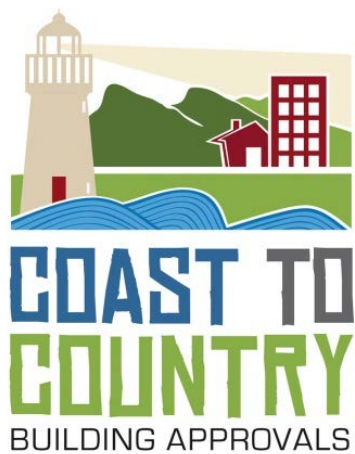


# PLANNING REPORT

1707 Hopkins Highway Purnim Vic 3278



# CONTENTS

<b><u>ATTACHMENT LIST .....</u></b>	<b><u>3</u></b>
<b><u>PROPOSAL .....</u></b>	<b><u>4</u></b>
<b><u>PLANNING CONTROLS .....</u></b>	<b><u>6</u></b>
<b><u>SITE ANALYSIS.....</u></b>	<b><u>6</u></b>
<b><u>POLICY .....</u></b>	<b><u>9</u></b>
<b><u>TOWNSHIP ZONE (TZ) .....</u></b>	<b><u>13</u></b>
<b><u>CLAUSE 52.17 – NATIVE VEGETATION.....</u></b>	<b><u>15</u></b>
<b><u>CLAUSE 52.29 – LAND ADJACENT TO THE PRINCIPAL ROAD NETWORK .....</u></b>	<b><u>21</u></b>
<b><u>SUMMARY .....</u></b>	<b><u>22</u></b>
<b><u>CLAUSE 56 SUBDIVISION ASSESSMENT - SUMMARY .....</u></b>	<b><u>23</u></b>
<b><u>CLAUSE 56 SUBDIVISION ASSESSMENT.....</u></b>	<b><u>- 24 -</u></b>

## **ATTACHMENT LIST**

- Application Form
- Copy of Title
- Draft Subdivision layout plan by Sitec Engineering
- LCA Assessment by Sitec Engineering

### **ACKNOWLEDGEMENTS**

Copyright © Coast to Country Building Approvals Pty Ltd

The document is subject to copyright and may only be used for the purposes for which it was commissioned. The use or copying the document in whole or in part without the permission of Coast to Country Building Approvals is an infringement of copyright.

### **DISCLAIMER**

Although Coast to Country Building Approvals has taken all the necessary steps to ensure that an accurate document has been prepared, the company accepts no liability for any damages or loss incurred as a result of reliance placed upon the report and its contents.

### **DOCUMENT CONTROL**

This document has been prepared to aid the submission of a planning permit application for 1707 Hopkins Highway, Purnim

Revision 1 January 2025

## PROPOSAL

The application proposes to create 7 lots, including the creation of a separate lot for the existing CFA Station and Catholic Church.

The subdivision comprises:

- 5 vacant lots, with each lot being at least 4000m<sup>2</sup> in size with the smallest vacant lot being 4000m<sup>2</sup> and the largest vacant lot being 6523m<sup>2</sup>.
- The 2 remaining lots containing the existing Catholic Church (which continues to be used for Church activities) and the CFA Station and administration building.
- The Church lot is 6131m<sup>2</sup> in size and contains a singular church building.
- Lots facing the Hopkins Highway will be provided with access via an existing service road.
- Lots facing Bryan Olynn Road will be serviced by existing or proposed vehicle crossovers.

