



PLANNING REPORT

19 Queen Street Koroit
(Lot 3 PS733744L,
CA's 3, 4, 5, 8, 9 & 10 TP 956366K)

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ATTACHMENT LIST

- Application Form
- Copy of Title
- Proposed subdivision plan - SITEC Engineering
- Stormwater Management Plan (SWMP) – SITEC Engineering
- Engineering Services Report (ESR) – SITEC Engineering
- Revised Heritage Impact Assessment – Trudy Rickard, Architect & Heritage specialist
- Concept Visualisation Plan – Mathew Morse Architect
- Vegetation Assessment Report – LandTech Consulting
- Approved Cultural Heritage Management Plan (CHMP) – Archaeology And Heritage

ACKNOWLEDGEMENTS

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DOCUMENT CONTROL

This document has been prepared to aid the submission of a planning permit application for 19 Queen Street, Koroit (being Lot 3 PS733744L, CA's 3, 4, 5, 8, 9 & 10 TP 956366K)

Revision 1 - July 2024

PROPOSAL

The application proposes to subdivide the land and construct associated infrastructure:

- The creation of 37 individual lots; including
- The creation of an extension of the public road network to provide services and road access to all lots.
- The creation of a reserve for stormwater filtration, passive public open space areas to serve the subdivision and provide a modest longer term contribution for biodiversity values in the area.
- Vegetation Removal – limited street trees and/or onsite gum and exotic vegetation which is necessary to construct infrastructure or that which is dead.
- The subdivision proposal is not a staged development.

The lot orientation, size and configuration are summarised as follows:

- Lot 7-31 have vehicular access directly from the internal road network
- Lots 1-6 & Lots 32-37 that obtain vehicular access directly from existing streets.
- All lots will have an activated frontage to the internal road network, and the existing road network, which maximises passive surveillance to all streets.
- Lot sizes are an average of 650.45m² in size, with the smallest lots (lots 26-30) being 456m² and the largest lot approximately 1100m².
- The internal road network has been designed to provide vehicular access to each lot and provide access in a compliant manner for service and emergency vehicles (waste collection vehicles and CFA vehicles).
- All lots are provided with connection to all available reticulated services and all new public infrastructure proposed is detailed in a compliant manner.
- The Reserve lot (1830.83m² total) is equivalent to 6.15% of the total site, to be used as public open space as well as stormwater filtration, not including connecting areas or footpaths leading to the reserve.
- The layout of the subdivision also enhances the surrounding pedestrian/bicycle network via the new road/footpath network and onsite public open space/drainage reserve.
- The civil works to prepare the site for the subdivision, construct new servicing connections, future development and opportunities for future vehicle crossovers will likely require partial tree removal of limited onsite trees (being planted native and exotic trees) as well as some street trees (5 New Zealand Christmas Trees that are in poor condition or dead). No vegetation removal (on or off site) needs a planning permit as detailed in the Tree Assessment Report.

DESIGN RESPONSE/VISION

The subject land is one of the last greenfield development sites within the residential area of Koroit. The proposal is a notable opportunity to provide an additional high quality land supply to the town.



Figure 1 Proposed plan of subdivision – shown with proposed internal servicing mains location (does not detail individual lot connections)

The proposal seeks to create a new neighbourhood area that is considerate of the township character of Kororoit.

The Star of the Sea Parish manages the Church of Infant Jesus and associated landholdings. The parish and wider church facility has no further need for the former playing field for organized sporting activities in conjunction with the Church or adjacent St Patrick’s Primary School, as historically occurred. The Parish advises that it is currently economically unviable to maintain the vacant land as unused private open space.

In addition, the nearby former Convent is no longer used for educational purposes and has been converted into a private accommodation business.

St Patrick’s Primary School has purchased land adjacent to the Presbyterian Church and leases additional land which directly adjoins the primary school, meeting the contemporary needs of students.

More broadly, the town’s population now concentrates its sporting activities in Victoria Park, where there are two public playing fields maintained by Committees of Management, leaving the subject land excess to the needs of the community and the Church, as the landowner.

Important characteristics that the subdivision achieves are:

- Ensuring that the lots do not detract from the visual dominance of the adjoining Catholic Church buildings, by:
 - Using the proposed road network as open view lines of the Church and Former Presbytery from Anne Street and Horne Streets.
 - Limiting the height of future built form on Lots 6-11 to preserve the viewing corridor of the Church and Presbytery from Anne Street, and the new internal road.
- The layout of the subdivision provides gravity services to each lot.
- An important element of the services design was to store and filter stormwater for a 20% AEP flood event via the drainage devices in the onsite reserve, pre-development levels being disposed via connection to existing infrastructure in Queen Street. A 1% AEP flood event has been designed to be accommodated within the new road network and underground infrastructure.
- Minimise road intersections and maintain maximum amount of vegetation onsite and surrounding road reserves as possible.
- Provide a sense of individual micro community in the proposed local road.
- High quality pedestrian connections to other parts of the township and public open space areas through the public open space/drainage reserve and the footpath network

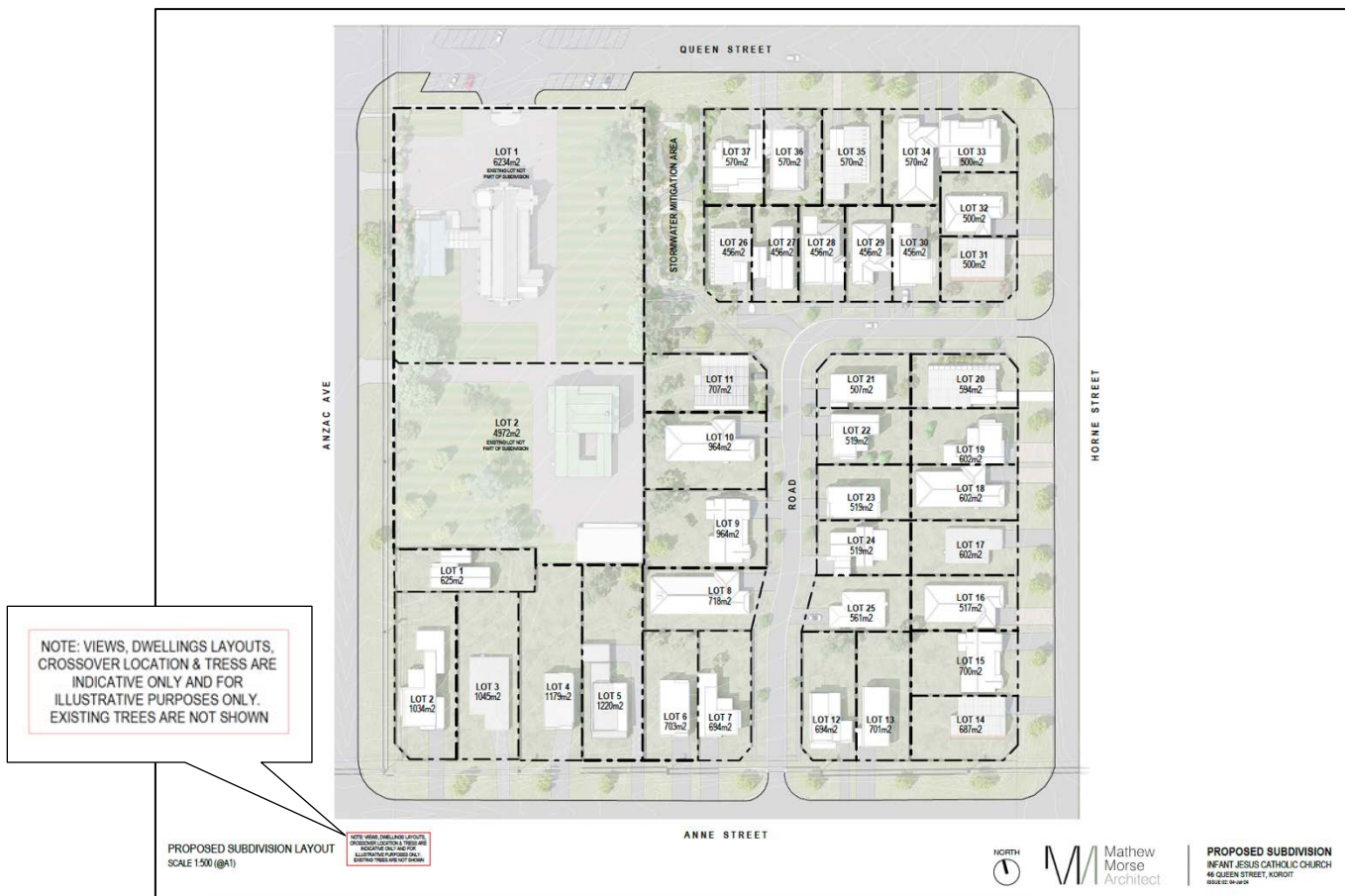


Figure 2 - Subdivision layout with indicative future residential development

Source: Mathew Morse Architect



Figure 3 Perspective view of subdivision site with indicative future residential development and existing Church and Presbytery

PLANNING CONTROLS

The site is located in the General Residential Zone Schedule 1 (GRZ1).

The following Overlay also partially affects the site:

- Heritage Overlay Schedule 10 (Schedule for Roman Catholic Presbytery, Queen Street)

A detailed assessment of the proposal against the Heritage Overlay and Clause 56 are provided in this report.

PERMIT TRIGGERS

- Clause 32.08-3 – A permit is required to subdivide land (GRZ1)
- Clause 43.01-1 – A permit is required to subdivide land (HO10) – partial coverage

CONTROLS WHICH DO NOT TRIGGER A PERMIT

NATIVE VEGETATION

It is noted that the following planning controls which apply to the land do not trigger a permit for the following reasons:

- Clause 52.17-1 – A permit is required to remove, destroy or lop native vegetation, including dead native vegetation. This does not apply if the table to Clause 52.17-7 specifically states a permit is not required.

The table at Clause 52.17-7 specifically states:

The requirement to obtain a permit does not apply to:

Planted vegetation	Native vegetation that is to be removed, destroyed or lopped that was either planted or grown as a result of direct seeding. This exemption does not apply to native vegetation planted or managed with public funding for the purpose of land protection or enhancing biodiversity unless the removal, destruction or lopping of the native vegetation is in accordance with written permission of the agency (or its successor) that provided the funding.
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FUTURE RESIDENTIAL DEVELOPMENT

Most single dwellings will not require a planning permit before construction commences in the future, unless the planning controls change through the Koroit Structure Plan Amendment. The subject lots that are expected to require future planning permits are on Lots 1, 4 & 5 (figure 4) and are currently located in Heritage Overlay Schedule 10.



Figure 4 - Extent of current Heritage Overlay 10 (HO10)

RESPONSE

NATIVE VEGETATION

The subject land contains a range of both native and exotic mature specimen trees scattered across the property.

The Tree Assessment Report (TAR) confirms that all native vegetation on and adjacent to the site has been planted and does not constitute remnant native vegetation that triggers the need for a planning permit to remove, destroy or lop under Clause 52.217 of the Moyne Planning Scheme.

The report also confirms that some of the planted vegetation will be retained, where possible for aesthetic/neighbourhood character purposes during the construction phase of the subdivision. The retained specimen trees are detailed at Figure 5.

No planning permit is required for the removal of native vegetation, pursuant to Clause 52.17 of the Moyne Planning Scheme. Therefore, no formal assessment has been undertaken against Clause 52.17.



Figure 5 - Excerpt from Tree Assessment Report showing recommended tree retention across the site based on detailed analysis of tree structure and health
 Source: LandTech Consulting Pty Ltd

HERITAGE IMPACT ASSESSMENT

A planning permit is required under the Heritage Overlay Schedule 10 for subdivision. This overlay only applies to part of the site, but the application includes a Heritage Impact Assessment for the whole development, to provide a holistic approach to the subdivision. The recommendations from the Heritage Impact Assessment are supported by the permit applicant.

As detailed, the HO10 seeks to conserve the heritage significance specifically for the former Church Presbytery.

The HO10 does not affect the whole site, therefore it was a key design consideration to ensure that the heritage significance of the Presbytery was protected and needed to be considered carefully.

In 2014 the Parish prepared a concept subdivision and engaged heritage specialists to provide a Heritage Impact Assessment based on the subdivision proposal at the time.

The subdivision proposal did not reach planning permit application stage, but nonetheless, the 2014 Heritage Impact Assessment has been a useful tool to assist project scoping in this proposal, and the Parish has returned to one of the same Heritage Consultants to have the report updated to reflect 2024 policy and approaches to subdivision adjoining significant heritage places.

