location opportunities for a new school with other community services (such as those provided by council) should be considered where possible.

Appendix A Site by site analysis

Overview

Section 7 of the report provided an overview of the key strengths and weaknesses of each site.

This appendix provides a more detailed assessment including a review of the performance of preferred sites against each of the evaluation criterion.

Information that has not been presented in this Appendix is commercial-in-confidence.

Site 1 – E-Gate

Major Projects Victoria (MPV) has conducted a preliminary analysis on the development of the 20 to 25 hectare E-Gate site located at gate 'E' in the Melbourne rail yard area, 2km from the CBD in West Melbourne. The State Government has since determined to progress the proposal to develop the E-Gate site, and a number of master planning scenarios are now being developed.

E-Gate is designed to support the provision of housing for up to 12,000 residents and 200,000 square metres of commercial and associated retail space. The focus of the development will be as a precinct that would be attractive to families.

The new development is designed to have a network of public transport connections. The planning work is also investigating opportunities for a new tram service into the site. The potential inclusion of public facilities such as sports fields, a library and possibly a school is designed to attract families to create a diverse community.

Availability / timing

The site's availability is a function of the expiry of the existing lease to a private industrial operator. MPV expect that the lease will expire in 2014 or 2015. It is understood that project construction of the E-Gate precinct could commence as early as 2014 (pending relocation of tenants) and the first stage of development could be completed around 2017/18.

A school could therefore be established either within Stage 1 or Stage 2 of the development. However, changes to the development timelines for the site will impact the timing and establishment of a new school. In addition, the E-Gate project relies on government funding and support, which, if delayed (or refused) will also impact timing and establishment.

Likely development scenario

There will be a number of sites available to DEECD as possible opportunities within the overall E-Gate precinct. Key issues that will need to be resolved will include the timing of roads, pedestrian connections and supporting infrastructure including open space, sport grounds etc. It is understood that the majority of these services will be available when the first tenants arrive.

The sites access to North Melbourne train station and physical position close to the boundary of the North Melbourne suburb means that it could potentially play a dual role of satisfying student growth from both Docklands and North Melbourne.

As PUZ (Public Use Zone) land, a site for a school could be made available to DEECD at full commercial rates, a discounted rate or at no cost. Preliminary discussions with MPV have indicated that the funding of construction for a new school could be provided via development contributions (paid by property developers that purchase land parcels within the precinct) while the site could be transferred to the department at no cost, subject to appropriate government approvals. In this event, the only cost for the Department would be operating and maintaining the school itself.

Detailed assessment against evaluation criteria

Table 1 provides a detailed overview of the performance of the E-Gate site against the evaluation criteria adopted for this study.

Table 1: Outline of evaluation results

Criteria	Key Strengths	Key weaknesses
Site access to facilities	<ul style="list-style-type: none"> ▶ The E-Gate precinct has plans for parkland including a sporting oval. Other facilities such as a pool / gymnasium etc will be available in the precinct have not been finalised. ▶ The access to North Melbourne station will also link students to a range of activities in the CBD of Melbourne. 	<ul style="list-style-type: none"> ▶ The timing of the development may present an issue in the short term. To some extent this will be influenced by the scale of residential and commercial land and associated development contributions.
Access to site	<ul style="list-style-type: none"> ▶ E-Gate has access to train services at North Melbourne and walkable access to the 86 and 70 tram routes. ▶ A new tram stop at the site is also proposed. ▶ The precinct has access to bus route 220 which links with Footscray and Sunshine as well as the CBD, Southbank and St Kilda. 	<ul style="list-style-type: none"> ▶ It is unclear when in the development process of the E-gate precinct that pedestrian links to North Melbourne station would be delivered but it is expected that this would occur in the short term.
Meeting policy objectives	<ul style="list-style-type: none"> ▶ A primary school at E-Gate is consistent with policy objectives and may provide a positive outcome to the State by accelerating land sales. 	<ul style="list-style-type: none"> ▶ None noted
Community impacts and acceptability	<ul style="list-style-type: none"> ▶ None noted 	<ul style="list-style-type: none"> ▶ None noted
Access to existing and future catchment	<ul style="list-style-type: none"> ▶ The E-Gate site is central to a relatively larger catchment as it could serve an existing Nth Melb population as well as Docklands residents. It would also serve students from other suburbs such as Kensington and Footscray due to its location opposite Nth Melb station. ▶ By 2021, E-Gate would serve a large catchment including Nth Melb / Docklands and suburbs linked to Nth Melb station. It could also provide education services to new families in the E-Gate precinct. 	<ul style="list-style-type: none"> ▶ While the site is central to both Docklands and North Melbourne, the current E-Gate catchment does not have an existing residential population so demand is not understood.

