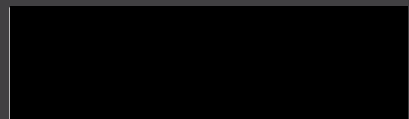


Planning Permit Application

143-145 High Street, Koroit

Issued
August 2023



Overview

Background

Address	143-145 High Street, Koroit
Lot Description	Lot 1 Title Plan 815403V (Volume 10677 Folio 626) Lot 1 Title Plan 016005P (volume 10480 Folio 553) Lot A Plan of Subdivision 537995C (Volume 10939 Folio 071)

Relevant Planning Controls

Municipal Planning Strategy	Clause 02.01 Context Clause 02.02 Vision Clause 02.03 Strategic Directions Clause 02.04 Strategic Framework Plan
State Planning Policy Framework	Clause 11 Settlement Clause 13 Environmental Risks and Amenity Clause 15 Built Environment and Heritage Clause 16 Housing Clause 18 Transport Clause 19 Infrastructure
Zone	General Residential Zone
Overlays	None applicable
Particular Provisions	Clause 52.06 Car Parking Clause 53.01 Public Open Space Contribution and Subdivision Clause 56 Residential Subdivision
Strategic Planning Documents	Koroit Structure Plan (Consultation Draft 2019)

Permit Application Details

Description of Proposal	Six (6) lot subdivision
Permit requirement	Clause 32.08-3: General Residential Zone - Subdivision

Quality assurance

Town Planning Report

143-145 High Street, Koroit

Project Number

22-802

Revision

02

Prepared By

AP

Project Lead

AP

Issued

June 2023

Revision	Date	Issue
01	9 June 2023	Draft issued to client
02	31 August 2023	Issue to Council

Acknowledgement of Country



We acknowledge the Traditional Owners of the Country on which this application applies and recognise their continuing connection to the land, water and culture. We pay our respects to their Elders past, present and emerging.

We care about our community



We donate a fixed percentage of our income each year to local organisations that work towards a better world. We also advise and represent a select group of clients on a reduced cost of pro bono basis.

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1. Introduction

1.1. Purpose

This report has been prepared by [REDACTED] in support of a planning permit application for a six (6) lot subdivision at 143-145 High Street, Koroit (the 'Site').

The proposal provides a site responsive design which directly responds to the provisions of state and local planning policy and complies with the Moyne Planning Scheme.

Accordingly, the proposal triggers the following permit requirements:

- Clause 32.08-3 Subdivision (General Residential Zone).

Having considered the proposal with respect to the Moyne Planning Scheme, it is the conclusion of this report that the proposal is consistent with both state and local planning policy. As such, this report recommends, and requests Council issues a permit for the proposal.

The following documents should be read in conjunction with this report and are provided as part of the application:

- Certificate of Title
- OneMap Site Report
- Proposed Plan of Subdivision
- Feature and Level Survey
- Stormwater Management Strategy
- Infrastructure Services Report.

1.2. Limitations

This report has considered the following documents:

- Moyne Planning Scheme (as of 31 August 2023);
- Certificate of Title (dated 22 August 2023);
- Feature and Level Survey (prepared by [REDACTED]);
- Infrastructure Management Plan (prepared by [REDACTED]);
- Stormwater Management Strategy (prepared by [REDACTED]).

2. Site and surrounds

2.1. Site description and title particulars

Site address	143-145 High Street, Koroit
Title details	Lot 1 Title Plan 815403V (Volume 10677 Folio 626) Lot 1 Title Plan 016005P (volume 10480 Folio 553) Lot A Plan of Subdivision 537995C (Volume 10939 Folio 071)
Site description	The Site comprises three titles and an area of approximately 6,095 square metres, with frontage to both High Street and Connie Drive (Gladman Court). The frontage to High Street is approximately 42 metres, whilst the frontage to Connie Drive is approximately 19 metres.
Easements, restrictions or covenants	The site is not encumbered by any easement or covenants. Lot A Plan of Subdivision 537995C (Volume 10939 Folio 071) is subject to Agreement AE246342R pursuant to Section 173 of the Planning and Environment Act 1987. The Agreement provides for Lot A on the land will be used for no purpose other than future road access.

Refer to **Appendix A** - Certificate of Title.

2.2. Site analysis

The Site is located in the north-east existing residential area of Koroit. The Site is relatively flat, with lower points at the north-west corner near Connie Drive, and to the south.

The Site is comprised of three titles, Lot 1 Title Plan 815403V and Lot 1 Title Plan 016005P fronting High Street to the east, and Lot A Plan of Subdivision 537995C fronting Connie Drive to the north.

The Site is currently developed with two, single storey dwellings facing towards High Street, along with associated crossovers, parking areas, outbuildings and gardens. A range of stone, colourbond steel, timber paling and post and wire fencing delineates the existing title boundaries consistent with the existing pattern of ownership.

The Connie Drive frontage comprises a flat kerb, with a footpath terminating midway across the frontage of the property at 3 Connie Drive. Other existing infrastructure in the vicinity of Gladman Court includes street lighting, drainage infrastructure, sewer, water, electricity, gas and telecommunications.

Refer to Figure 1 – Aerial Plan.