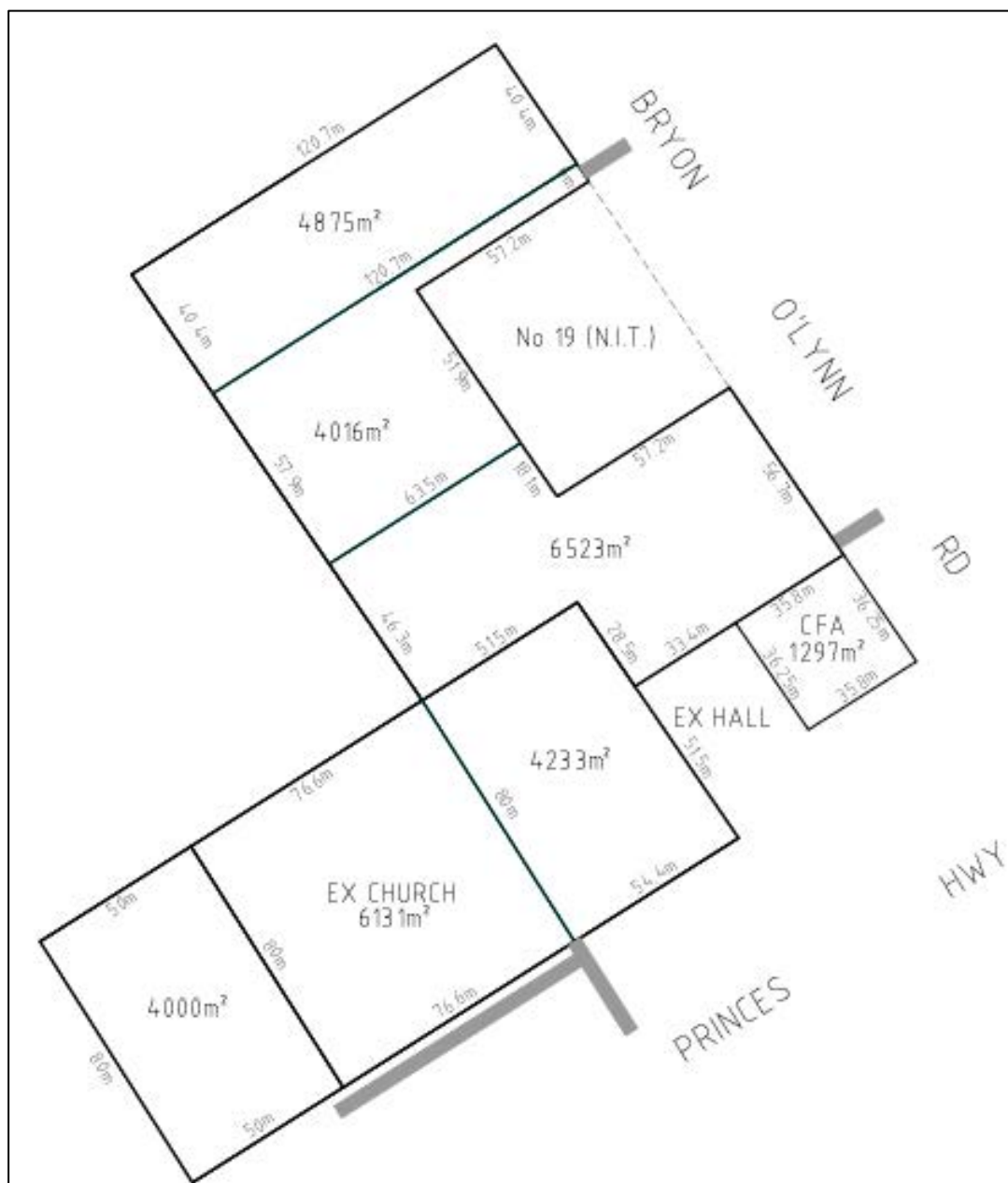


Figure 1 Proposed lot layout showing lot areas

- All wastewater from any future residential use will be serviced by a wastewater treatment system as recommended in the submitted Land Capability Assessment (LCA).
- The Church contains one toilet facility and an existing septic tank system that is contained within the boundary of the proposed lot.
- Similarly with the CFA Station, it contains sanitary facilities and the land also contains an existing septic tank system containing all treated wastewater as required.