The revised 2024 Heritage Impact Assessment (HIA) for the Church and Presbytery provides detailed analysis and recommendations regarding the future built for in the subdivision and whether there should be any controls put in place to assist in future conservation of the heritage significance of the Church and former Presbytery.

The HIA recommendations are:

- Single storey height limit on lots 6-11 with a building envelope set well back from the west boundary
- No Colorbond fencing - Fencing sets the tone of a neighbourhood. Colorbond fencing detracts from the heritage character of an area and will diminish the heritage character of the overlay. Timber paling boundary fences are timeless and visually recessive.
- Retain as many mature trees as possible around the boundary.

The detailed analysis in the HIA has recognised that there is an absence of heritage protection on lots 6-11 (unlike the existing HO10 that applies to lots 4 & 5). The report concludes that (aside from the proposed road acting as a viewing corridor from the east and south toward the Church and Presbytery) future residential development on lots 6-11 need to be limited in vertical scale to maintain the visual dominance of the former Presbytery and Church.

To suitably conserve the significance of both heritage buildings and their context, it is more than reasonable to translate the above HIA recommendations into ongoing requirements in a S173 Agreement that applies to titles for lots 6-11 as recommended.

SITE ANALYSIS

THE SITE

LOCATION

The subject land is located at land known as 19 Queen Street, Koroit (being Lot 3 PS733744L; CA 3, 4, 5, 8, 9 & 10 TP956366K). The land is approximately 2.7ha in size.

The land is an 'L' shaped lot and is located in the block between Queen Street, Horne Street Anne Street and Anzac Avenue in the southern portion of the residential area of Koroit.

The site is one of the last remaining large greenfield residential sites within Koroit that has not already been developed (partially or in whole).

EXISTING FEATURES

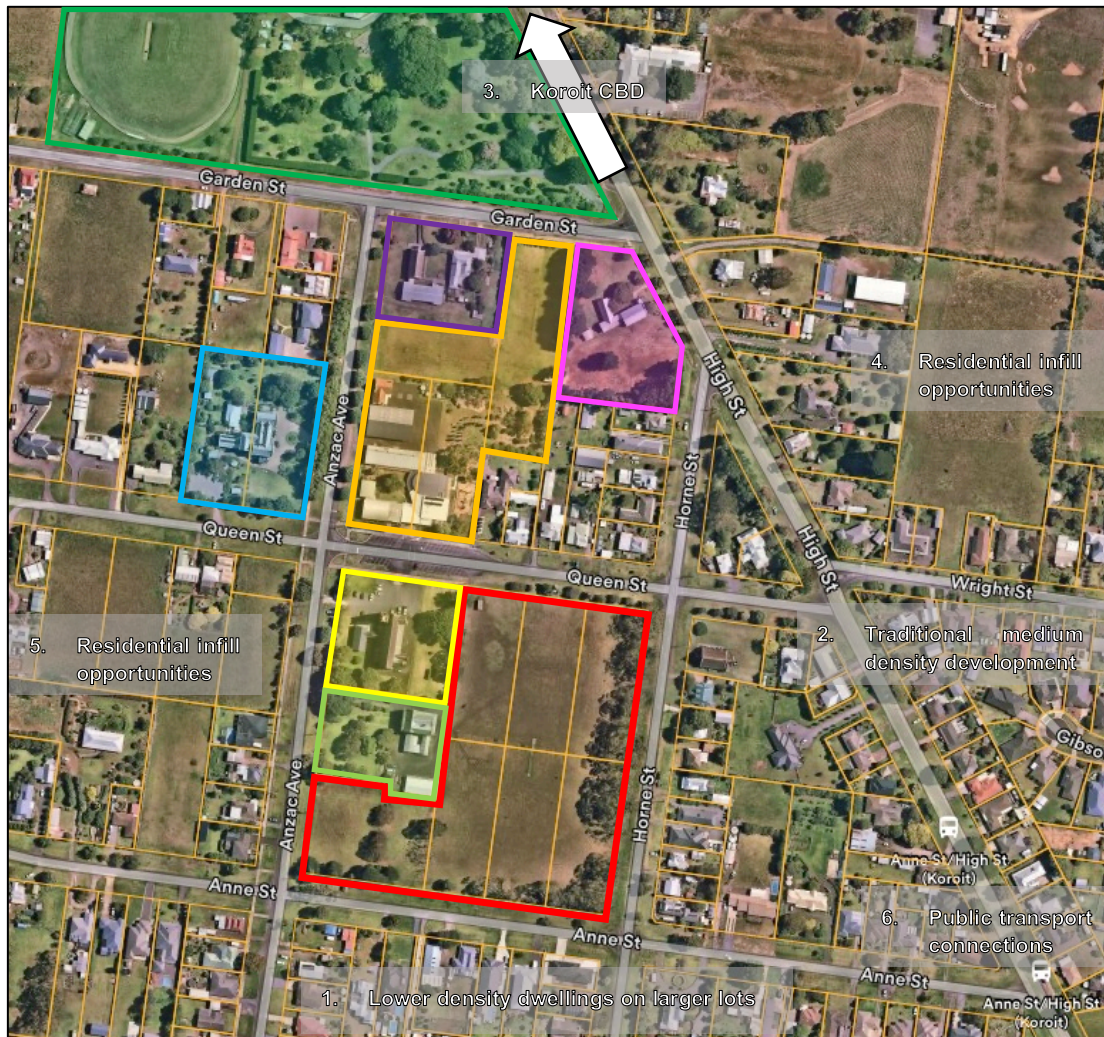
The site is currently established with an open grassed surface with a low post and wire rural style boundary fence.

The land is directly adjacent to the Infant Jesus Catholic Church and former Presbytery, located on the remaining lots within the north western corner of the identified residential block.

The land has a gently undulating ground profile from the highest point of the land located across the southeast corner of the site with a height of 73.4m AHD, with the approximate low point being located in the northwest corner with a height of 69.6m AHD.

The land contains a number of planted scattered native specimen trees, including:

- A stand/hedge of mixed eucalyptus trees located along the eastern and south eastern boundary of the site.
- Scattered/hedged planted native trees in the south western corner of the site with a mix of Gums and Myrtle.
- The submitted Vegetation Assessment Report confirming that all of the existing native vegetation is previously planted and do not constitute remnant native vegetation.



EXISTING CONTEXT PLAN

LEGEND









Subject land	
Infant Jesus Church	
Former Catholic Presbytery	
St Patricks School & grounds	
Former Catholic Convent	
St Pauls Anglican Church	
Scots Presbyterian Church	
Former Methodist Church	
Botanic Gardens/Victoria Park	
Lower density dwellings on larger lots	1.
Traditional medium density development	2.
Residential infill opportunities	4 & 5.
Koroit CBD direction	3.
Public transport connections	6.

Figure 6 - Existing context plan

SERVICES

The subject land is free from existing reticulated public service mains/easements.

Existing connection opportunities for the following services are detailed in the Engineering Services Report (ESR), but are summarised as follows:

- Reticulated water – from all surrounding street frontages.
- Reticulated sewer – to two existing sewer mains located in Anzac Avenue.
- Reticulated stormwater – existing mains and outfall are located within the Queen Street road reserve and will be available with an extension to the existing infrastructure.
- Reticulated electricity – available from existing above ground poles and substation adjacent to the site in Anzac Avenue.
- Telecommunication – NBN connection points are located in Anne Street and Horne Street
- Gas connections – no longer required in new subdivisions.

THE SURROUNDS

HERITAGE

As already detailed, the immediate surrounding land contains the Infant Jesus Church and former Presbytery.

The Presbytery is now in private ownership and does not form part of the subject land. The Church and grounds are retained in the ownership of the Catholic Church and are not part of the subject land.

Both buildings remain relevant to this application, as the Church and Presbytery are key visual landmarks for the town and have local heritage significance.

The Church and Former Presbytery buildings are also located within an area that also contains other historic buildings that contribute to the history of Koroit and its connection with the Catholic Church, other denominations and early development of the town.

The submitted Heritage Impact Assessment details that:

- The Catholic Church, Presbytery and former Convent are visual landmarks in Koroit.
- These three buildings dominate the horizon line of the township, particularly when viewed from the northern slope of Tower Hill and from the agricultural fringe on Koroit's western boundary from Port Fairy Road.
- When viewed within the township, the prominent scale and form of this cluster is contrasted by surrounding lower-scale residential development.
- An avenue of *Platanus x acerifolium* (London Plane trees) along Anzac Avenue provides an important visual connection between the precinct and the Koroit Botanic Gardens to the north.



Figure 7 - Surrounding views of existing prominent heritage places

LAND USE/DEVELOPMENT PATTERN

The surrounding area is predominantly used for residential purposes, with the Church, adjacent Catholic Primary School and converted Convent providing the main variations in land use to the surrounds.

The township in this area contains a typical pattern of residential development, containing mostly generous sized rectangular lots that face the existing grid pattern road network. Most lots contain single detached dwellings, with a predominant built form of single storey building with mixed construction materials.

There are scattered two storey buildings in the area and evidence of battle axe shaped lots, but they are less dominant than the more typical rectangular lots with traditional residential single storey development.



Figure 8 - Surrounding mixed existing residential development

STREETSCAPE/EXISTING VEGETATION

The surrounding road network is established with road reserves with a consistent width of 30m, with road formations generally being free from kerb & channel, a width of 7.5m with 10m+ wide grassed nature strips containing open swale/table drains.

The surrounding streetscape also contains scattered street trees, with vegetation being present on the northern, eastern and south western street frontages in the immediate block surrounding the site.



Figure 9 - surrounding existing road network features 30m widths, with 10m+ grassed nature strips, swale drains and intermittent street tree plantings – looking south along Horne Street, with subject land on right.

Queen Street

The northern streetscape frontage (Queen Street) contains irregular plantings of New Zealand Christmas Tree and an alternate drop variegated form of the New Zealand Christmas Tree.

Some of the street trees in this location are in varying degrees of health.



Figure 10 - View of existing street trees in Queen St - mixed New Zealand Christmas Trees in various degrees of growth and overall health

Horne Street

The Horne Street streetscape frontage contains 5 irregularly immature planted Rough Barked Manna Gums and Blackwoods of varying health and growth habit.



Figure 11 - Mixed immature street trees in Horne St adjacent to site - onsite vegetation also pictured

Anne Street

The Anne Street streetscape frontage contains irregular plantings, and contains a single individual tree in the south western end of the nature strip that represents a visually significant specimen. The individual tree is a mature Rough Barked Manna Gum, being non-endemic eucalypt species to the area.

The Manna Gum has been planted (as identified by the submitted Tree Assessment Report) with an estimated age of approximately 75 years and is rated as being in 'good' condition.

The TIA report recommends that the Manna Gum in Anne Street is retained as part of the proposal. The streetscape also contains other mixed trees that will not be affected by the proposal.

The Manna Gum provides a dominant vegetated feature to this part of the streetscape.



Figure 12 - Mature visually dominant Manna Gum - located in south west naturestrip adjacent to the subject site

RESTRICTIONS ON TITLE

There are no restrictions on title.

POLICY ANALYSIS

MUNICIPAL PLANNING STRATEGY

CLAUSE 02.03-1 SETTLEMENT

KOROIT

Koroit is a settlement located to the north of the Tower Hill State Game Reserve with an attractive main street character, collection of heritage buildings and semi-rural lifestyle.

The town contains a dairy production factory that is one of the major industries in the district.

Koroit has moderate growth capacity through infill development and some growth beyond existing urban zoned land, but within defined settlement boundaries.

STRATEGIC DIRECTIONS (AS RELEVANT)

- Direct growth to settlements in accordance with their role and function specified in the Moyne Shire settlement hierarchy at Table 1.

Settlement status	Expansion and infill capacity	Name of settlement
District Town Settlements with large and diverse populations. These towns provide a variety of services to surrounding settlements. Variety of housing and moderate employment base. Popular visitor and retirement destinations	<ul style="list-style-type: none">• Moderate growth capacity.• Identified potential for some growth beyond urban zoned land and through infill development within defined settlement boundaries.	Port Fairy Koroit Mortlake

- Encourage growth within clearly established boundaries of settlements to protect their character and adjoining farmland and ensure that the environmental and landscape values are not compromised.
- Preserve the cultural and historic character of Koroit, and strengthen its economic, social and cultural base in a sustainable manner.

CLAUSE 02.03-5 BUILT ENVIRONMENT AND HERITAGE

HERITAGE

The Shire contains an outstanding collection of heritage places that are recognised as a significant asset and give it a distinctive character.