Figure 1: Aerial Plan

2.3. Site Context

The Site is located approximately 200 metres north of the Central Business District of Koroit. The surrounding area is residential, and developed with dwellings, including on a range of conventional and large lot sizes.

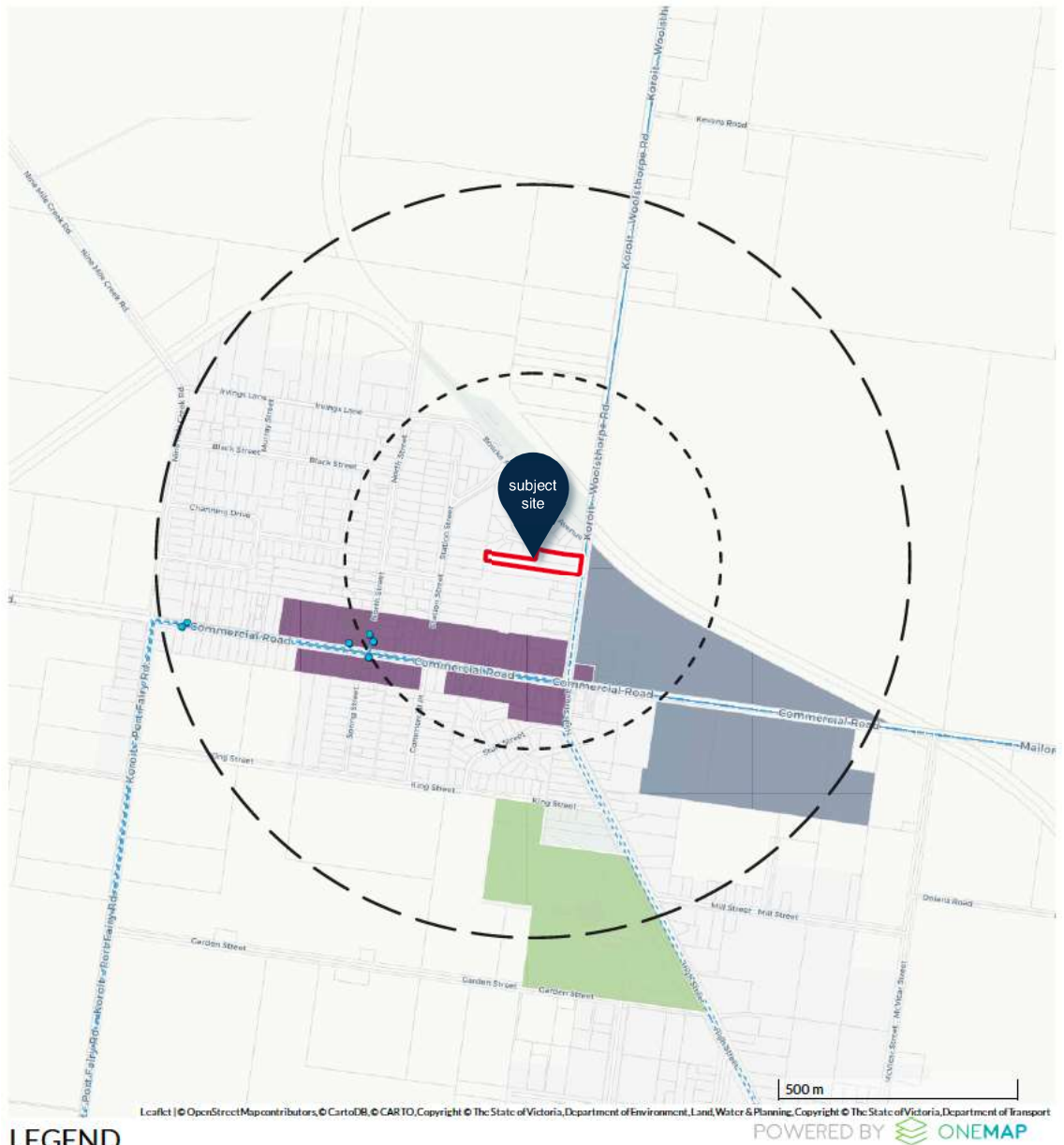
The Site is well located to the Port Fairy-Warrnambool Rail Trail to the north, along with recreation and open space areas along the Trail near the former Koroit Station, and the Koroit Skate Park located just to the west of Connie Drive.

Tower Hill is located approximately 1.7 kilometre to the south of the Subject Site, and comprises the main landscape feature between Warrnambool and Port Fairy.

The Site's key interfaces are as follows:

North	3 Connie Drive, and numbers 1 - 4 Gladman Court, each developed with a single storey dwelling.
East	To the east is the road reserve of High Street. Further east is 134 High Street, comprising agricultural land within the Farming Zone to the north of the Port Fairy-Warrnambool Rail Trail, and undeveloped industrial zoned land to the south of the Rail Trail.
South	141 High Street, developed with a single storey dwelling and outbuildings.
West	16 Station Street, developed with a single storey dwelling.

Refer to Figure 2 - Context Plan.