### APPLICATION VISION AND DESIGN RESPONSE

The primary purpose of the application is to create separate lots for the Church and CFA Station to create smaller lots allowing for separate ownership for existing organisations.

The 5 remaining lots (through this application) demonstrate capacity to contain future residential development with the capacity to treat all wastewater onsite in accordance with the requirements of the EPA in accordance with the Township Zoning of the land that has been recently implemented resulting from Planning Scheme Amendment C70 to the Moyne Planning Scheme.



Figure 2 – Draft showing all lots on layout plan Source: SITEC Engineering

It is intended that the remaining 5 lots will be put to market as lifestyle lots within the township of Purnim to rationalise ongoing land management obligations for the current landowner group.

## PLANNING CONTROLS

The site is located in the Township Zone (TZ).

The land is not affected by any Overlays but is adjacent to land in the Transport Zone Category 2 (TRZ2).

Dependent on circumstance, Clause 52.29 will trigger the need for a permit for subdivision and where a new/altered access is provided as the land is adjacent to the TRZ2.

The site is not included in a Heritage Overlay.

## SITE ANALYSIS

### SUBJECT LAND

The subject land is located at the visual entrance to the township of Purnim and straddles the south western corner of the intersection with the Hopkins Highway and Bryan Olynn Road.

The land is identified as 1707 Hopkins Highway, Purnim, being Lot 2 PS629301E.

The last subdivision of the land that was undertaken in 2010 which separated the Church and residual grounds from the former St Marcellus Catholic School with immediate school yards. The school buildings/land has a direct frontage to Bryan Olynn Road. This site does not form part of the subject land.

The land is an irregular shape, with reasonably flat to gently undulating land and contains the following features:

- Catholic Church and grounds
- CFA Station and attached administration building
- Scattered native/exotic vegetation and established pasture
- The existing vegetation on the site provides a reasonable buffer between the land and surrounding agricultural land.

The site contains identified heritage fabric/buildings, and the prepared Heritage Citation Report (available through HERMES) from the 2006 Moyne Shire Heritage Study (not implemented) highlights how the site is significant:

- **WHAT IS SIGNIFICANT?**
  - *St Anne's Catholic Church, situated on the north side of the Hopkins Highway at Purnim, was constructed in 1940. It is a red brick church that was built in the Gothic style. A new toilet block at the rear of the church is not considered significant.*
- **HOW IS IT SIGNIFICANT?**
  - *St Anne's Catholic Church, Purnim, is of local historic, aesthetic and social significance to Moyne Shire.*
- **WHY IS IT SIGNIFICANT?**
  - *St Anne's Catholic Church, Purnim, is of historic significance as a Catholic church erected by the people of Purnim. The building is also of local historical significance for its part in the development of the town of Purnim.*

- *St Anne's Catholic Church, Purnim, is of local aesthetic significance as an intact example of an inter-war church embellished with conventional Gothic revival detailing. St Anne's is one of the more substantial examples of its type found within the smaller townships of the municipality. (RNE criterion E.1)*
- *St Anne's Catholic Church, Purnim, is of local social significance as the focal point for the religious and social activities of the local Catholic community for over sixty years, and with a tradition of worship at this site that goes back to the 1870s. (RNE criterion G.1)*

## **SURROUNDING LAND**

The surrounding land uses are a mix of agricultural and lifestyle lots used for residential purposes.

Agricultural land is located to the north/north west and to the south and comprise of a mix of grazing, crop raising and dairy production.

The other predominant use is residential, generally located to the north east (towards the centre of town) and on larger lifestyle lots along Bryan Olynn Road (north west).

The Hopkins Highway is a major transport link/principal road network and is designated/located within the Transport Zone Category 2 (TRZ2).

Purnim is characterised by its low density lifestyle lots set amongst an agricultural landscape that contains scattered native and non-native vegetation mainly grown as perimeter plantings/hedge rows.