The Shire has been occupied by three Aboriginal clans, leaving many significant cultural heritage places, including the Budj Bim World Heritage Area, Tower Hill and areas along the coast and river valleys. Distinctive volcanic cultural landscapes contribute to the richness of the Shire's heritage. There is a need to appropriately protect these heritage places and landscapes.

Port Fairy has benefitted from heritage protection for several decades, having been the subject of one of the earliest heritage studies undertaken in Victoria in 1976.

In addition, heritage protection has been applied to heritage precincts and significant places in Mortlake. There are places of heritage significance in locations other than Port Fairy and Mortlake that need to be protected from inappropriate development.

The Avenue of Honour on the eastern approach to Mortlake is historically and aesthetically significant to Victoria as a memorial to World War 1 and 2 veterans and is listed on the Victorian Heritage Register.

STRATEGIC DIRECTIONS (AS RELEVANT)

- Contain township development within defined boundaries and manage development on the fringes of townships to enhance the landscape setting.
- Retain the openness of the rural landscape between townships by limiting development.
- Protect and enhance the Shire's heritage places and precincts.
- Protect and enhance Aboriginal cultural heritage sites and significant cultural landscapes, including the World Heritage listed Budj Bim Cultural Landscape and Tower Hill.
- Protect and enhance landscaping, including street trees, on all major approach routes, access roads and local streets.

CLAUSE 02.03-6 HOUSING

The population of the Shire is growing; however, it is ageing and household size is declining.

A significant proportion of dwellings in the coastal towns are not permanently occupied, serving as holiday homes. This contributes to a lack of affordable worker accommodation, particularly during peak tourism periods.

Housing affordability and availability of long-term rental stock is declining in the Shire, and there is limited dwelling diversity, due to a low proportion of medium density and small dwellings in urban areas.

There is a need to provide well-located and accessible housing in the Shire to accommodate demand and attract new residents. However, housing growth is subject to infrastructure constraints, and can compromise environmental, heritage, landscape and neighbourhood character values.

The development of housing between settlements and in sensitive locations, such as areas of environmental or landscape significance, including the coastline, is an issue.

Ad hoc low density residential and rural living development has the potential to fragment productive agricultural land, cause land use conflicts and create demand for higher level services and infrastructure in rural areas.

STRATEGIC DIRECTIONS

- Encourage population growth within all areas of the Shire.
- Encourage a range of accommodation opportunities in settlements, including medium density housing, to suit the needs of the Shire's residents.
- Facilitate aged and special care accommodation within the Shire.

- Support residential development densities that protect the heritage value and neighbourhood character of settlements.
- Direct rural living development to areas already zoned for this purpose within and on the periphery of existing settlements to enable access to available community facilities and physical infrastructure.
- Discourage rural residential development in areas of agricultural, cultural heritage, environmental or landscape value.

RESPONSE

In response to the above relevant policy direction the following analysis demonstrates that the proposal is consistent with the Municipal Planning Strategy.

Policy Summary

As a summary of what the above relevant policy seeks, the following is detailed:

- Koroit is a settlement located to the north of the Tower Hill State Game Reserve with an attractive main street character, collection of heritage buildings and semi-rural lifestyle.
- Koroit has moderate growth capacity through infill development and some growth beyond existing urban zoned land, but within defined settlement boundaries.
- Preserve the cultural and historic character of Koroit, and strengthen its economic, social and cultural base in a sustainable manner.
- The Shire contains an outstanding collection of heritage places that are recognised as a significant asset and give it a distinctive character.
- Protect and enhance the Shire's heritage places and precincts.
- Housing affordability and availability of long-term rental stock is declining in the Shire, and there is limited dwelling diversity, due to a low proportion of medium density and small dwellings in urban areas.
- There is a need to provide well-located and accessible housing in the Shire to accommodate demand and attract new residents. However, housing growth is subject to infrastructure constraints, and can compromise environmental, heritage, landscape and neighbourhood character values.
- Encourage a range of accommodation opportunities in settlements, including medium density housing, to suit the needs of the Shire's residents.
- Support residential development densities that protect the heritage value and neighbourhood character of settlements.

Policy theme Summary

The overarching themes in the above summarised policy direction is:

- Koroit is a settlement that has and is experiencing **moderate growth**.
- Koroit has remaining **growth capacity for infill development**.
- Preserve the **historic character of Koroit**.
- **Housing affordability and dwelling diversity** continues to be key issues across the region.
- Provision of **well designed housing to accommodate demand and create growth** in identified settlement boundaries.
- Maintain **heritage, landscape and neighbourhood character**.

- Encourage a range of accommodation, including **medium density housing**.
- Support development that protects heritage values and neighbourhood character.

Proposal Response

The proposed development achieves the following, which is consistent with the above policy direction:

Growth

The proposed development is located within the General Residential 1 Zone on land that is within an established settlement boundary.

Given the area of the land and its ability to provide for a substantial number of additional lots, the subject site has the ability to almost act as a greenfield site in terms of Koroit's residential growth, despite the land probably being seen as a larger infill development site.

Growth capacity

The Koroit Structure Plan identifies that there are limited remaining areas where Koroit has left to provide new housing supply that will also assist in maintaining housing affordability and diversity for the Koroit community.

The subject proposal has the ability to provide a substantial contribution to the residential land/housing supply for Koroit through the creation 37 additional vacant lots within a high quality neighbourhood setting. The additional land supply will assist in maintaining affordability and diversity of housing for the Koroit.

Well-designed housing/medium density

While in the most part a planning permit is not required to construct a single dwelling on a lot that is above 300m² in the General Residential 1 Zone, (except for those lots that will be affected by the HO10 Overlay -Lots 4 & 5), the diversity of lot sizes and orientation of those lots will provide for well-designed housing opportunities.

The orientation of 55% of the lots have their long axis directly facing north, with the width of those lots that face east/west having the capacity to meet the Objectives of Clause 56 (as detailed below) where solar access to future dwellings and living areas can be maximised.

The Heritage Impact Assessment (HIA) recommendations for Lots 6-11 to limit future dwelling height to single storey provides for well-designed housing outcomes which are responsive to the surrounding context.

Protecting heritage character and buildings

As detailed in the HIA report, the open paddock of the subject land is not considered to be contributory to the heritage precinct of the Infant Jesus Church. There is therefore no impact to the heritage precinct/heritage places.

The draft adopted Koroit Structure Plan contains recommendations to consider applying a Heritage Overlay to the site but is subject to additional strategic processes being undertaken.

There is sufficient expert guidance provided in the HIA report to conclude that the surrounding heritage significant buildings can be suitably protected through the use of:

- The layout of the subdivision maintaining visual corridors of the Church and Presbytery.

- The use of a S173 Agreement to limit the vertical height of dwellings and outbuildings on lots 6-11 to additionally protect the visual dominance of the Presbytery building.
- The use of traditional timber fencing materials and the retention of as many trees along the Horne Street frontage to maintain balance in the surrounding context for the heritage precinct.

Protection of neighbourhood character

The proposed neighbourhood character in this area is defined by the following features:

- The clustering of Church buildings, including the former Catholic Church Presbytery, Church of Infant Jesus, the former Convent and other nearby Churches including Scots Presbyterian Church, the Former Methodist Church and St Paul's Anglican Church.
- The distinct rectangular lot pattern and grid road network established early in Koroi's history through Parish Plans/allocation of Crown Grants.
- The original township road network having generous and consistent widths of 1/2 chain widths for all roads.

The surrounding area currently maintains a sense of space and rural outlook with some slightly larger lots (left from the original crown grant layout).

As detailed, the proposal seeks to:

- Retain as much vegetation on the site as possible, based on the recommendations of the TAR report.
- Support the retention of the single mature planted Manna gum in the Anne Street road reserve to maintain the semi-rural setting.
- The retention of selected New Zealand Christmas Trees along Queen Street to maintain viable street tree stock and remove selected trees that are in poor health/structural integrity.
- The development of new and improved street trees along the existing road network and new internal road.
- Maintain the grid pattern of lots as much as possible so as to maintain some cohesion with the current development pattern.
- Introduce a mix of lot sizes with the average lot size being 650m² and the smallest lots being 450m² and the largest lots being similar in size to surrounding lots with sizes of approximately 1100m².
- These elements aim to ensure that the proposal integrates well into the surrounding existing neighbourhood character.

The proposal is consistent with the Municipal Planning Strategy.

PLANNING POLICY FRAMEWORK

CLAUSE 11.01-1L-03 SETTLEMENT – KOROIT

POLICY APPLICATION

This policy applies to all land identified in the Koroit Framework Plan in this clause.

STRATEGIES

- Encourage development within Koroit that maintains its village character.
- Facilitate the restoration of commercial buildings, including the reinstatement of verandahs, to reflect their original character.
- Protect the church heritage precinct.
- Consolidate retail and service functions within the existing commercial centre.
- Protect the Tower Hill crater rim from inappropriate and intrusive development.

KOROIT FRAMEWORK PLAN

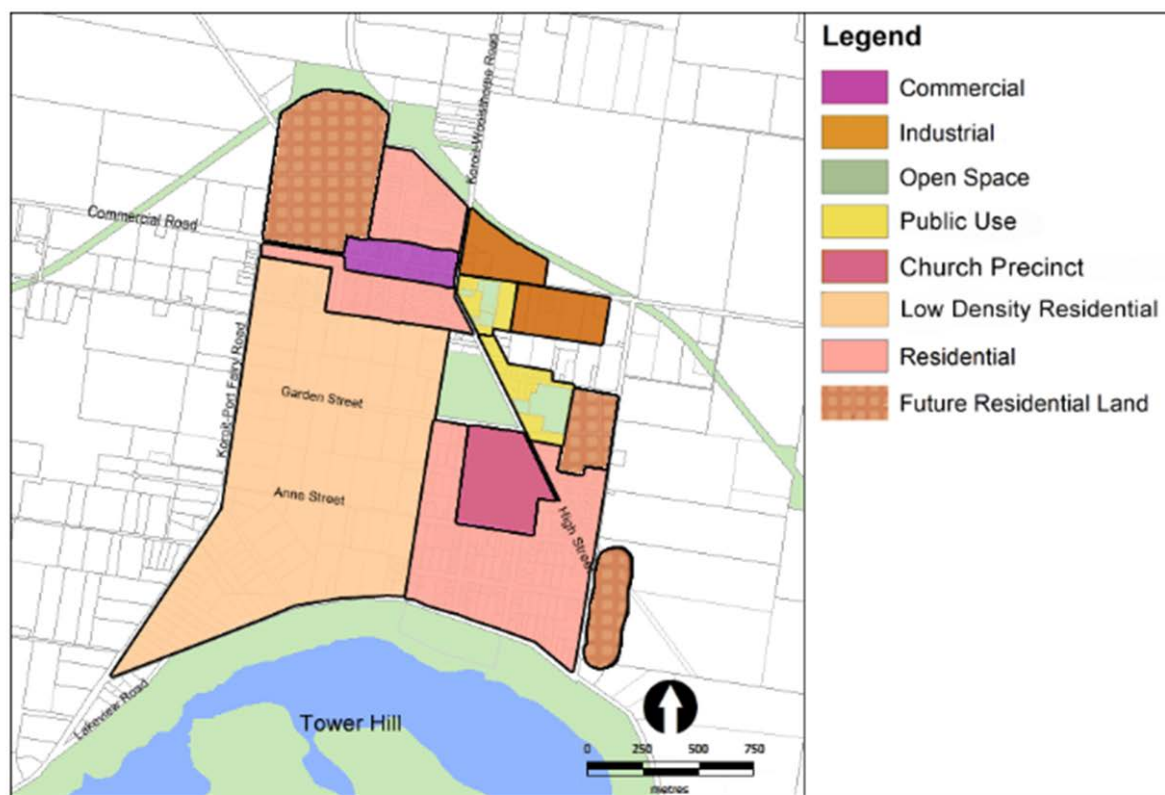


Figure 13 - Koroit Framework Plan - Moyne Planning Scheme

CLAUSE 13.02-1S BUSHFIRE PLANNING

The subject site is not located within a Bushfire Management Overlay or a designated bushfire prone area. Within the context of the site, the proposal is not considered to create a bushfire hazard on the basis that reticulated water is provided to all lots.

The proposal can also meet the following relevant Standards with regard to emergency access and fire fighting water access:

- Clause 56.06-7 – Standard C20 states that the design of streets must meet the requirements of the relevant fire authority and the road authority.

This report and Clause 56 assessment confirm that the proposed road network provides for compliant access for fire fighting vehicles. This is also demonstrated page 4 of the Functional Layout Plan pack where turning templates for 8.8m service vehicles are provided. An 8.8m service vehicle is the template used for fire fighting vehicles from relevant Austroads Standards.