Site 2 – New Quay

New Quay is a 3,000m² site on Footscray Rd in Docklands. The site is physically opposite 'E-Gate' and shares a number of location characteristics such as proximity to the Melbourne CBD, retail and employment centres. However, it will not have direct access to North Melbourne train station.

The site will eventually be surrounded by a number of medium and high rise buildings.

Availability / timing

The site is currently available and has no constraints associated with existing tenancies. However, acquisition by DEECD would require the purchase of a land parcel at commercial rates several years before a primary school is likely to be needed.

Likely development scenario

As with the Digital Harbour site (discussed below), there may be an opportunity to develop a lower enrolment school in the short term and sub-let excess floor space until the Docklands catchment matures. This option would require DEECD to appoint a building manager (at cost) and find an appropriate tenant. Notwithstanding, the additional administrative responsibilities for such an arrangement may not be appropriate from the Department's perspective given its short term nature.

Detailed assessment against evaluation criteria

Table 5 provides a detailed overview of the performance of the New Quay site against the evaluation criteria adopted for this study.

Table 5: Outline of evaluation results

Criteria	Key Strengths	Key weaknesses
Site access to facilities	<ul style="list-style-type: none">▶ The New Quay site has access to a large network of retail services and employment. This will promote multipurpose vehicle trips for parents who do not live directly in the precinct.	<ul style="list-style-type: none">▶ New Quay has no direct access to parkland. However, the precinct may have access via a short tram commute to a proposed Western Park the timing of which is not yet clear.
Access to site	<ul style="list-style-type: none">▶ New Quay has access to the 86 and 70 tram routes.▶ It also has access to bus routes that link the site with Footscray and Sunshine as well as the CBD, Southbank and St Kilda.▶ Pedestrian access is good.	<ul style="list-style-type: none">▶ Traffic capacity on roads serving the site is somewhat limited. However, the availability of public transport and pedestrian linkages offsets this issue.
Meeting policy objectives	<ul style="list-style-type: none">▶ A primary school in the New Quay precinct will encourage a step change in the demographic mix of the community. This will assist in the achievement of a more diverse community and capture associated social benefits.	<ul style="list-style-type: none">▶ None noted
Community impacts and acceptability	<ul style="list-style-type: none">▶ No issues envisaged due to the precinct being a master planned community.	<ul style="list-style-type: none">▶ None noted
Access to existing and future catchment	<ul style="list-style-type: none">▶ The future catchment of Docklands is likely to require at least one primary school	<ul style="list-style-type: none">▶ In the short to medium term the number of resident school aged children in Docklands will only require a small school.

Site 3 – Digital Harbour

The 'Digital Harbour' site is located in the Docklands precinct. It is currently controlled by a private landowner but is available to the State at no cost on condition that development of a public / community use commences by December 2014. The land has been made available to Places Victoria as part of an existing Development Agreement and is effectively part of a development contribution.

The site is well located in regard to public transport and is around 3,000m² in size, meaning that the small school site model would need to be adopted.

The site has good access to the surrounding road network being adjacent to Wurundjeri Way and Docklands Hwy which provides access to Footscray Rd. It is possible therefore, that residents in Footscray could use a school at this location as part of a commute into Melbourne.

Availability / timing

As noted above, the site is available at 'no-cost' to the State if development of the site commences prior to December 2014. Beyond this date, it is understood that the site would need to be purchased on the open market at commercial rates. Places Victoria is currently in discussions with the developer to confirm flexibility around this cut-off. However, no confirmation of dates has yet resulted.

Likely development scenario

While the site could accommodate a full enrolment school it is likely that pre 2021 it will have a relatively low enrolment profile. This provides flexibility around utilisation of a building for other community uses or sub-letting by DEECD of floor space until full enrolment is established.

Detailed assessment against evaluation criteria

Table 9 provides a detailed overview of the performance of the Digital Harbour site against the evaluation criteria adopted for this study.