The township of Purnim primarily provides a residential need to the township, while also maintaining community services like the church, CFA Station, Community Hall and the adjacent Recreation Reserve that supports the Purnim & Grassmere Cricket Club and Purnim Tennis Club. There are currently no retail/commercial services provided in the township.

The township of Purnim has a reticulated water supply. It is understood that the reticulation was principally created to service both Purnim and the Framlingham Aboriginal Community (south east of Purnim), extending from the existing Warrnambool reticulation. Most other smaller hamlets/towns such as Purnim typically do not have reticulated water/sewer services.



## EXISTING CONTEXT PLAN

### LEGEND

- Subject land □
- Former St Marcellus Catholic School □
- Purnim Public Hall □
- Purnim Recreation Reserve □
- Other residential uses  
- Purnim township □
- Agricultural land uses ➔



Figure 3 - Existing Context Plan



## RESTRICTIONS ON TITLE

The title contains a S173 Agreement, which limits/controls the following:

- All domestic wastewater is to be treated to an effluent quality standard of 20/30 in an Environment Protection Authority approved wastewater treatment plant to the satisfaction of the Council.
- All effluent is to be disposed of via subsurface irrigation to the satisfaction of the Council in the Effluent Envelopes of a minimum size of 360 m<sup>2</sup> shown on the Plan for each Lot.

## RESPONSE TO S173 AGREEMENT

The proposal does not breach either of the above restrictions. The LCA Report proposes that each vacant lot be afforded with land application areas of at least 450m<sup>2</sup> and each dwelling must meet the EPA Standards as required also by the requirements of the Township Zone for any future dwellings.

## ABORIGINAL CULTURAL HERITAGE ACT 2006

The land is not in an area of Cultural Heritage Sensitivity. The closest area of sensitivity is at the north end of Bryan Olynn Road at the river.