- Clause 56.09-3 Fire Hydrants Objective – Standard C29 states that fire hydrants should be provided no more than 200m apart and also no more than 120m from the rear of every lot.

Reticulated water mains are provided in every surrounding road network and also the proposed road network.

Dependent on the final location of new water mains, the final location of all required fire hydrants is typically undertaken during the preparation of detail design stage of a subdivision as the two services are entirely interdependent.

There are no major impediments in the proposed layout and road network that would limit the provision of fire hydrants that could not comply with the Standard's distance requirements. That is also true for lots that face directly to the existing road network, and the provision of fire hydrants in the existing road network. Where it is necessary, at design detail stage, upgraded fire hydrants may need to also be provided in the existing road network for some lots.

The concept water mains and existing water mains are within no more than 120m of the rear of every lot as shown on the FLP plans, as existing and proposed water mains are located directly adjacent to the frontage of every proposed lot.

To ensure that the provisions of Clause 56.09-3 are complied with, a note on the submitted FLP plans is provided to ensure that the design and siting of the essential service is undertaken. A note is sufficient to ensure compliance with this Standard in conjunction with a reasonable condition of any permit that might be granted.

The proposal is consistent with the Planning Policy Framework.

CLAUSE 15.03-1S HERITAGE CONSERVATION

OBJECTIVE

To ensure the conservation of places of heritage significance.

STRATEGIES

- Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.
- Provide for the protection of natural heritage sites and man-made resources.
- Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.
- Encourage appropriate development that respects places with identified heritage values.
- Retain those elements that contribute to the importance of the heritage place.
- Encourage the conservation and restoration of contributory elements of a heritage place.
- Ensure an appropriate setting and context for heritage places is maintained or enhanced.
- Support adaptive reuse of heritage buildings where their use has become redundant.

- Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

POLICY GUIDELINES

Consider as relevant:

- The findings and recommendations of the Victorian Heritage Council.
- The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.

RESPONSE

In response to the above relevant policy direction the following analysis demonstrates that the proposal is consistent with the Municipal Planning Strategy.

Policy theme Summary (as it is relevant to the proposal)

The overarching themes in the above summarised policy direction is:

- That Koroit maintains its village character.
- Protect the church heritage precinct.
- Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Proposal Response

The proposed development achieves the following, which is consistent with the above policy direction:

- As already detailed above, the proposal seeks to retain a sense of space by creating generous size lots with an average lot size of 650m².
- Retention of as much viable existing vegetation on the site to maintain the rural setting, whilst removing sufficient material to improve growing conditions for more viable trees and installation of services.
- Limit the vertical height and the location of dwellings and outbuildings on lots 6-11 to suitably control and maintain the visual dominance of the Presbytery and the Church.
- The above elements of the subdivision ensure that a sense of space and rural setting is maintained that reinforces Koroit's village character, but also importantly protects the significance of the Presbytery and the Church buildings.

The proposal is consistent with the Planning Policy Framework.

DRAFT KOROIT STRUCTURE PLAN

This plan was adopted by Council in 2020 but has not progressed to a formal planning scheme amendment as at July 2024.

The following excerpts, plans and summary of direction is provided.

Att01 - Draft Koroit Structure Plan Part A and B, page 18 of 47

<p>Objectives</p> <ul style="list-style-type: none">▶ To protect the unique character of Koroit as a town located within a sensitive environmental and significant landscape setting.▶ To promote Koroit as a compact urban town.▶ To ensure the protection of surrounding agricultural land.▶ To direct future residential expansion away from sensitive environmental and landscape areas.▶ To encourage housing diversity and affordability.▶ To protect areas identified for longer-term urban growth from inappropriate development in the interim.▶ To ensure new residential growth areas can be adequately serviced.▶ To ensure all new urban development is undertaken in a sustainable manner having regard to matters, such as, water conservation, stormwater reuse, energy conservation, walkability and connectivity.	<p>Strategies</p> <ul style="list-style-type: none">▶ Support settlement within the nominated settlement boundary to contain development and promote Koroit as a compact district town, catering for medium growth relative to its current size.▶ Avoid urban development outside the defined Settlement Boundary (refer to Figure 4).▶ Encourage site responsive urban development which does not encroach on to, or have adverse effects on, significant environmental or landscape features.▶ Ensure that utilities and services are provided to support the future growth of Koroit.▶ Encourage proponent led rezonings of the 'Future Residential Growth' areas.▶ Discourage subdivision or development of future residential growth areas which compromise the strategic directions identified in the Structure Plan.▶ Require future proponent led rezonings of the 'Future Residential Growth' areas to demonstrate demand for residential land supply.▶ Support new residential development in a staged manner based on the economical provision of infrastructure in the growth area shown on the accompanying Koroit Structure Plan (Figure 4).▶ Require new residential development to connect and integrate with the existing urban areas.
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Figure 14 - Excerpt from the Draft Koroit Structure Plan - Page 14

Objectives

- ▶ To ensure that future housing development complements the character of the town and provides for a variety of housing sizes and types, including affordable housing.
- ▶ To achieve a high standard of urban design which integrates with the character of the town, and protects and enhances environmentally sensitive areas, such as, the Tower Hill State Game Reserve.
- ▶ To protect the heritage elements of Koroit and ensure new development is respectful of the heritage qualities of Koroit.
- ▶ To ensure new subdivisions provide for community safety and crime prevention.
- ▶ To promote sustainable development principles in new residential subdivisions and infill development, including energy efficiency, connectivity and water management.



Strategies

- ▶ Ensure infill development within the settlement boundary is consistent with the scale and form of development in Koroit.
- ▶ Encourage development to respect the landscape setting of Koroit, by providing reasonable sharing of views of Tower Hill and the rural hinterland where possible.
- ▶ Require new development to promote contemporary design, which reflects the existing scale, setbacks and spacing, forms and materials of buildings in Koroit.
- ▶ Support a mix of housing types and lot sizes, particularly around/within walking distance (400 metres) of the Koroit Town Centre, adjacent to areas of public open space and public transport routes.
- ▶ Ensure new development balances heritage and neighbourhood character objectives.
- ▶ Ensure new residential development is adequately serviced and demonstrate suitable provision of infrastructure, in particular, stormwater drainage.
- ▶ Require new development in the 'Future Residential Growth' area to accord with the Development Principles identified in the Koroit Structure Plan.
- ▶ Encourage the use of Environmentally Sustainable Design within all new development.
- ▶ Require new subdivisions and developments to incorporate Crime Prevention through Environmental Design (CEPTED) and Healthy by Design principles.
- ▶ Support new development which allows for the planting or protection of significant vegetation and/or planting around buildings and has minimal effects on roadside vegetation.
- ▶ Protect existing street trees and the informal landscaping in streets.
- ▶ Establish the landscape character of new residential subdivisions by implementing early planting of street trees.
- ▶ Support the protection of places of post contact cultural heritage significance identified in the Review of the Moyne Shire Heritage Study Stage 2 (2006) 2013, through their inclusion in the Moyne Planning Scheme Heritage Overlay.

Figure 15 - Excerpt from the Draft Koroit Structure Plan – Housing and Settlement

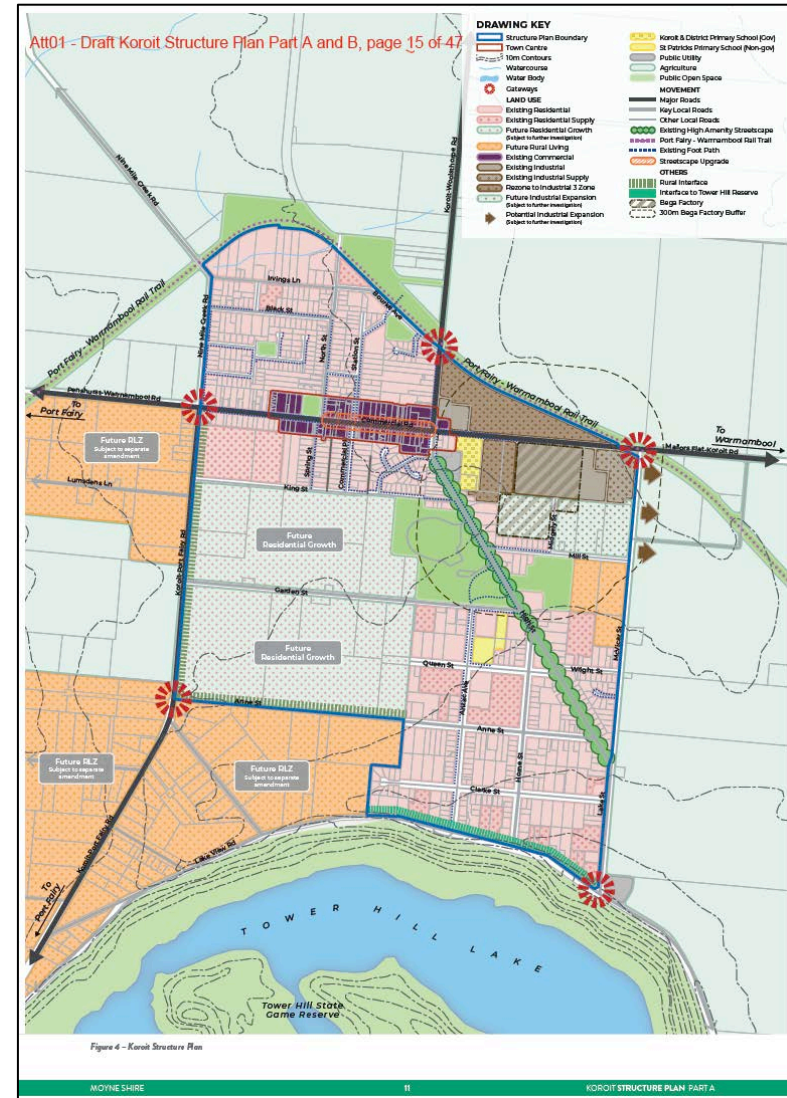


Figure 4 - Koroit Structure Plan

RESPONSE TO KOROIT STRUCTURE PLAN

Settlement and Housing Policy theme Summary (as it is relevant to the proposal)

- A key driver of housing growth in Koroit is its proximity to Warrnambool.
- For Koroit to grown in a sustainable manner, it needs diversity in housing to cater for all residents, consolidation of the town to deliver sustainable services.
- Koroit's character elements are identified by:
 - **Traditional residential development** of (single storey development, with limited 2 storey development and mid sized lots).
 - Maintaining a **grid layout pattern of development**.
 - **Wide streets constructed** to non-urban standards.
 - **Modest medium density development**, which presents as detached single dwellings on separate lots.
- Future housing development **complements the character of the town** and provides for a **variety of housing sizes** and types, including affordable housing.
- To achieve a **high standard of urban design** which integrates with the character of the town, and protects and enhances environmentally sensitive areas, such as, the Tower Hill State Game Reserve.
- To **protect the heritage elements of Koroit** and ensure new development is **respectful of the heritage qualities** of Koroit.
- To ensure new subdivisions **provide for community safety and crime prevention**.
- To **promote sustainable development principles** in new residential subdivisions and infill development, including energy efficiency, connectivity and water management.

Proposal Response

It is acknowledged that whilst the Koroit Structure Plan has been adopted by Council, the Plan has not reached a stage in the Planning System that recognises the document as being seriously entertained, which would elevate its consideration in day to day decision making in the planning permit application process.

Despite the Structure Plan being in its infancy, the proposed development achieves the following, which is consistent with the above Draft Structure Plan policy direction:

- As already detailed above, the proposal seeks to retain a sense of space by creating generous size lots with an average lot size of 650m², which is consistent with the existing and preferred neighbourhood character.
- Retention of as much viable existing vegetation on the site to maintain the rural setting, whilst removing sufficient material to improve growing conditions for more viable trees and installation of services to maintain the rural setting element of Koroit's neighbourhood character.
- Limit the vertical height and the location of dwellings and outbuildings on lots 6-11 to suitably control and maintain the visual dominance and heritage significance of the Presbytery and the Church.
- The above elements of the subdivision ensure that a sense of space and rural setting is maintained that reinforces Koroit's village character, but also importantly protects the significance of the Presbytery and the Church buildings.

GENERAL RESIDENTIAL 1 ZONE (GRZ1)

As it is relevant to the proposal, the purpose of the Zone is:

- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

RESPONSE TO PURPOSE

The surrounding residential neighbourhood is characterised by a mix of different styled dwellings with architectural typologies ranging from Mid-Victorian, Post War/Mid Century Modern to more contemporary 1980-current construction.