Table 9: Outline of evaluation results

Criteria	Key Strengths	Key weaknesses
Site access to facilities	► The Digital Harbour site has access to a large network of retail services and employment. This will promote multipurpose vehicle trips for parents who do not live directly in the precinct.	► The site has limited direct access to parkland. However, the precinct may have access via a short tram commute to a proposed Western Park the timing of which is not yet clear.
Access to site	► Digital Harbour has access to the 86 and 70 tram routes. It also has access to bus routes that link the site with Footscray and Sunshine as well as the CBD, Southbank and St Kilda. Pedestrian access is good.	► It was noted that the traffic capacity on roads serving the site is somewhat limited. However, the availability of public transport and pedestrian linkages offsets this constraint.
Meeting policy objectives	► A primary school in the Digital Harbour precinct will encourage a step change in the demographic mix of the community. This will assist in the achievement of a more diverse community and the capture of associated social benefits.	► None noted
Community impacts and acceptability	► No issues envisaged due to the precinct being a master planned community.	► None noted

Criteria	Key Strengths	Key weaknesses
Access to existing and future catchment	<ul style="list-style-type: none"> ▶ In the longer term, the future catchment of Docklands will require at least one primary school 	<ul style="list-style-type: none"> ▶ In the short to medium term the number of resident school aged children in Docklands will only require a small school.

Site 4 – Victorian Archives Centre

The Victorian Archives Centre site sits between Macaulay Rd and Shiel St in North Melbourne and occupies a 3.3 hectare site. It is presently zoned as a MUZ (Mixed Use Zone).

The Archives Centre is part of the Public Records Office which is an agency under Arts Victoria, which comes under the Victorian Department of Premier and Cabinet (DPC). Around one third of the site comprises un-developed land and car parking, which present the opportunity for the development of a new school. The size of this portion of land is around 9,800m².

The site is located on the edge of an existing resident population that could form part of a school's catchment. It is also located adjacent to a number of mixed use sites, some of which could support additional future population growth.

Tram services operate within 250 metres of the site on Abbotsford St and bus services operate on Shiel St.

Availability / timing

The site's availability for development is presently unclear. Arts Victoria and DPC still need to provide confirmation that an option of either the relocation of the Archives Centre or a co-location arrangement would be considered.

In addition, given the existing land use there may be security issues associated with the records that are currently in storage which may inhibit the co-location of a primary school.

Likely development scenario

It is unlikely that the entire site could be redeveloped in the short to medium term. DPC would need to secure a site elsewhere in Melbourne that was relatively cheaper (to fund movement) and in a location that was still relatively central to Melbourne's population to allow public access to records. A more feasible development option would therefore be a sub-titling of the balance of the land of say, 3,000m².

Detailed assessment against evaluation criteria

Table 13 provides a detailed overview of the performance of the Victorian Archives Centre site against the evaluation criteria adopted for this study.

Table 13: Outline of evaluation results

Criteria	Key Strengths	Key weaknesses
Site access to facilities	<ul style="list-style-type: none"> ▶ The Victorian Archives Centre has access to some open space as part of the Arden St precinct. ▶ The site is opposite the Arden St Football ground and. ▶ The site has pedestrian access to the Errol Street shopping precinct in Nth Melbourne (300m) 	<ul style="list-style-type: none"> ▶ None noted

Criteria	Key Strengths	Key weaknesses
Access to site	<ul style="list-style-type: none"> ▶ The Archives Centre has walkable access (200m) to tram route 57 and Macaulay train station. It also has access to bus route 402 (Shiel St) which links the site with Footscray, Carlton and East Melbourne. ▶ Road and pedestrian access was also rated as effective. 	<ul style="list-style-type: none"> ▶ None noted
Meeting policy objectives	<ul style="list-style-type: none"> ▶ Development of a primary school at the Victorian Archives Centre would be consistent with the objectives of the draft Macaulay / Arden structure plan by promoting development of MUZ land in and around Nth Melbourne. 	<ul style="list-style-type: none"> ▶ A school at the Archives Centre site is unlikely to have a major impact on the surrounding community as the suburb of North Melbourne is already relatively diverse.
Community impacts and acceptability	<ul style="list-style-type: none"> ▶ None noted 	<ul style="list-style-type: none"> ▶ None noted
Access to existing and future catchment	<ul style="list-style-type: none"> ▶ The Archives Centre site will eventually serve a large population due to expected population growth within the Arden / Macaulay Structure Plan area. 	<ul style="list-style-type: none"> ▶ None noted

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