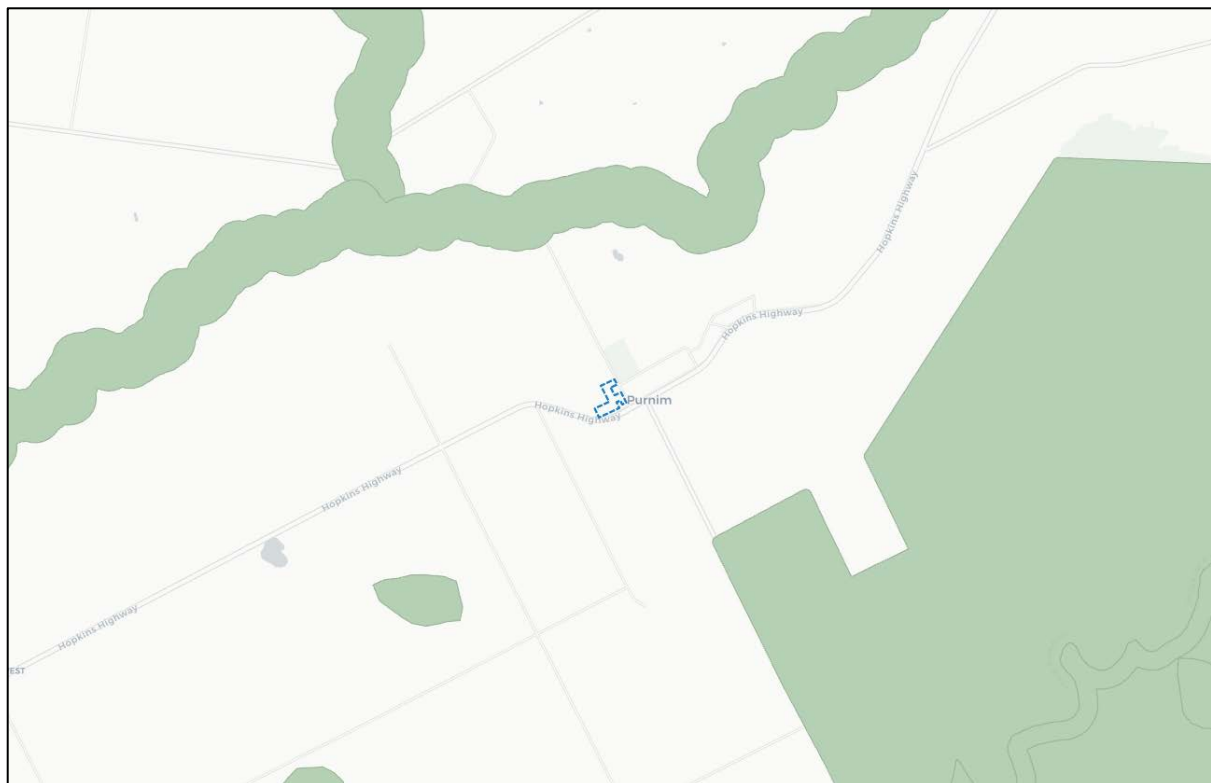


Figure 4 Subject site (blue dash) showing closest areas of Aboriginal Cultural Heritage Sensitivity (Green).

## POLICY

### MUNICIPAL PLANNING STRATEGY

#### CLAUSE 02.03-1 - SETTLEMENT

As it is relevant to Purnim, the following policy direction is detailed.

Clause 02.03-1 states that:

- There are also the small service towns of Peterborough and Macarthur, and smaller villages and hamlets including Caramut, Cudgee, Ellerslie, Framlingham, Garvoc, Grassmere, Hawkesdale, Hexham, Illowa West, Killarney, Kirkstall, Mailors Flat, Nullawarre, Orford, Panmure, Purnim, Southern Cross, Towilla Way, Winslow, Woolsthorpe, Woorndoo and Yambuk. These smaller settlements provide an important community focus, and, in some instances, a local convenience shopping role.
- Each settlement within the Shire has a different capacity and role in providing for growth and services to their respective local community. Those settlements with larger populations and a greater variety of services have a greater opportunity to accommodate growth. However, settlements that lack appropriate servicing infrastructure such as reticulated sewerage or have environmental constraints may have a low or constrained growth potential until such time as servicing limitations, such as effluent treatment and disposal, can be overcome or provided.

#### SMALLER SETTLEMENTS

- Growth and expansion of the smaller settlements is constrained by a lack of reticulated sewerage and surrounding productive agricultural land. Directing growth to areas within settlement boundaries protects the unique characteristics of the settlements, and areas of agricultural, environmental, landscape or recreational significance.

#### **STRATEGIC DIRECTIONS**

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

For the purpose of this Clause at Table 1, Purnim is classified as a Hamlet, which is described as follows:

- Settlements generally consisting of clustering of small rural lots or small settlement formed from past planning approvals. No sewer connections or services.

In regard to the township of Purnim, this Clause seeks to provide for:

- No or low growth capacity.
- Growth not encouraged due to physical or environmental constraints, or potential land use conflicts with agricultural activities.

#### **CLAUSE 02.03-5 BUILT ENVIRONMENT & HERITAGE – HERITAGE**

As it is relevant to the proposal, this Strategy details that:

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

#### **STRATEGIC DIRECTIONS**

- Protect and enhance the Shire's heritage places and precincts.