The dominant character of the area is made up by traditional rural township density residential development with a mix of dwelling typologies and styles and the visual dominance of the adjacent Catholic Church buildings (Church, Presbytery and Convent).

The proposed subdivision provides a substantial addition to much needed land supply for Koroit, with the township acting as a satellite residential hub for the regional city of Warrnambool. The subdivision will support a mix of traditional medium density residential housing typologies that supports a diversity of housing types.

CLAUSE 32.08-3 SUBDIVISION

An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56 and:

- Must meet all of the objectives included in the clauses specified in the following table.
- Should meet all of the standards included in the clauses specified in the following table.

An application to create a subdivision with lots between 16-59 lots, must meet all Objectives and Standards of Clause 56, except for:

- Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3.

CLAUSE 56 ASSESSMENT

An assessment against the relevant parts of Clause 56 to demonstrate that the proposal is consistent with the objectives is provided below.

The detailed assessment demonstrates that the application is consistent with all Objectives and Standards as detailed.

HERITAGE OVERLAY SCHEDULE 10 (ROMAN CATHOLIC PRESBYTERY, QUEEN STREET)

As it is relevant to the proposal, the purpose of the Overlay is:

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.

PERMIT REQUIREMENT

As it is relevant to the proposal, a permit is required to subdivide the land.

DECISION GUIDELINES

As it is relevant to the proposal, the following decision guidelines are relevant for this type of application:

- The Municipal Planning Strategy and the Planning Policy Framework.
- Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.
- Whether the proposed subdivision will adversely affect the significance of the heritage place.
- Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.

RESPONSE TO RELEVANT HO PROVISIONS

- A policy response is provided in this report that demonstrates consistency with best practice heritage conservation practice.
- A Heritage Impact Assessment (HIA) report is submitted with this application.
- The HIA details that the correct balance has been struck between providing for new land supply for residential growth in Koroit while conserving the heritage significance of the Church of Infant Jesus, the Former Presbytery and surrounding Catholic precinct.
- The recommendations from the HIA achieves this balance between new housing and heritage by recommending limits on built form heights for future dwellings on individual lots be applied, along with the use of traditional timber fencing and retention of as much onsite vegetation as possible.
- The proposed height limitations on individual lots will ensure the visual dominance of the Church, Presbytery & Convent is maintained and therefore conserve the respective heritage significance for all buildings, while also providing for sufficient flexibility for housing diversity for the future growth of Koroit.

SUMMARY

The application proposes a subdivision and design response for the site that is consistent with Koroit's rural village neighbourhood character through the retention of as much onsite and surrounding vegetation as detailed in this report.

The proposal provides for additional development that is located on land that is identified for future infill growth in the Koroit Structure Plan and also supported by current Planning Scheme policy/provisions.

The proposal is well located for access to available public transport and also supports best practice principles of a compact and walkable neighbourhood/township.

The proposal is consistent with both Clause 56 Objectives and also State and Local Planning Policy.

The recommended additional title controls via a S173 Agreement to limit future residential location and vertical scale on lots 6-11 would successfully support the heritage significance of the adjacent Presbytery and Church as dominant heritage buildings in the neighbourhood/precinct.

It is requested that the application is supported in its current form by the Responsible Authority and a permit granted in due course, subject to any reasonably required conditions.

CLAUSE 56 SUBDIVISION ASSESSMENT

Objectives	Complies with Standard (Y/N)	Variation to comply with Objective (Y/N)
56.01-1 Subdivision site and context description	Y	N
56.01-2 Subdivision design response	Y	N
56.02-1 Strategic implementation objective	Y	N
56.03-4 Built environment objective	Y	N
56.04-1 Lot diversity and distribution objectives	TBC	TBC
56.04-2 Lot area and building envelopes objective	TBC	TBC
56.04-3 Solar orientation of lots objective	Y	N
56.04-4 Street orientation objective	TBC	TBC
56.04-5 Common area objectives	N/A	N/A
56.05-1 Integrated urban landscape objectives	Y	N
56.05-2 Public open space provisions objectives	Y	N
56.06-2 Walking and cycling network objectives	Y	N
56.06-4 Neighbourhood street network objective	Y	N
56.06-5 Walking and cycling network detail objective	Y	N
56.06-6 Public transport network detail objectives	N/A	N/A
56.06-7 Neighbourhood street network detail objective	Y	N
56.06-8 Lot access objective	Y	N
56.07-1 Drinking water supply objective	Y	N
56.07-2 Reused and recycled water objective	N/A	N/A
56.07-3 Waste water management objective	Y	N
56.07-4 Stormwater management objective	Y	N
56.08-1 Site management objective	TBC	TBC

56.09-1 Shared trenching objective	Y	N
56.09-2 Electricity, telecommunication, gas objective	Y	N
56.09-3 Fire hydrants objective	TBC	TBC
56.09-4 Public lighting objective	Y	N

SUBDIVISION SITE & CONTEXT DESCRIPTION & DESIGN RESPONSE

CLAUSE 56.01 - SUBDIVISION SITE AND CONTEXT DESCRIPTION

The site and context description may use a site plan, photographs or other techniques and must accurately describe:

- In relation to the site:
 - Site shape, size, dimensions and orientation.
 - Levels and contours of the site.
 - Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.
 - The siting and use of existing buildings and structures.
 - Street frontage features such as poles, street trees and kerb crossovers.
 - Access points.
 - Location of drainage and other utilities.
 - Easements.
 - Any identified natural or cultural features of the site.
 - Significant views to and from the site.
 - Noise and odour sources or other external influences.
 - Soil conditions, including any land affected by contamination, erosion, salinity, acid sulphate soils or fill.
 - Any other notable features or characteristics of the site.
 - Adjacent uses.
 - Any other factor affecting the capacity to develop the site including whether the site is affected by inundation.
 - An application for subdivision of 3 or more lots must also describe in relation to the surrounding area:
 - The pattern of subdivision.
 - Existing land uses.
 - The location and use of existing buildings on adjacent land.
 - Abutting street and path widths, materials and detailing.
 - The location and type of significant vegetation.

If in the opinion of the responsible authority a requirement of the site and context description is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

SATISFACTORY SUBDIVISION SITE AND CONTEXT DESCRIPTION

If the responsible authority decides that the site and context description is not satisfactory, it may require more information from the applicant under Section 54 of the Act.

The responsible authority must not require notice of an application to be given or decide an application until it is satisfied that the site and context description meets the requirements of Clause 56.01-1 and is satisfactory.

This does not apply if the responsible authority refuses an application under Section 52(1A) of the Act.

RESPONSE – OBJECTIVE AND STANDARD MET

A comprehensive site and context description has been provided above in the planning report.

CLAUSE 56.01-2 - SUBDIVISION DESIGN RESPONSE

The design response must explain how the proposed design:

- Derives from and responds to the site and context description.
- Responds to any site and context features for the area identified in a local planning policy or a Neighbourhood Character Overlay.
- Responds to any relevant objective, policy, strategy or plan set out for the area in this scheme.
- Meets the relevant objectives of Clause 56.

The design response must include a dimensioned plan to scale showing the layout of the subdivision in context with the surrounding area. If in the opinion of the responsible authority this requirement is not relevant to the assessment of an application, it may waive or reduce the requirement.

RESPONSE – OBJECTIVE AND STANDARD MET

A comprehensive design response has been provided above in this report and supporting documents.

The proposal responds positively to its surrounding neighbourhood setting that is dominated by the surrounding Catholic Church buildings and mix of residential built form, to ensure that subsequent development of each lot is consistent with the neighbourhood character and heritage context of Koroit.

The design response is detailed in the visualisation plans (M Morse Architects) submitted with the application.

The plans demonstrate that the historic Church, Presbytery & Convent buildings remain the dominant built form in the area. The retention of the visual dominance has primarily been achieved by:

- The proposed road alignment that provides two key viewing corridors through the site from Horne Street and Anne Street, ensuring that views of the Church and Presbytery are maintained.
- Limitations on height across some of the lots in the subdivision ensure that future residential development does not compete with the visual dominance of the Church and Presbytery.
- The proposed height limitations ensure that the bulk of the Church and Presbytery can still be viewed over the top of future residential development when viewed from Anne Street and Horne Streets and therefore remains the dominant building/s in the neighbourhood.
- Broader views of the historic buildings along the existing road networks remain unincumbered/unchanged by the proposed development.
- Figure 15&16 below.

The other primary design consideration that has informed the design response has been the functionality/location of drainage infrastructure/stormwater filtration reserve in the north west corner of the site being located in the lowest part of the site to ensure the gravity dependent service. Given the gravity dependent nature of the sewer connections needed, this reserve is

also the main direction that most of the sewer service is directed toward, prior to connection to the existing Queen Street infrastructure.

All objectives and standards of Clause 56 have been met as detailed.



Figure 15 - Visualisation of viewing corridor along new road formation to maintain visual dominance of the Church and Presbytery from Horne Street.
Source: Mathew Morse Architect, Illustration Plans



Figure 16 - Visualisation of viewing corridor along new road formation to maintain visual dominance of the Church and Presbytery from Anne Street.
Source: Mathew Morse Architect, Illustration Plans

POLICY IMPLEMENTATION

CLAUSE 56.02-1 – STRATEGIC IMPLEMENTATION POLICY

To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.

STANDARD C1

An application must be accompanied by a written statement that describes how the subdivision is consistent with and implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.

RESPONSE – OBJECTIVE AND STANDARD MET

The proposal is consistent with the State and Local Planning Policy by providing much needed additional land supply/future housing in Koroit as detailed in this report, while at the same time maintaining visual dominance of the heritage buildings within the neighbourhood.

The proposal is highly connected to the surrounding neighbourhood via new road, pedestrian connections and connections to reticulated services and has a consistent layout/development pattern to the surrounds.

The subdivision also enhances connections through the site to the adjacent School on the northern side Queen Street to other parts of the neighbourhood to the south, east and west. The site particularly enhances the pedestrian connection with the stormwater filtration reserve also proposing to be used as a pedestrian connection between the new road and Queen Street/St Patricks Primary School.

All relevant above Standards are met as detailed.

LIVEABLE AND SUSTAINABLE COMMUNITIES

CLAUSE 56.03-4 – BUILT ENVIRONMENT OBJECTIVE

To create urban places with identity and character.

STANDARD C5

The built environment should:

- Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.
- Provide living and working environments that are functional, safe and attractive.
- Provide an integrated layout, built form and urban landscape.
- Contribute to a sense of place and cultural identity.

An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.

RESPONSE – OBJECTIVE AND STANDARD MET

As detailed in this report, the proposal seeks to create a significant addition to the existing residential neighbourhood of Koroit, whilst ensuring that the neighbourhood character is maintained and enhanced by the development.

The layout of the site creating viewing corridors and proposed height limitations for future dwellings on individual lots will ensure the maintenance of visual dominance of surrounding heritage buildings. The visual dominance of the heritage buildings is a key element to the neighbourhood character of the area.

As already detailed, the surrounding neighbourhood contains a mix of different styles of stand-alone dwellings, **creating an eclectic mix that establishes Koroit's unique country town character.**

The consistent and dominant elements of the neighbourhood character that need to be maintained are the **visual dominance of the Church buildings** and views through the site of the Church buildings. This has already been well documented that this will be achieved along with the provision of additional traditional medium density lots for additional housing.

An additional element of the surrounding neighbourhood character is the **sense of space in the existing road network** through the maintenance of open grassed verges with open swales and limited use of kerb & channel in existing road formation.

Whilst the submitted documentation with this application highlights that the hedgerow of Gum trees located along the eastern boundary of the site has been planted and does not therefore need a planning permit for removal, it is acknowledged that the presence of the trees adds an **aesthetic element to the existing neighbourhood of light and shade, a visual buffer and some sense of informal rural outlook.**

The tree assessment report has identified that during the civil works that selected **healthier specimen trees will be retained** along this boundary, with selected other individual trees being removed to enable better growth habit for the remaining specimen trees. **This will maintain a sense of balance in the existing neighbourhood character. See Figure 17.**



Figure 17 - Photographs of neighbourhood character elements that need to be maintained.

LOT DESIGN

CLAUSE 56.04-1 - LOT DIVERSITY AND DISTRIBUTION OBJECTIVES

To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.

To provide higher housing densities within walking distance of activity centres. To achieve increased housing densities in designated growth areas.

To provide a range of lot sizes to suit a variety of dwelling and household types.

STANDARD C7

A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.

Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.

A range and mix of lot sizes should be provided including lots suitable for the development of:

- Single dwellings.
- Two dwellings or more.
- Higher density housing.
- Residential buildings and Retirement villages.