LEGEND

- ▬ SITE BOUNDARY
- .400M RADIUS
- .800M RADIUS

LAND USE

- RETAIL
- MIXED USE
- OFFICE / COMMERCIAL
- INDUSTRIAL
- EDUCATION
- OPEN SPACE

TRANSPORT

- TRAIN STATIONS
- ◆ TRAM STOPS
- SMARTBUS STOPS
- BUS STOPS
- ▬ TRAIN LINES
- ▬ TRAM ROUTES
- ▬ SMARTBUS ROUTES
- ▬ BUS ROUTES

Figure 2: Context Plan



3. Proposal

3.1. Overview

The proposal seeks planning approval for a six (6) lot subdivision. The subdivision includes the creation of the road extension of Connie Drive, as was anticipated in the subdivision which created Connie Drive and Gladman Court.

Refer to enclosed Proposed Plan of Subdivision for full details of the proposal.

3.2. Planning permit triggers

In accordance with the provisions of the Moyne Planning Scheme, the proposal triggers the following planning permit requirements:

- Clause 32.08-3: General Residential Zone - Subdivision.

3.3. Key elements

Key elements of the proposal include:

- Lot 1 is to comprise an area of 1,069 square metres and will contain the existing dwelling known as 145 High Street.
- Lot 2 is to comprise an area of 971 square metres and will comprise the existing dwelling known as 143 High Street.
- Lot 3 is to comprise an area of 617 square metres and will be vacant, with direct frontage to the extension of Connie Drive.
- Lot 4 will comprise an area of 917 square metres and will comprise direct frontage to the extension of Connie Drive.
- Lot 5 will comprise an area of 1,218 square metres and will be access via an access handle to the extension of Connie Drive.
- Lot 6 will comprise an area of 637 square metres and will comprise direct access to the extension of Connie Drive.
- Lot A PS537995, along with the land directly south is to be dedicated as road upon registration of the proposed plan of subdivision.

Refer to **Appendix D** Proposed Plan of Subdivision for full details of proposed subdivision.



4. Planning policies and controls

4.1. Municipal Planning Strategy

The Municipal Planning Strategy (MPS) sets out the municipal context, outlines the Council vision, and provides for strategic directions for planning with a focus on specific areas and issues within Moyne Shire. The most relevant clauses within the MPS are set out below.

- Clause 02.01 – **Context:**

The Moyne Shire is located in south western Victoria and occupies an area of approximately 5600 square kilometres. The Moyne and Hopkins Rivers flow through the municipality from north to south. The Hamilton and Princes Highways are the main road links through the municipality.

The Shire encircles the City of Warrnambool and shares common boundaries with Corangamite Shire to the east, Glenelg Shire to the west and Southern Grampians Shire and the Rural City of Ararat to the north.

The Shire has a coastline of over 90 kilometres extending westward (with the exception of the City of Warrnambool) from Curdies Inlet near Peterborough, to a point near the mouth of the Fitzroy River approximately mid-way between Port Fairy and Portland. The western portion of the Shire extends some 50 kilometres inland from Port Fairy, whilst the eastern portion extends some 90 kilometres inland.

The population of Moyne (approximately 17,374 in 2021) is growing modestly, with strong demand for growth along coastal areas.

The three main urban centres of Port Fairy, Koroit and Mortlake have populations of approximately 3742, 2184 and 1477 respectively. The rural areas, small townships and rural settlements account for the balance of the Shire's population.

The Shire is predominantly rural based with a focus on grazing agriculture, dairy and beef production, wool and prime lamb production, aquaculture and cropping.

- Clause 02.02 – **Vision** – sets out the following vision within Moyne Shire:

The Moyne Shire Council Plan (2021-2025) responds directly to the My Moyne, My Future 2040 Community Plan in focus areas that include:

- o Place
- o Environment
- o People
- o Economy

The adopted 'Vision' for Moyne is:

The people of Moyne embrace the region's extraordinary cultural and ecological country. Our fertile volcanic plains and pristine coast are the pride of Victoria's southwest. From coast to country, our connected and vibrant communities are active stewards, working meaningfully towards the protection and advancement of environment, history, social and economic vitality for present and future generations.

The priority aspirations for each of the above themes include a commitment to:

- o Live in well-planned and connected neighbourhoods that protect our way of life and cultural heritage.
- o Have access to housing that suits our budget, the size of our family and lifestyle needs.
- o Move around Moyne easily.
- o Have access to affordable transportation services regardless of our age or where we live.
- o Be supported to live off the grid and have access to renewable energy benefits through local partnerships and an increased uptake of sustainable practices locally.
- o Set the standard for sustainable farming practices.
- o Actively reduce our carbon emissions and support the regeneration of land.
- o Be innovators and use technology to increase the quality and quantity of farming while protecting the environment.
- o Support the growth of our local industries through digital innovations and encouraging local expertise.



- Clause 02.03 – Strategic directions:

o Clause 02.03-1 **Settlement**

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:

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

o Clause 02.03-3 **Environmental Risks and Amenity**

The municipality faces complex fire risk in agricultural, forested, urban bushland, rural residential and coastal areas.