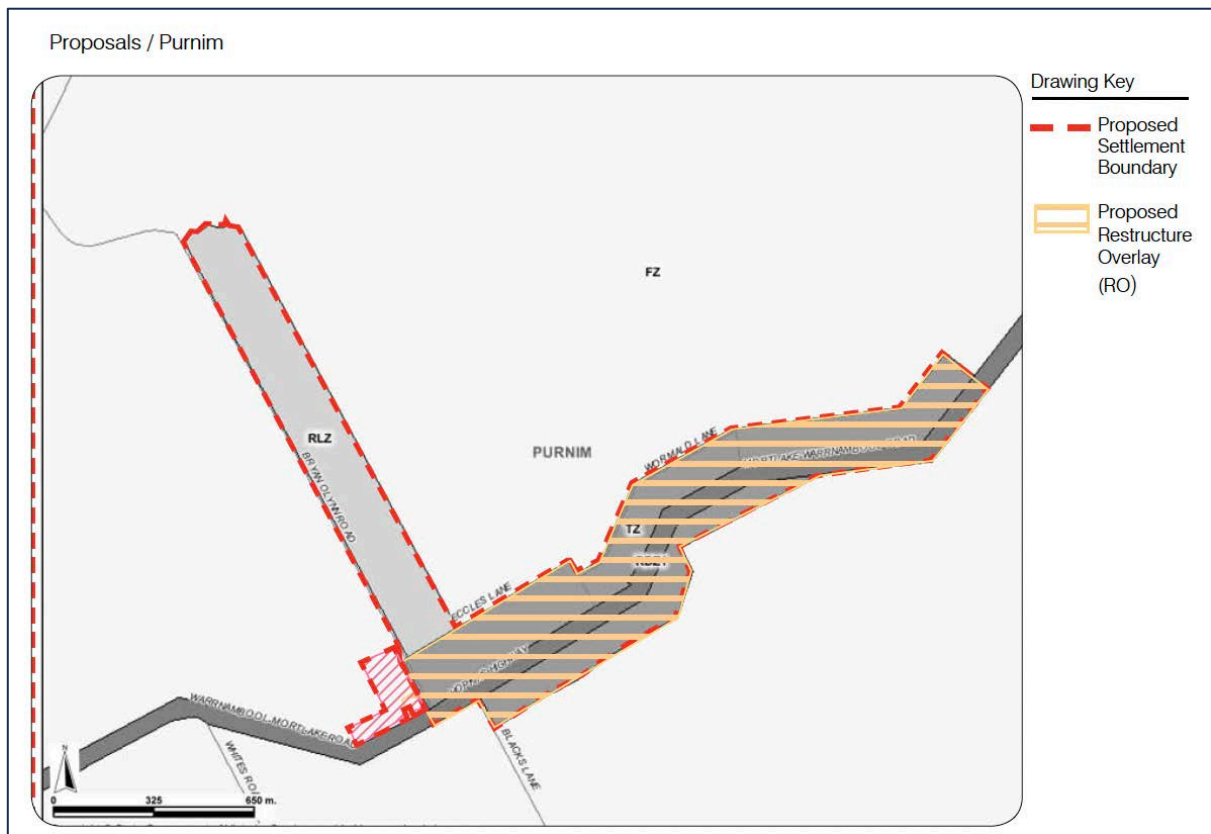


Figure 5 - Purnim Settlement Boundary marked in red

Source: RHSS 2010

## PLANNING POLICY FRAMEWORK

### CLAUSE 11.01-1L-01 - SETTLEMENT – MOYNE

As it is relevant to Purnim, the following policy direction is detailed.

Clause 11.01-1L-01 states that:

- Maintain the rural character and natural landscape beyond townships and settlements.
- Provide for low growth in the smaller settlements of Caramut, Cudgee, Ellerslie, Framlingham, Garvoc, Grassmere, Hawkesdale, Hexham, Mailors Flat, Nullawarre, Orford, Purnim, Southern Cross, Winslow, Woolsthorpe, Woorndoo, and Yambuk.
- Discourage further expansion of smaller settlements that are subject to servicing or environmental constraints.

### CLAUSE 15.03-1S HERITAGE CONSERVATION

The primary objective of this policy is to:

- To ensure the conservation of places of heritage significance.

#### STRATEGIES

As it is relevant to the use of land proposal:

- Support adaptive reuse of heritage buildings where their use has become redundant.