Unless the site is constrained by topography or other site conditions, **lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station.**

Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.

RESPONSE – OBJECTIVE MET

There is no specific lot size preferences detailed in the GRZ1 or by any existing local planning policy.

Despite the land being located in the GRZ1 which encourages medium density housing, the proposal **cannot expressly meet the standard that seeks to locate at least 95% of dwellings within 400m to the nearest bus stop, 600m of a tram stop or 800m of a railway station.** Obvious departures from this standard that will mostly never be met in a regional context are location of dwellings from tram and train transport hubs as they are absent from regional areas.

There are two singular bus stops located east of the site along High Street between Anne and Queen Streets. The distance from the subject site is between 300m-400m from each of the bus stops, which meets the desired outcomes of the standard.

However, the Standard seeks to implement a Standard that is mostly based on urban Melbourne expectations for what is a walkable neighbourhood (based also on sustainable distances to tram and train transport availability), which is a very different context to that of the subject land and a regional town like Koroit.

The subject land is one of a few remaining greenfield sites in the existing residential neighbourhood of Koroit that has scope for further residential development within the existing settlement boundary.

Increase in residential densities on the subject site will continue to build on the opportunities that Koroit has been creating over the last number of years as a residential satellite township around the City of Warrnambool, but also in itself, a destination township with all the necessary services and community needs.

Whilst the proposal has a minor departure from strict compliance with this Standard, the proposal is able to meet the objectives by providing additional range of lot sizes that will provide for a diversity in the community for sustainable growth of Koroit. The proposed lots are also located with a 400m catchment of all available public transport.

Minor variation to Standard, but Objective is met as detailed above.

CLAUSE 56.04-2 - LOT AREA AND BUILDING ENVELOPES OBJECTIVE

To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.

STANDARD C8

Lots of between 300 square metres and 500 square metres should:

- **Contain a building envelope that is consistent with a development of the lot approved under this scheme, or**
- **If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope.**

If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.

Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres and may contain a building envelope.

A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:

- The objectives of the relevant standards are met, and
- The building envelope is shown as a restriction on a plan of subdivision registered under the *Subdivision Act 1988* or is specified as a covenant in an agreement under Section 173 of the Act.

Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:

- The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and
- The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement.

Lot dimensions and building envelopes should protect:

- Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.
- Existing or proposed easements on lots.
- Significant vegetation and site features.

RESPONSE – OBJECTIVE MET

Most lots are above 500m² in size.

Of those lots that are between 300m² and 500m², there are 5 out of the proposed 37 lots that are less than 500m². This is a percentage ratio of approximately 15% of the lot yield and therefore only represents a smaller proportion of the whole lot yield.

The five sub-500m² lots (Lots 26-30) are not oriented with their long axis's within 20 degrees of north, therefore ideal conditions are not provided to these selected lots.

However, there is sufficient width and overall dimensions that a diversity of dwelling types will suit this type of more compact lot, while also ensuring that the design of the dwelling can maximise solar access as required through detail design solutions.

Even though these selected lots are smaller than others, and have a variation in solar aspect to others, there is no need to limit these lots by requiring building envelopes on them to direct future built form. On the contrary, entire flexibility should be accommodated on each of these lots to maximise solar access because of this minor limitation.

All other lots have their long axis oriented so as to maximise solar access or have sufficient width in each lot where a lot is capable of containing a 10x15 rectangle as shown at Figure 18.

As already detailed, it has only been recommended that the overall height be limited on some lots so as to maximise the visual dominance of the adjacent Church buildings. This type of control is best served via a S173 Agreement and be limited to Lots 6-11 only.

There is no requirement in this Standard to require the use of a formal building envelope as a condition of permit or otherwise.

All other lots should remain without any restrictions on title regarding any built form so as to best provide

There is no significant vegetation on the site that needs to be protected.

Minor variation to Standard, but Objective is met as detailed above.



Figure 18 - 10x15m rectangle, 4m front setback, 4m driveway, side setback, 6x4m garage and 40m² lot capacity on smallest lots. Standard for lot capacity for future development met.

CLAUSE 56.04-3 - SOLAR ORIENTATION OF LOTS OBJECTIVE

To provide good solar orientation of lots and solar access for future dwellings.

STANDARD C9

Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.

Lots have appropriate solar orientation when:

- The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south.
- Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north.
- Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.

RESPONSE – OBJECTIVE AND STANDARD MET

Approximately 55% of the proposed lots have their long axis within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south.

Strictly speaking, the proposal could be argued to not be able to meet the deemed standard as the percentage of the number of lots does not equate to 70% as detailed.

However, the Standard does state that:

- Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation (underlined for emphasis).

In response to this Standard, the major site constraint for this subdivision proposal has always been to maximise the visual dominance of the adjacent Church buildings through the site from the adjoining road network, as well as the ability to orientate the short axis to existing road reserves.

This has meant that the proposed road alignment (that is the tool that creates the main viewing corridors to maintain the visual dominance of the Church buildings) has had to intersect the subject land in such a way that the remaining land needed to be used in the most space efficient way to maximise lot yield along the proposed new road network.

Maximising the lot yield in this constrained setting has not created lots that are not capable of achieving good solar access, although all lots less than 500sqm in area have a rear boundary facing north. It means that of those lots that have a-typical orientation, that the design detail of future dwellings will be the main tool in achieving high quality solar access to each residence, as opposed to strictly meeting this Standard.

The proposal is deemed to be constrained by 'other site conditions' or setting, and therefore based on the above, for the purposes of this report and assessment it is deemed that the proposal has met the Standard as detailed.

CLAUSE 56.04-4 - STREET ORIENTATION OBJECTIVE

To provide a lot layout that contributes to community social interaction, personal safety and property security.

STANDARD C10

Subdivision should increase visibility and surveillance by:

- Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads.
- Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space.
- Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.
- Providing roads and streets along public open space boundaries.

RESPONSE – OBJECTIVE AND STANDARD (CONDITIONALLY) MET

All lots within the proposal have direct frontage to the existing or proposed road network and therefore create an active frontage to all roads.

The multi purpose nature of the stormwater filtration reserve within the subdivision will mean that this area is used for as a public thoroughfare between the new road and Queen Street.

This public area is not expressly fronted by adjacent lots, however where deemed necessary, conditions of any permission granted could reasonably require that a limit on fence heights for Lots 11, 26 & 37 to ensure that the reserve area maintains an active frontage and sense of safety within that public space for pedestrians.

All relevant above Standards are/can be met as detailed.

CLAUSE 56.04-5 - COMMON AREA OBJECTIVES

To identify common areas and the purpose for which the area is commonly held.

To ensure the provision of common area is appropriate and that necessary management arrangements are in place.

To maintain direct public access throughout the neighbourhood street network.

STANDARD C11

An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:

- The common area to be owned by the body corporate, including any streets and open space.
- The reasons why the area should be commonly held.
- Lots participating in the body corporate.
- The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.

RESPONSE – NOT APPLICABLE

There are no common property areas within the proposed development. This Standard is not applicable.

URBAN LANDSCAPE

CLAUSE 56.05-1 - INTEGRATED URBAN LANDSCAPE OBJECTIVES

To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.

To incorporate natural and cultural features in the design of streets and public open space where appropriate.

To protect and enhance native habitat and discourage the planting and spread of noxious weeds. To provide for integrated water management systems and contribute to drinking water conservation.

STANDARD C12

An application for subdivision that creates streets or public open space should be accompanied by a landscape design.

The landscape design should:

- Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.
- Create attractive landscapes that visually emphasise streets and public open spaces.
- Respond to the site and context description for the site and surrounding area.
- Maintain significant vegetation where possible within an urban context.
- Take account of the physical features of the land including landform, soil and climate.
- Protect and enhance any significant natural and cultural features.
- Protect and link areas of significant local habitat where appropriate.
- Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.
- Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment.
- Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.
- Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.
- Provide for walking and cycling networks that link with community facilities.
- Provide appropriate pathways, signage, fencing, public lighting and street furniture.
- Create low maintenance, durable landscapes that are capable of a long life.

- The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.

RESPONSE – OBJECTIVE AND STANDARD MET

The application documentation provides two relevant reports that relate to landscaping on the site, being:

- Tree Assessment Report (LandTech – TAR); and
- Koroit Masterplan (M Morse Architects).

Between these two reports, there is not a formal/typical landscaping plan submitted with the application, however there is sufficient information in the reports/plans that provide indicative landscaping layout on the site, which will entail the following:

- Extensive landscaping through the stormwater filtration reserve area.
- New street trees along the new road network.
- Retention of selected gum trees along the eastern boundary to maintain character.
- Maintain the existing significant Eucalypt in the Anne Street road reserve in the south west area of the site

Whilst the report/plan does not constitute a formal landscaping plan, there is more than sufficient information to show a clear concept of future landscaping and how that landscaping will integrate the new development into the surrounding area. Detailed landscaping plans can be submitted through permit conditions, and will be necessary, particularly in relation to the reserve.

All relevant above Standards are met as detailed, subject to a landscaping plan condition that might reasonably apply to any permit granted.



Figure 19 - Concept public open space landscaping and street trees through the new road network

CLAUSE 56.05-2 PUBLIC OPEN SPACE PROVISION OBJECTIVE

To provide a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space.

To provide a network of public open space that caters for a broad range of users.

To encourage healthy and active communities.

To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.

To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.

STANDARD C13

The provision of public open space should:

- Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme.
- Provide a network of well-distributed neighbourhood public open space that includes:
 - Local parks **within 400 metres safe walking distance of at least 95 percent of all dwellings**. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for their intended use and to allow easy adaptation in response to changing community preferences.
 - Additional small local parks or public squares in activity centres and higher density residential areas.
- Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is:
 - Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space
 - Sufficient to incorporate two football/cricket ovals
 - Appropriate for the intended use in terms of quality and orientation
 - Located on flat land (which can be cost effectively graded)
 - Located with access to, or making provision for, a recycled or sustainable water supply
 - Adjoin schools and other community facilities where practical
 - Designed to achieve sharing of space between sports.
- Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.

Public open space should:

- Be provided along foreshores, streams and permanent water bodies.
- **Be linked to existing or proposed future public open spaces** where appropriate.
- **Be integrated with floodways** and encumbered land that is accessible for public recreation.
- Be suitable for the intended use.
- Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences.
- **Maximise passive surveillance.**
- **Be integrated with urban water management systems**, waterways and other water bodies.
- Incorporate natural and cultural features where appropriate.

RESPONSE – OBJECTIVE AND STANDARD MET

The Koroit Structure Plan that has been adopted by Council in 2020 but has yet to progress to a Planning Scheme Amendment to implement any recommendations.

The Structure Plan identifies that the primary public open space areas across the whole of Koroit are the Botanic Gardens/Victoria Park Sporting Ovals and the Port Fairy/Warrnambool Rail Trail (see Figure 14 – Draft Structure Plan in report above).

The subject land is located within 400m of the Botanic Gardens, which are located directly north of the site.

The proposed multifunction walkway/stormwater reserve enhances the link between the existing major road network through to Queen Street and Anzac Avenue, which then naturally leads toward the Botanic Gardens.

On that basis, the proposal is consistent with this Standard for the following reasons:

- The land is within 400m of identified public open space.
- The proposal creates an additional public open space linkage through the site to enhance connectivity to larger public open space areas within the vicinity.
- The proposed public open space linkage/walkway is integrated with the lowest point in the site that will contain a waterbody (not designated floodway).
- Subject to conditions regarding limiting fence heights, the public open space area can be provided with passive surveillance from adjoining lots.
- The public open space within the subdivision is also integrated with the urban water management systems (WSUD filtration system) that is located in the same reserve as the walkway.

All relevant above Standards are met as detailed.

ACCESS AND MOBILITY MANAGEMENT

CLAUSE 56.06-2 - WALKING AND CYCLING NETWORK OBJECTIVES

To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.

To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.

To reduce car use, greenhouse gas emissions and air pollution.

STANDARD C15

The walking and cycling network should be designed to:

- **Implement** any relevant regional and local walking and cycling **strategy**, plan or policy for the area set out in this scheme.
- **Link to any existing pedestrian and cycling networks.**
- Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.
- **Provide an interconnected and continuous network of safe, efficient and convenient footpaths**, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces.
- **Provide direct cycling routes** for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.
- **Ensure safe street and road crossings** including the provision of traffic controls where required.
- Provide an appropriate level of priority for pedestrians and cyclists.
- **Have natural surveillance along streets** and from abutting dwellings and be designed for personal safety and security particularly at night.
- Be accessible to people with disabilities.