Strategic directions:

- Ensure land use and development responds to fire risk

o Clause 02.03-5 **Built Environment and Heritage**

Development occurring in coastal areas and between settlements and on highly visible sites has potential to affect landscape character. Larger, more 'imposing' dwellings, that are designed to maximise coastal views, often protrude above existing vegetation and natural landforms.

There is increasing pressure for substantial tourism development in coastal and non-urban locations. Other tourism-related development pressures relate to signs, car parking and viewing platforms.

Strategic directions:

- Contain township development within defined boundaries and manage development on the fringes of townships to enhance the landscape setting.

o 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.

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.

- Clause 02.04 – Strategic Framework Plan:



Figure 3: Moyne Strategic Framework Plan

4.2. Planning Policy Framework (PPF)

To ensure the overarching objectives of planning in Victoria are met, policies contained within the Planning Policy Framework (PPF) must be considered. The PPF clauses of most relevance the Site and the proposal are set out below.

Clause 11 Settlement

- Clause 11.01-1S - **Settlement**: Seeks to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.
- Clause 11.01-1R **Settlement - Great South Coast**: Aims to attract more people to the region.
- Clause 11.01-1L-03 **Settlement - Koroit**: Strategies:
 - o Encourage development within Koroit that maintains its village character.
 - o Facilitate the restoration of commercial buildings, including the reinstatement of verandahs, to reflect their original character.
 - o Protect the church heritage precinct.
 - o Consolidate retail and service functions within the existing commercial centre.

- o Protect the Tower Hill crater rim from inappropriate and intrusive development.

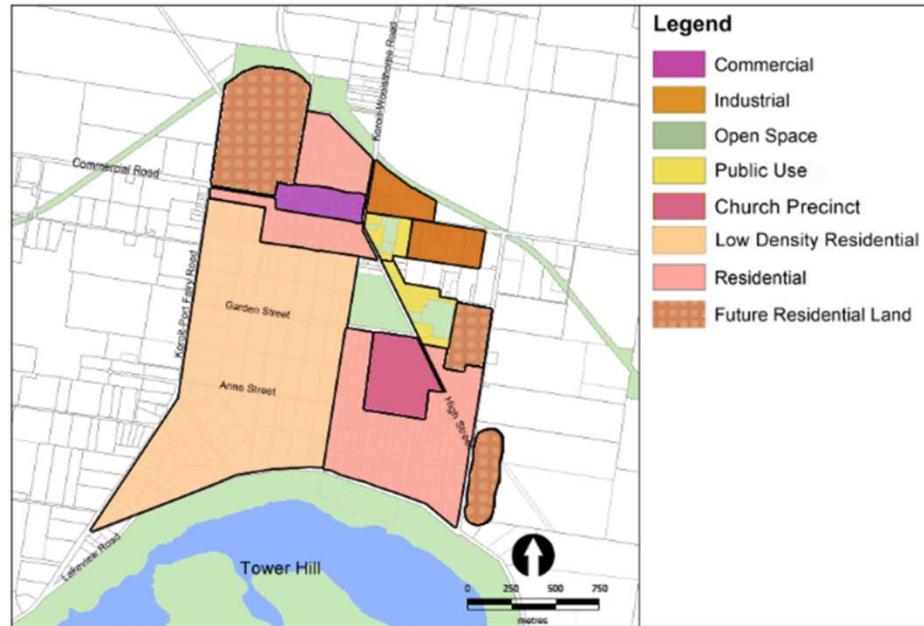


Figure 4: Koroit Framework Plan

- Clause 11.03-6S **Regional and local places**: Seeks to facilitate integrated place-based planning.

Clause 13 Environmental Risks and Amenity

- Clause 13.02-1S **Bushfire planning**: Aims to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

Clause 15 Built Environment and Heritage

- Clause 15.01-3S **Subdivision design**: Seeks to ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.
- Clause 15.01-4S **Healthy neighbourhoods**: Aims to achieve neighbourhoods that foster healthy and active living and community wellbeing.
- Clause 15.01-5S **Neighbourhood character**: Seeks to recognise, support and protect neighbourhood character, cultural identity, and sense of place.
- Clause 15.03-2S **Aboriginal cultural heritage**: Seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Clause 16 Housing

- Clause 16.01-1S **Housing supply**: Seeks to facilitate well-located, integrated and diverse housing that meets community needs.

Clause 18 Transport

- Clause 18.02-4S **Roads**: Seeks to facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

Clause 19 Infrastructure

- Clause 19.03-2S **Infrastructure design and provision**: Aims to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.
- Clause 19.03-3S **Integrated water management**: Seeks to sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

An assessment of the proposal against the policies of the PPF is contained within **Section 5.2.1** of this report.



4.3. General Residential Zone

The Site is located within the General Residential Zone (Clause 32.08). The purpose of the General Residential Zone includes:

- 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.

Pursuant to Clause 32.08-3, a permit is required to subdivide land.

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 relevant requirements of Clause 56.

Application requirements are listed at Clause 32.08-11. Decision guidelines are listed at Clause 32.08-13.

Refer to Appendix D **Proposed Plan of Subdivision**, Appendix E **Feature and Level Survey, Section 2** and **Section 5.2.2** of this report for information which addresses the application requirements, and provides an assessment against the decision guidelines.