RESPONSE – OBJECTIVE AND STANDARD MET

Koroit does not contain an extensive dedicated walking and cycling network at present, other than the existing rail trail that links Koroit to other towns in the region.

The Koroit Structure Plan shows the existing 'movement network' of existing footpaths that act as pedestrian and cycling network throughout the town (figure 20 – movement network plan below).

The proposal maximises meaningful links to the existing movement infrastructure where that network is adjacent to the site. This is achieved by the use of internal footpath network running from Anne Street and Horne Street through the site to the north west corner of the site where the proposed footpath network creates a pedestrian/cycling link directly to Queen Street.

That proposed link then connects to the existing movement network/footpath network at the intersection of Queen Street and Anzac Avenue and enables efficient links directly north to the Botanic Gardens/public open space and the CBD of Koroit.

Road intersection crossing areas will be constructed to the road authority standards as required.

The slope of all footpaths and road connections will enable all-ability access.

All relevant above Standards are met as detailed.

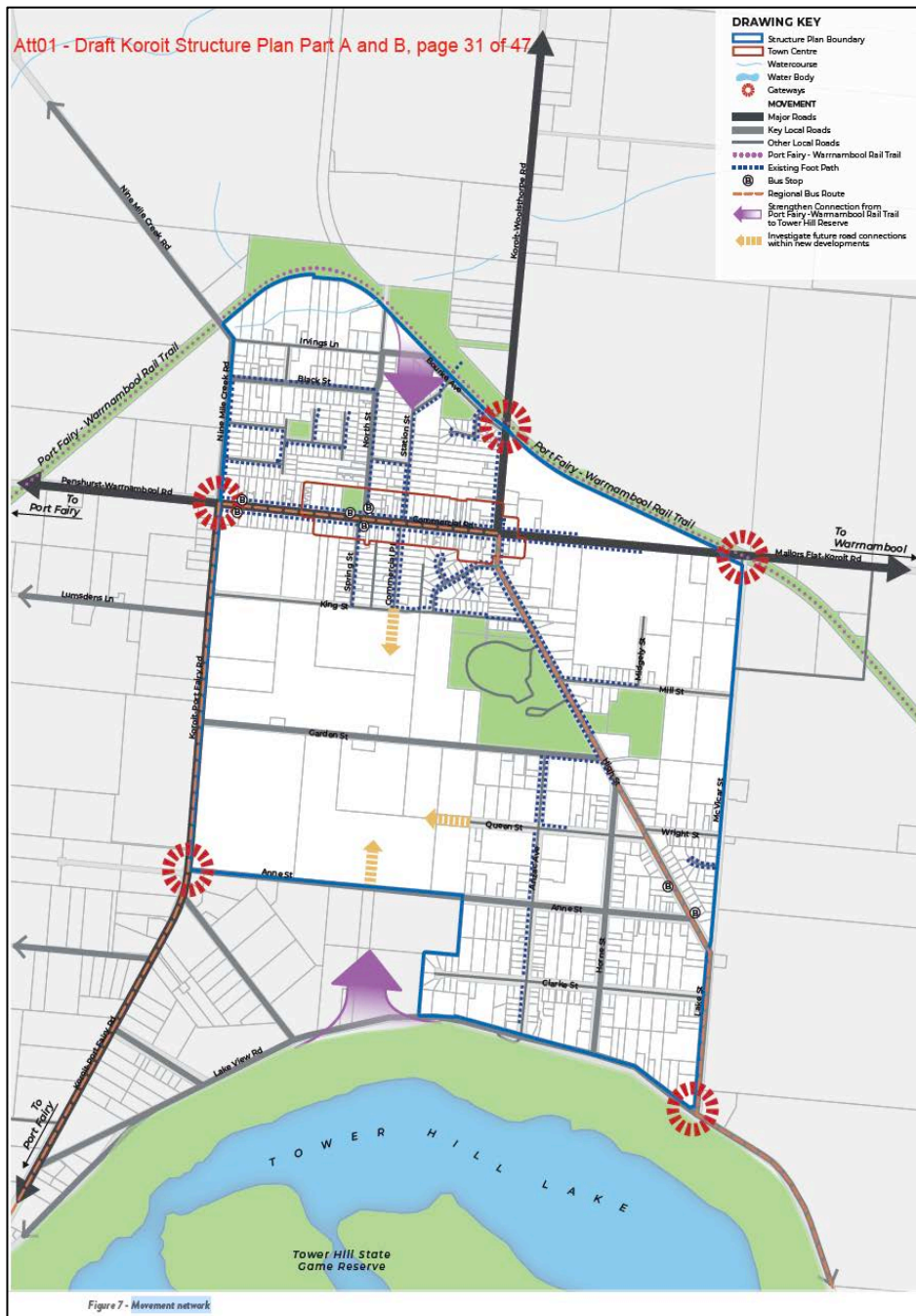


Figure 20 - Draft Koroit Structure Plan - Movement Network Plan (Page 27)

CLAUSE 56.06-4 - NEIGHBOURHOOD STREET NETWORK OBJECTIVE

To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.

STANDARD C17

The neighbourhood street network must:

- Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes.
- Provide clear physical distinctions between arterial roads and neighbourhood street types.
- Comply with the Head, Transport for Victoria's arterial road access management policies.
- Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.
- Provide safe and efficient access to activity centres for commercial and freight vehicles.
- Provide safe and efficient access to all lots for service and emergency vehicles.
- Provide safe movement for all vehicles.
- Incorporate any necessary traffic control measures and traffic management infrastructure.

The neighbourhood street network should be designed to:

- Implement any relevant transport strategy, plan or policy for the area set out in this scheme.
- Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.
- Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.
- Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.
- Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.
- Provide an appropriate level of local traffic dispersal.
- Indicate the appropriate street type.
- Provide a speed environment that is appropriate to the street type.

- Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).
- Encourage appropriate and safe pedestrian, cyclist and driver behaviour.
- Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.
- Minimise the provision of cul-de-sac.
- Provide for service and emergency vehicles to safely turn at the end of a dead-end street.
- Facilitate solar orientation of lots.
- Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.
- Contribute to the area's character and identity.
- Take account of any identified significant features.

RESPONSE – OBJECTIVE AND STANDARD MET

As it is relevant to the proposed subdivision, the above Standard has been met in the following way.

The new internal road (based on traffic estimates 180 vehicle movements per day) for the site detailed at Clause 56.06-8 (lot access objective) is classified as an Access Lane but also classified as an Access Street as detailed through the Infrastructure Design Manual (IDM).

The proposed road network provides direct connection to the surrounding neighbourhood street network via Anne Street and Horne Streets.

The road network then connects at various intersections that naturally disperses traffic through Koroit to the north east towards High Street and the CBD of town; and to the south towards the southern exits of the town along Tower Hill rim via Anzac Avenue and High Street (being the higher volume roads in the immediate vicinity).

The proposed speed along the new road is expected to be a typical 50km per/hr vehicle movement to ensure that Australian Standards are being met. The road has been designed by Civil Engineers (SITEC Engineering) to ensure compliance with Australian Standards and the Infrastructure Design Manual (IDM) as detailed on the Functional Layout Plan (FLP).

The new road has been designed to accommodate safe and efficient access to all lots for service and emergency vehicles.

The new road network road seal has been designed to:

- Comply with the IDM and AustRoads Standards following a traffic analysis by the proponents engineering team and as detailed on the FLP.
- Accommodate future road safety signage, as required by the road authority, traffic control measures necessary (signs/linemarking) will be constructed as part of the civil works for

the proposal. It is expected that there will be typical vehicle safety signage and linemarking that will guide future traffic movement.

- Provide a safe and efficient road intersection with both Anne Street and Horne Streets. There are generous available site lines in both directions at both proposed road intersections, providing at least an estimated 100m site distance in all directions, which in a 60km speed an hour zone will be able to meet the requirements of AustRoad Standards for the proposed intersection.
- At the proposed intersections there are sufficient sight lines to provide for a safe and efficient pedestrian crossing to enable the pedestrian linkage along the existing road network.

Using best practice number of 10 light vehicle movements/ per house/per day; there will be 180 extra vehicle movements entering and exiting the development each day to travel through the surrounding road network. It is expected that the traffic from the development will have a reasonably even split between Horne Street and Anne Street exits.

Due to the nature of the proposed intersections, with generous sight lines and an increase of 180 traffic movements per day it has not been foreseen by the project teams engineers to have a significant impact on the surrounding road network and its ongoing operation/functionality.

The integration of promoting walking and cycling connections, integrated water management systems, utilities (services) and the establishment of trees/landscaping and street trees have been suitably addressed, by:

- The proposal includes a new footpath system and crossing devices adjoining abutting road reserves that link to existing footpaths/public open space areas.
- WSUD design devices (as detailed in the SWMP) and concept layout street trees provide for multi-factor onsite integrated water management.
- The generous size of each lot provides for future built form and also additional landscaping areas on individual lots.
- New street tree plantings are proposed, with a formal landscaping plan being submitted as a condition of any permit issued as part of design detail plans.

All relevant above Standards are met as detailed.

CLAUSE 56.06-5 - WALKING AND CYCLING NETWORK DETAIL OBJECTIVES

To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.

To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.

STANDARD C18

- Footpaths, shared paths, cycle paths and cycle lanes should be designed to:
 - Be part of a comprehensive design of the road or street reservation.

- Be continuous and connect.
- Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.
- Accommodate projected user volumes and mix.
- Meet the requirements of Table C1.
- Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound.
- Provide appropriate signage.
- Be constructed to allow access to lots without damage to the footpath or shared path surfaces.
- Be constructed with a durable, non-skid surface.
- Be of a quality and durability to ensure:
 - Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.
 - Discharge of urban run-off.
 - Preservation of all-weather access.
 - Maintenance of a reasonable, comfortable riding quality.
 - A minimum 20 year life span.
- Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.

RESPONSE – OBJECTIVE AND STANDARD MET

As already detailed, the pedestrian network has been designed to comply with AustRoads Standards and the IDM.

The footpath network:

- Connects to the existing footpath network at Queen Street as already detailed.
- It provides connections to adjoining road reserves to provide for other informal pedestrian connections and movement.
- Street crossings in the mid section of the new road formation to enable safe and efficient pedestrian crossing and movement that is designed for accessibility needs, prams, scooters and other forms of pedestrian transport.

All relevant above Standards are met as detailed.

CLAUSE 56.06-6 – PUBLIC TRANSPORT NETWORK DETAIL OBJECTIVES

To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.

To provide public transport stops that are accessible to people with disabilities.

STANDARD C19

Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.

Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.

The design of public transport stops should not impede the movement of pedestrians.

Bus and tram stops should have:

- Surveillance from streets and adjacent lots.
- Safe street crossing conditions for pedestrians and cyclists.
- Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.
- Continuous hard pavement from the footpath to the kerb.
- Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.
- Appropriate signage.

Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.

RESPONSE – NOT APPLICABLE

The proposed road and adjoining road networks are not arterial roads; therefore, this Standard is not applicable.

There are two bus stops available in High Street that is within 300-400m of the site. Despite whether or not this Standard and Objective apply, there is some extent of practical availability to public transport.

CLAUSE 56.06-7 - NEIGHBOURHOOD STREET NETWORK DETAIL OBJECTIVE

To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.

STANDARD C20

The design of streets and roads should:

- Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.

- Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.
- Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.
- Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.
- Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.
- Provide a safe environment for all street users applying speed control measures where appropriate.
- Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.
- Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.
- Ensure streets are of sufficient strength to:
 - Enable the carriage of vehicles.
 - Avoid damage by construction vehicles and equipment.
- Ensure street pavements are of sufficient quality and durability for the:
 - Safe passage of pedestrians, cyclists and vehicles.
 - Discharge of urban run-off.
 - Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.
- Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.
- Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.
- Provide pavement edges, kerbs, channel and crossover details designed to:
 - Perform the required integrated water management functions.
 - Delineate the edge of the carriageway for all street users.
 - Provide efficient and comfortable access to abutting lots at appropriate locations.
 - Contribute to streetscape design.
- Provide for the safe and efficient collection of waste and recycling materials from lots.

- Be accessible to people with disabilities.
- Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.

A street detail plan should be prepared that shows, as appropriate:

- The street hierarchy and typical cross-sections for all street types.
- Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.
- Water sensitive urban design features.
- Location and species of proposed street trees and other vegetation.
- Location of existing vegetation to be retained and proposed treatment to ensure its health.
- Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.

RESPONSE – OBJECTIVE AND STANDARD MET

Table C1 contents classifies/requires the proposed road to be constructed as an Access Lane, which the geometry of the road would easily meet the requirements of Table C1.

The proposed road has been designed to meet the access street requirements on the basis that the IDM requirements are a higher standard of requirement to that of this Clause, therefore the proposed road design in fact exceeds the design standards for an Access Lane with the dimensions detailed on the FLP.

The proposed road has verges that provide for a footpath on one side of the road, integrate water management, street planting, lighting and services needs.

As already detailed, the proposed road exceeds the requirements for an Access Lane.

Given that the road network does not act as a collector road, all speed limits will be 50km per/hr as is typical for local residential streets.

The proposed road network does not adjoin an arterial road. The proposed road intersections meet this Standard of a minimum of 3m splays for local roads.

The typical road section plan details concept road construction layers with all roads being constructed in accordance with the IDM requirements and standards.

All relevant above Standards are met as detailed.

CLAUSE 56.06-8 - LOT ACCESS OBJECTIVE

To provide for safe vehicle access between roads and lots.

STANDARD C21

- Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.
- Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.
- The design and construction of a crossover should meet the requirements of the relevant road authority.

Access Lane Standard

“A side or rear lane principally providing access to parking on lots with another street frontage.” **Emphasis added**

Traffic volume¹	300vpd to 1000vpd
Target speed²	15kph
Carriageway width³ & parking provision within street reservation	5.5m wide with 1 hard standing verge parking space per 2 lots. or 5.5m wide with parking on carriageway - one side. Appropriately signed.
Verge width⁴	7.5m minimum total width. For services provide a minimum of 3.5m on one side and a minimum of 2.5m on the other.
Kerbing⁵	Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area.
Footpath provision	Not required if serving 5 dwellings or less and the carriageway is designed as a shared zone and appropriately signed. or 1.5m wide footpath offset a minimum distance of 1m from the kerb.
Cycle path provision	None

Key to Table C1

1. Indicative maximum traffic volume for 24-hour period. These volumes depend upon location. Generation rates may vary between existing and newly developing areas.
2. Target speed is the desired speed at which motorists should travel. This is not necessarily the design speed and is not greater than the marked legal speed limit.
3. Width is measured from kerb invert to kerb invert. Widening may be required at bends to allow for wider vehicle paths using appropriate Australian Standards for on street and off-street parking but should not negate the function of bends serving as slow points.
4. Verge width includes footpaths. Additional width may be required to accommodate a bicycle path.
5. Where drainage is not required a flush pavement edge treatment can be used. Layback kerbs are preferred for safety reasons. Upright kerbs may be considered for drainage purposes or in locations where on-street parking should be clearly defined and parking within the verge is not desired.
6. Turning requirements to access and egress parking on abutting lots may require additional carriageway width. The recommended carriageway width of 5.5m will provide adequate access to a standard 3.5m wide single garage built to the property line.
7. 50kph is the default urban speed limit in Victoria.
8. Target speed must not exceed the legal speed limit.

RESPONSE – OBJECTIVE AND STANDARD MET

As detailed in this report, the proposed road network has been designed as an Access Street for the purposes of the IDM, even though the Standard in this Clause would have only required that the road be classified as an Access Lane (based on the expected traffic volumes of 180 vehicles per day).

This design Standard states that an Access Lane is described as:

- 'A side or rear lane principally providing access to parking on lots with another street frontage'.

The way that the lots have been oriented to directly front the proposed road network does not equate to the description for an Access Lane where it infers that there should have two street frontages, one for parking and the other for an active road frontage.

Given this discord between the actual road network proposal and the Access Lane description, it is more appropriate to state that the proposed road should be more appropriately classified as an Access Place, on the basis that the street is:

- A minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority.

As detailed in the FLP, the proposal is able to exceed the Access Place design standards, despite the standards applying to a development that generates an average vehicle numbers of 180 per day only requiring that the applicable design standards would be for an Access Lane.

On this basis, even though the scale of the development would meet traffic volumes commensurate to an Access Lane, the proposed road has been designed to meet and technically slightly exceeds the Access Place Standard.

The following is a basic analysis of the proposal dimensions against the Standards.

	Proposed road	Access Lane	Access Place	Access Street
Carriage way width	7.9m	5.5m	5.5m	5.5m
Verge width total	8m	No verge	6m	8
Footpath	On 1 side	None	On 1 side	On both
Kerb	Roll over kerb	Not specified	Roll over kerb	Roll over kerb
Cycle path provision	Shared zone w/ signage	Not specified	Not specified	Shared zone w/ signage

The proposed development exceeds the Access Place Standard.

The proposed development meets all Standards for an Access Street, even though the traffic volumes do not require this design type, except that the design does not propose footpaths on both sides of the street.

Given the limited catchment of lots that the road and pedestrian network directly serves/abuts, it has not been deemed necessary in the road design that footpaths be provided on both sides of the proposed road.

It is acknowledged that the IDM prefers that all design elements of a road network are met, however it is also important to recognise that the IDM is not a mandatory design tool that has no flexibility built into it.

In the circumstances, the design response that has been completed by suitably qualified design engineers has deemed that it is only necessary that footpaths be provided on one side of the proposed network.

From a neighbourhood character perspective, the surrounding road/pedestrian network only contains partial footpath systems, with some roads not containing any footpath connections at all.

To ensure that a balance between the existing streetscape and the proposed development is provided, preference is given to providing footpaths on 1 side of the new road network only to maintain the informal and under developed/urbanised appearance of the surrounding neighbourhood, which forms part of the intrinsic character of this part of Koroit.

All relevant above Standards are met as detailed.

INTEGRATED WATER MANAGEMENT

CLAUSE 56.07-1 - DRINKING WATER SUPPLY OBJECTIVES

To reduce the use of drinking water.

To provide an adequate, cost-effective supply of drinking water.

STANDARD C22

The supply of drinking water must be:

- Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.
- Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.

RESPONSE – OBJECTIVE AND STANDARD MET

All lots as detailed in the Engineering Services Report (ESR) and functional layout plan (FLP) can be connected to the existing reticulated water supply.

Each lot will be provided with a connection at the boundary to each lot.

All relevant above Standards are met as detailed.

CLAUSE 56.07-2 - REUSED AND RECYCLED WATER OBJECTIVE

To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.

STANDARD C23

Reused and recycled water supply systems must be:

- Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Health and Human Services.
- Provided to the boundary of all lots in the subdivision where required by the relevant water authority.

RESPONSE – NOT APPLICABLE

Recycled water is not available in this location.

CLAUSE 56.07-3 - WASTE WATER MANAGEMENT OBJECTIVE

To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.

STANDARD C24

Waste water systems must be:

- Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.
- Consistent with a domestic waste water management plan adopted by the relevant council.

Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.

RESPONSE – OBJECTIVE AND STANDARD MET

The ESR details that all lots can be connected to the existing reticulated waste water system with additions to the existing system as detailed.

All relevant above Standards are met as detailed.

CLAUSE 56.07-4 - STORMWATER MANAGEMENT OBJECTIVES

To minimise damage to properties and inconvenience to residents from stormwater.

To ensure that the street operates adequately during major storm events and provides for public safety.

To minimise increases in stormwater and protect the environmental values and physical characteristics of receiving waters from degradation by stormwater.

To encourage stormwater management that maximises the retention and reuse of stormwater.

To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.

STANDARD C25

The stormwater management system must be:

- Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.
- Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of stormwater is proposed.
- Designed to meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999).
- Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.
- Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.

The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.

For all storm events up to and including the 20% Average Exceedance Probability (AEP) standard:

- Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.
- Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.

For storm events greater than 20% AEP and up to and including 1% AEP standard:

- Provision must be made for the safe and effective passage of stormwater flows.
- All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.
- Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35 \text{ m}^2/\text{s}$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second).

The design of the local drainage network should:

- Ensure stormwater is retarded to a standard required by the responsible drainage authority.
- Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, stormwater should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.
- Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner.
- Include water sensitive urban design features to manage stormwater in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.

Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.

RESPONSE – OBJECTIVE AND STANDARD MET

The proposed stormwater system meets the objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999) as detailed in the SWMP.

The proposed stormwater management system has been designed to retain a 20% & 1% AEP events within piped services/devices as detailed in the SWMP, which meets this Standard.

The proposed WSUD feature (retention and filtration basin) of the stormwater design is located in the reserve that will assist in filtering the stormwater to the correct percentage reduction as required by State Planning Policy.

All relevant above Standards are met as detailed.

SITE MANAGEMENT

CLAUSE 56.08-1 - SITE MANAGEMENT OBJECTIVES

To protect drainage infrastructure and receiving waters from sedimentation and contamination.

To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.

To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.

STANDARD C26

A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing:

- Erosion and sediment.
- Dust.
- Run-off.
- Litter, concrete and other construction wastes.
- Chemical contamination.
- Vegetation and natural features planned for retention.

Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.

RESPONSE – OBJECTIVE AND STANDARD (CONDITIONALLY) MET

In the event that a permit is granted it is reasonably required that a construction management plan is prepared to manage the civil works to meet best practice construction standards.

There is sufficient area onsite to undertake civil works within the curtilage of the land. Where necessary, a traffic management plan may also be reasonably required as a condition of any permit, to ensure that the site management is undertaken to meet amenity expectations and road functionality/safety expectations.

All relevant above Standards are met as detailed.

UTILITIES

CLAUSE 56.09-1 - SHARED TRENCHING OBJECTIVES

To maximise the opportunities for shared trenching.

To minimise constraints on landscaping within street reserves.

STANDARD C27

Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.

RESPONSE – OBJECTIVE AND STANDARD MET

As detailed in the engineering FLP and road section plan, shared trenching opportunities have been used where possible.

All relevant above Standards are met as detailed.

CLAUSE 56.09-2 – ELECTRICITY AND TELECOMMUNICATIONS OBJECTIVES

To provide public utilities to each lot in a timely, efficient and cost effective manner.

To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.

STANDARD C28

The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.

Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.

The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.

RESPONSE – OBJECTIVE AND STANDARD MET

All lots have been supplied with connection to all available services as detailed on the FLP.

All relevant above Standards are met as detailed.

CLAUSE 56.09-3 - FIRE HYDRANTS OBJECTIVE

To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.

STANDARD C29

Fire hydrants should be provided:

- A maximum distance of 120 metres from the rear of each lot.

- No more than 200 metres apart.

Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.

RESPONSE – OBJECTIVE AND STANDARD (CONDITIONALLY) MET

The subject site is not located within a Bushfire Management Overlay or a designated bushfire prone area. Within the context of the site, the proposal is not considered to create a bushfire hazard on the basis that reticulated water is provided to all lots.

The proposal can also meet the following relevant Standards with regard to emergency access and fire fighting water access:

- Clause 56.06-7 – Standard C20 states that the design of streets must meet the requirements of the relevant fire authority and the road authority.

This report and Clause 56 assessment confirm that the proposed road network provides for compliant access for fire fighting vehicles. This is also demonstrated page 4 of the Functional Layout Plan pack where turning templates for 8.8m service vehicles are provided. An 8.8m service vehicle is the template used for fire fighting vehicles from relevant Austroads Standards.

Clause 56.09-3 Fire Hydrants Objective – Standard C29 states that fire hydrants should be provided no more than 200m apart and also no more than 120m from the rear of every lot.

Reticulated water mains are provided in every surrounding road network and also the proposed road network.

Dependent on the final location of new water mains, the final location of all required fire hydrants is typically undertaken during the preparation of detail design stage of a subdivision as the two services are entirely interdependent.

There are no major impediments in the proposed layout and road network that would limit the provision of fire hydrants that could not comply with the Standard's distance requirements. That is also true for lots that face directly to the existing road network, and the provision of fire hydrants in the existing road network. Where it is necessary, at design detail stage, upgraded fire hydrants may need to also be provided in the existing road network for some lots.

The concept water mains and existing water mains are within no more than 120m of the rear of every lot as shown on the FLP plans, as existing and proposed water mains are located directly adjacent to the frontage of every proposed lot.

To ensure that the provisions of Clause 56.09-3 are complied with, a note on the submitted FLP plans is provided to ensure that the design and siting of the essential service is undertaken. A note is sufficient to ensure compliance with this Standard in conjunction with a reasonable condition of any permit that might be granted.

All relevant above Standards are met as detailed.

CLAUSE 56.09-4 - PUBLIC LIGHTING OBJECTIVE

To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles. To provide pedestrians with a sense of personal safety at night.

To contribute to reducing greenhouse gas emissions and to saving energy.

STANDARD C30

Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.

Public lighting should be designed in accordance with the relevant Australian Standards.

Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.

RESPONSE – OBJECTIVE AND STANDARD MET

Lighting in the street will be provided as required and designed at detail design stage for the road.

All relevant above Standards are met as detailed.