4.4. Overlays

The Site is not located within any Overlays.

4.5. Particular Provisions

4.5.1. Clause 52.06 Car Parking

Clause 52.06 applies to:

- a new use; or
- an increase in the floor area or site area of an existing use; or
- an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

The proposal does not seek any of the above. There is no planning permit trigger under Clause 52.06 and the requirements are outside the scope of an assessment of this application. It is noted in this regard that the existing parking arrangements for the existing dwellings remain unaffected by the subdivision as proposed.

4.5.2. Clause 53.01 Public Open Space Contribution and Subdivision

A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both).

It is anticipated that a public open space contribution will be sought for the proposal as a condition on any permit issued.

4.5.3. Clause 56 Residential Subdivision

The purposes of Clause 56 are to:

- To create liveable and sustainable neighbourhoods and urban places with character and identity.
- To achieve residential subdivision outcomes that appropriately respond to the site and its context for:
 - o Infill sites within established residential areas.
 - o Regional cities and towns.
- To ensure residential subdivision design appropriately provides for: Policy implementation, liveable and sustainable communities, residential lot design, urban landscape, access and mobility management, integrated water management, site management, utilities.

Pursuant to Clause 32.08-3, an application to subdivide land must meet the relevant requirements of Clause 56 Residential Subdivision.

Refer to **Section 5.2.5** of this Report.

4.6. Other planning considerations

4.6.1. Aboriginal Cultural Heritage Sensitivity

The Site is identified as being an 'area of cultural heritage sensitivity' pursuant to the Aboriginal Heritage Regulations 2018. These areas relate to landforms and soil types where Aboriginal places are more likely to be located.

A Cultural Heritage Management Plan (CHMP) is required for an activity if the activity is a 'high impact activity' and falls in whole or part within an area of cultural heritage sensitivity. Division 2 of the Aboriginal Heritage Regulations 2018 set out various exempt activities for which a CHMP is not required.

Subdivision of land

Regulation 49 sets out that the subdivision of land into 3 or more lots is a high impact activity the planning scheme that applies to the activity area in which the land to be subdivided is located provides that at least 3 of the lots may be used for a dwelling or may be used for a dwelling subject to the grant of a permit; and the area of each of at least 3 of the lots is less than 8 hectares.

A mandatory Cultural Heritage Management Plan is required for the subdivision. The CHMP is currently being prepared by Compass Heritage Services, with CHMP number allocated as CHMP Number 19734. It is respectfully requested the assessment of the application continue whilst the CHMP is being prepared.

4.6.2. Koroit Structure Plan (Consultation Draft 2019)

The Draft Koroit Structure Plan is a strategic framework for the future planning and development of the town of Koroit. In relation to township growth and residential lot supply, the Draft Structure Plan identifies:

- Housing and land are more affordable in Koroit in comparison to Port Fairy and Warrnambool, which is likely to attract first homebuyers and young families.
- Sufficient residential lot supply is available within the nominated Settlement Boundary at Koroit to cater for expected growth.
- An adequate residential lot supply is available within the nominated Settlement Boundary at Koroit.
- Opportunities exist to consolidate short-term residential growth within the existing areas zoned for residential purposes.

The Subject Site is not specifically identified as residential land supply, land is recommended to be rezoned to the Neighbourhood Residential Zone. It is noted that as yet, this is not considered a 'seriously entertained' planning policy. However, the subdivision is not inconsistent with the long-term strategic vision identified for the existing residential areas of Koroit.



5. Planning Assessment

5.1. Overview

The following chapter outlines the key planning considerations of the proposal in response to relevant policy and the provisions of the Moyne Planning Scheme. In summary, the following key considerations are relevant to the assessment of the proposal:

- Is the proposal consistent with the Municipal Planning Strategy and Planning Policy Framework?
- Does the proposal appropriately respond to the General Residential Zone?
- Does the proposal appropriately respond to Clause 56 (Residential Subdivision)?

5.2. Key considerations

5.2.1. Is the proposal consistent with the **Municipal Planning Strategy and the Planning Policy Framework (PPF)**?

The proposal will provide for infill subdivision within an established area of Koroit, consistent with the Koroit Framework Plan (Clause 11.01L-03 **Settlement - Koroit**). Koroit is identified as a district town with moderate growth capacity in the Great South Coast Regional Growth Plan, and the proposal supports this anticipated growth by providing an increase in the number of lots available within the existing residential area of Koroit. The planning scheme requires an integrated and place-based approach to the proposal, which balances the various planning controls with the specific characteristics of the Site, and the distinctive characteristics and needs of the local area. The proposal appropriately responds to the Site's context and the surrounding character of Koroit, by providing a generous range of lot sizes capable of residential development. The provision of additional lots within Koroit will assist in attracting people to the Great South Coast area, and to a township identified for growth (Clause 02.02 **Vision**, Clauses 02.03 **Strategic Directions**, Clause 11.01-1S **Settlement**, Clause 11.01-1R **Settlement - Great South Coast**, Clause 11.03-6S **Regional and local places**).

The proposal is consistent with Clause 13.02-1S **Bushfire Planning** and Clause 02.03-3 **Environmental Risks and Amenity**. The land is partly within a Bushfire Prone Area, but is not within the Bushfire Management Overlay. The proposal does not result in any significant increased bushfire risk, and future residential development of the land will be able to meet required construction methods. The road design has had regard to the CFA Access requirements to ensure vehicles are able to turn around, as an interim measure until Connie Drive is extended further¹. It is anticipated the CFA will be referred the application for comment as part of the assessment of the application.

The Site is located with excellent proximity to existing services within Koroit, and is within walking distance to the Koroit Central Business District, and open space and recreation areas such as the Koroit Skate Park, and Port Fairy - Warrnambool Rail Trail. The Site is also located with good proximity to public transport (bus route). The subdivision will support low energy forms of transport due to the proximity of these places to the Site, and will contribute to a healthy neighbourhood by providing ample opportunities for walking and cycling. The subdivision will be compatible with the surrounding pattern of development, with particular regard to the development within Connie Drive and Gladman Court. The subdivision will contribute to the emerging character for infill areas of Koroit, and whilst retaining lot sizes which are capable of accommodating development which will be compatible with the built form character of the area (Clause 02.03 **Strategic directions**, Clause 15.01-3S **Subdivision design**, Clause 15.01-5S **Neighbourhood character**).

The proposal can be appropriately serviced by the required infrastructure to support the development, which have been located in Connie Drive as part of previous subdivisions. There are no anticipated servicing constraints associated with the development. Refer to Appendix G **Infrastructure Services Report** (Clause 19.03-2S **Infrastructure design and provision**, Clause 19.03-3S **Integrated water management**).

On balance, the proposal is considered appropriate with regards to the MPS and PPF.

¹ <https://www.cfa.vic.gov.au/plan-prepare/building-planning-regulations/planning-controls/statutory-planning-subdivision>

5.2.2. Does the proposal appropriately respond to the General Residential Zone?

A response to the decision guidelines of the General Residential Zone is provided below.

Clause 32.08-13 Decision Guidelines	Response
General	
The Municipal Planning Strategy and the Planning Policy Framework.	The proposal is considered to implement the MSS, LPPF, and PPF. Refer to detailed assessment in Section 5.2.1 of this report.
The purpose of this zone.	The proposed subdivision is supported by the purpose of the General Residential Zone, and will allow a diversity of housing types and housing growth. The Subject Site and subdivision are considered to be well located in relation to services and transport, noting that the access to transport is measured in this instance by regional standards.
The objectives set out in a schedule to this zone.	Not applicable.
Any other decision guidelines specified in a schedule to this zone.	
The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	No overshadowing of rooftop solar energy systems has been identified as being affected by the proposed subdivision.
Subdivision	
The pattern of subdivision and its effect on the spacing of buildings.	The subdivision has been designed to allow future development which matches the general pattern of development in the surrounding area. The existing dwellings on the land will retain sufficient area surrounding the dwellings to provide for spacing consistent with the existing pattern of development of dwellings along High Street.
For subdivision of land for residential development, the objectives and standards of Clause 56.	Refer to Section 5.2.3 of this report.

On balance, the proposed subdivision is considered to respond appropriately decision guidelines of the General Residential Zone.

5.2.3. Does the proposal appropriately respond to Clause 56 (Residential Subdivision)??

An assessment under Clause 56 Residential Subdivision is required pursuant to Clause 32.08-3 of the General Residential Zone. An assessment against Clause 56 is provided below.



Requirement	Response
<p>Clause 56.01-1</p> <p>Subdivision site and context description</p>	<p>Requirement / Performance Standard met</p> <p>Previous sections of this report highlight the features and conditions of the site which have driven the design response.</p> <p>A full description of the site and context has been incorporated within this report and plans accompanying the application, demonstrating how the proposed subdivision responds to its surrounds.</p>
<p>Clause 56.01-2</p> <p>Subdivision design response</p>	<p>Requirement / Performance Standard met</p> <p>The proposal is appropriately located within the General Residential Zone, which encourages subdivision and development of lots to accommodate housing diversity. The immediate surrounds contain single dwellings on a mix of lot sizes between 540 square metres to over 6,000 square metres, as a result of previous subdivisions and historic titles.</p> <p>As set out within this report, the proposal meets the objectives of the Planning Policy Framework and the Local Planning Policy Framework (including the Municipal Strategic Statement), which seek to encourage moderate growth and housing diversity to accommodate for housing demand and population increase within Moyne Shire, and specifically, within Koroit.</p> <p>The subdivision layout ensures vehicle access is provided to each property via the proposed extension of Connie Drive. Longer term, it is expected that land to the south would also continue Connie Drive in time. The subdivision is designed to ensure there is ample space for building envelopes within each lot.</p> <p>The proposal meets the objectives of Clause 56, ensuring the proposed layout is appropriately designed to accommodate residential development.</p>
<p>Clause 56.02-1</p> <p>Strategic implementation</p>	<p>Requirement / Performance Standard met</p> <p>Standard C1</p> <p>The subdivision is generally consistent with the Draft Koroit Structure Plan (2019), which seeks to accommodate growth within the Settlement Boundary.</p> <p>The subdivision is consistent with the objectives sought by the Moyne Council Plan 2021-2025 which seeks to advocate</p> <p>for diverse housing and accommodation options to meet the housing needs of residents and develop blended communities where all are welcome to live and can enjoy a quality of life.</p>

Requirement	Response
<p>Clause 56.03-5 Neighbourhood character (C6)</p> <p>Subdivision should:</p> <ul style="list-style-type: none"> • Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme. • Respond to and integrate with the surrounding urban environment. • Protect significant vegetation and site features. 	<p>Requirement / Performance Standard met</p> <p>Adjoining and adjacent land comprises subdivided land consisting between 535 square metres to over 6,000 square, due to the varied nature of historic subdivisions in the area.</p> <p>The Gladman Court / Connie Drive subdivision is considered to provide an indication of the emerging character of the area, noting that this is a relatively conservative character of single dwellings on lot sizes ranging from 535 square metres to 906 square metres.</p> <p>The proposal seeks to integrate within the existing character of the neighbourhood by drawing from the range of lot sizes which adjoin the site.</p> <p>Access to each proposed lot is via the proposed Connie Drive extension.</p>
<p>Clause 56.04-1 Lot diversity and distribution (C7)</p> <p>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p> <p>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.</p> <p>A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> • Single dwellings. • Two dwellings or more. • Higher density housing. • Residential buildings and Retirement villages. <p>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 from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station.</p>	<p>Requirement / Performance Standard met</p> <p>The proposal has been designed to create lots appropriate for the locality by having a range of standard and lower density lots which are reflective of the surrounding neighbourhood character.</p> <p>The proposed subdivision is located within approximately 650 metres of the nearest bus stop, and less than 50 metres from open space areas.</p>

Requirement	Response
<p>Clause 56.04-2 Lot area and building envelopes (C8)</p> <p>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.</p> <p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> • 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. 	<p>Requirement / Performance Standard met</p> <p>The proposed subdivision will result in the creation of various lot sizes, all greater than 500 square metres in area, and capable of accommodating a 10 metre by 15 metre building envelope. In this instance, building envelopes are not considered required given the generous lot sizes and General Residential Zoning.</p> <p>All lots contain sufficient areas to accommodate a dwelling, infrastructure connections and associated uses i.e. garden area, vehicular access and water management in accordance with the requirements of the Moyne Planning Scheme.</p>
<p>Clause 56.04-3 Solar orientation of lots (C9)</p> <p>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</p> <p>Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> • 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. • 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. 	<p>Requirement / Performance Standard met</p> <p>All proposed lots have been orientated to maximise solar access where feasible, and will achieve good solar orientation.</p>
<p>Clause 56.04-4 Street orientation (C10)</p> <p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> • Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. • 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. 	<p>Requirement / Performance Standard met</p> <p>A number of features are proposed in the subdivision to enable the creation of a safe community for both person and property and to promote interaction between residents including:</p> <ul style="list-style-type: none"> – All vacant lots are inward facing toward the proposed Connie Drive extension, providing passive surveillance between adjacent lots. – All lots except Lot 5 have primary frontage to a road. – Links to surrounding pedestrian and public transport infrastructure will reduce car dependency and ultimately increase social interaction and improve the health and well-being of residents.
<p>Clause 56.04-5 Common area (C11)</p> <p>An application to subdivide land that creates common land must be accompanied by a plan and a report in accordance with the criteria within the Standard.</p>	<p>Requirement / Performance Standard not applicable</p> <p>No common property proposed.</p>

Requirement	Response
<p>Clause 56.05-1 Integrated urban landscape (C12)</p> <p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design, as outlined within the Standard.</p>	<p>Requirement / Performance Standard met</p> <p>The existing Connie Drive / Gladman Court does not comprise any landscape scheme. It is considered that should landscaping be required, this can be requested via permit conditions.</p>
<p>Clause 56.06-2 Walking and cycling network (C15)</p> <p>The walking and cycling network should be designed in accordance with the Standard to provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</p>	<p>Requirement / Performance Standard met</p> <p>It is anticipated that the existing footpath on the eastern side of Connie Drive will be required to be extended, to provide footpath connections through the subdivision.</p>
<p>Clause 56.06-3 Public transport network (C17)</p> <p>The neighbourhood street network must account for the existing mobility network and provide safe and efficient access to activity centres in accordance with the Standard.</p>	<p>Requirement / Performance Standard met</p> <p>The subdivision is located within walking distance of the Koroit bus network, located approximately 650 metres from the Subject Site.</p>
<p>Clause 56.06-5 Walking and cycling network detail (C18)</p> <p>Footpaths, shared paths, cycle paths and cycle lanes should be designed in accordance with the criteria outlined within the Standard.</p>	<p>Requirement / Performance Standard met</p> <p>The proposal ensures all lots have access to a proposed roadway, which will be designed to meet the existing conditions of Connie Drive. The existing footpath on the east side of Connie Drive will be extended to service the extension of Connie Drive.</p>
<p>Clause 56.06-7 Neighbourhood street network detail (C20)</p> <p>The design of streets and roads should be designed in accordance with the criteria outlined within the Standard.</p>	<p>Requirement / Performance Standard met</p> <p>Road cross sections will be designed to be consistent with the existing road conditions set for Connie Drive as part of the previous subdivision. The road will be wide enough to accommodate appropriately sized carriageways, drainage and pedestrian access suitable to the scale of the road.</p>
<p>Clause 56.06-8 Lot access (C21)</p> <p>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.</p> <p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p>	<p>Requirement / Performance Standard met</p> <p>All lots but one will have direct street frontage. Access to all vacant lots will be achieved from the proposed Connie Dive extension, whilst the two dwellings will retain access from High Street as per existing conditions.</p> <p>Crossovers for allotments will be constructed in accordance with Moyne Shire Council requirements, as required.</p>
<p>Clause 56.07-1 Drinking water supply (C22)</p> <p>The supply of drinking water must be designed and constructed in accordance with relevant water authority requirements, provided to the boundary of all lots within the subdivision.</p>	<p>Requirement / Performance Standard met</p> <p>Reticulated water supply will be provided to lots as per the requirements of Wannon Water.</p>

Requirement	Response
<p>Clause 56.07-2 Reused and recycled water (C23)</p> <p>Reused and recycled water supply systems must be design and constructed in accordance with the Environment Protection Authority and Department of Health and Human Services, and provided to the boundary of all lots within the subdivision by the relevant water authority.</p>	<p>Requirement / Performance Standard met</p> <p>The use of recycled water is not proposed as part of this development.</p>
<p>Clause 56.07-3 Waste water management (C24)</p> <p>Waste water systems must be designed, constructed and managed in accordance with the relevant water authority and Environment Protection Authority, and be consistent with any relevant approved domestic waste water management plan.</p>	<p>Requirement / Performance Standard met</p> <p>The site will be connected to existing reticulated waste water systems, as per the requirements of Wannon Water.</p>
<p>Clause 56.07-4 Stormwater management (C25)</p> <p>The urban stormwater management system must be designed and managed in accordance with the requirements of the relevant drainage authority, water authority and best practice guidelines, and should be integrated with street and public open space networks and landscape design.</p>	<p>Requirement / Performance Standard met</p> <p>Site drainage will be generally as outlined in the Stormwater Management Strategy, and consistent with the requirements of Moyne Shire Council and current best practice guidelines.</p> <p>Refer to Appendix F.</p>
<p>Clause 56.08-1 Site management (C26)</p> <p>Description of site management prior to and during the construction period, including erosion and sediment, dust, run-off, litter, concrete and other construction wastes, chemical contamination, and vegetation and natural features planned for retention.</p>	<p>Requirement / Performance Standard met</p> <p>Appropriate measures will be undertaken during relevant construction works, including any trenches required, to ensure protection from degradation, sedimentation and contamination.</p>
<p>Clause 56.09-1 Shared trenching (C27)</p> <p>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</p>	<p>Requirement / Performance Standard met</p> <p>Shared trenching will be utilised throughout the proposed subdivision where possible.</p>

Requirement	Response
<p>Clause 56.09-1 Electricity, telecommunications and gas (C28)</p> <p>Electricity supply systems must be designed in accordance with the relevant electricity supply agency, and provided to the boundary of all lots within the subdivision.</p> <p>Telecommunications systems must be designed in accordance with the requirements of the relevant telecommunications agency, and provided to the boundary of all lots within the subdivision.</p> <p>Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency, and provided to the boundary of all lots within the subdivision.</p>	<p>Requirement / Performance Standard met</p> <p>The lots will be connected to electricity, telecommunications and gas in accordance with the requirements of the relevant servicing authorities.</p>
<p>Clause 56.09-2 Fire hydrants (Standard C29)</p> <p>Fire hydrants should be provided a maximum distance of 120 metres from the rear of each lot and no more than 200 metres apart.</p>	<p>Requirement / Performance Standard met</p> <p>Fire hydrants will be provided accordance with the requirements of the relevant authority.</p>
<p>Clause 56.09-4 Public lighting (C30)</p> <p>Public lighting should be designed in accordance with the relevant Australian Standards, and 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.</p>	<p>Requirement / Performance Standard met</p> <p>Appropriate levels of lighting will be provided to the satisfaction of the Responsible Authority.</p>

6. Conclusion

The proposal has been considered against the General residential Zone and relevant policies within the PPF and MPS of the Moyne Planning Scheme. As demonstrated within the report, the proposal is generally considered to be consistent in accordance with the purpose and objectives of the relevant planning controls and policy framework.

The subdivision is considered to provide a net community benefit as follows:

- The subdivision of land will create additional opportunities for housing.
- Additional lots will attract growth within Koroit, which contributes to vibrant local communities through increased population.
- The subdivision continues the growth and extension of Connie Drive, as was anticipated in the previous subdivision which created Connie Drive.

It is recommended that a planning permit be granted and we look forward to working with Council during the assessment of the application.

[REDACTED]

August 2023

Appendices

Appendix A	Certificate of Title
Appendix B	OneMap Site Report
Appendix C	Site Photos
Appendix D	Proposed Plan of Subdivision
Appendix E	Feature and Level Survey
Appendix F	Stormwater Management Plan
Appendix G	Infrastructure Services Report