## **MOYNE HERITAGE REVIEW**

A recommendation for the inclusion of the subject site in the Heritage Overlay was made by the Council in 2013. The recommendation states that the site is of local significance (Context Pty Ltd and Helen Doyle 2013).

Moyne Shire Council document "Review of Moyne Shire Heritage Study Stage 2 (2006) – Key Findings and Recommendations (December 2013) was completed by Context Pty Ltd.

The document had built on the first two parts of the Moyne Heritage Review that was undertaken in 2006 (H Doyle).

It is understood that only part of the 2013 Key Findings and Recommendations Report were implemented and that the implementation did not introduce new heritage controls over much of the Shire area, including the subject site/St Annes Catholic Church site. The partially completed Study implementation remains in the same state of progression at present.

A copy of the heritage citation is submitted with this application and is relied upon to identify its heritage significance, despite no formal planning controls applying to the site.

## **POLICY RESPONSE**

Despite the direction to achieve a 'no or low growth capacity' for Purnim, it is interesting to note that the township of Purnim is not just a cluster of residential uses in the Farming Zone that has created an ad-hoc settlement.

Purnim (detailed in its 1880 Parish Plan – at Figure 2) had always been established as small township, much the same as Framlingham, Hexham, Grassmere and Eilerslie.

Purnim is not an ad-hoc township creation resulting from past planning permits for dwellings or rural subdivision. Purnim was always established as a purposeful township that now also has defined settlement boundaries around it detailed in the Reference Document "Moyne Rural Housing and Settlement Strategy".

The 2010 Moyne Rural Housing and Settlement Strategy (RHSS) intended that the subject land for this application be re-zoned and included within the settlement boundary area.

While the settlement boundary for Purnim specifically hasn't been mapped in the Planning Scheme, the fact that the RHSS/C70 Amendment has re-zoned the land and that the RHSS is a listed Background Document in the Planning Scheme, the settlement boundary in the RHSS has recognised weight.

Despite the land being re-zoned, the whole of the land is located within the settlement boundary area detailed in the RHSS document and therefore the proposed subdivision has strategic justification. There is no settlement boundary for Purnim specified under Clause 11.01 SETTLEMENT

Through the strategic process of amendment C70, the merits of the subject land being suitable for residential land was determined, with the land being re-zoned from Farming Zone to the Township Zone. Through the decision made in C70 it is clear that there was a determination that there would be limited potential for land use conflict between residential and agricultural land uses within the context of the subject land.

PANEL DISCUSSION AND CONCLUSION AT PAGE 50 OF THE PANEL REPORT

In regard to the subject land, The Panel remarks that:

- The Panel agrees with Council that the rezoning of land containing the CFA, church, and former school site from the FZ to the TZ is a sensible planning outcome.
- In regard to Council's position on the Amendment (that is, change the framework plan to identify land for further growth) which derives from the submissions, the Panel notes that
- strategic work would be needed to support any changes.
- The Panel concludes:
  - The rezoning is appropriate as exhibited.
  - Identifying land for further growth and changes to proposed policy at 21.09 should be addressed by further work and no change should be made to the exhibited policy for Purnim. On the basis that the Council supported C70 as recommended by Planning Panels Victoria, the establishment/ subdivision of the subject land is strategically justified and will not increase the potential for land use conflicts with surrounding agricultural land uses.

#### HERITAGE SIGNIFICANCE

It is expected that the proposed subdivision of land will not create a change in the way that the Church and its parish operate currently. It is understood that the Church continues to hold services and that a small number of parishioners attend those services.

The Church is identified as having local historic significance, and if introduced, the Heritage Overlay would seek to conserve the Church and likely its immediate context/setting.

The proposed 6131m<sup>2</sup> lot around the Church reasonably retains the surrounding rural setting of the Church, maintaining open grassed surrounds and the ability to maintain the vegetated setting. Retaining the context of a heritage building is an established best practice design principal. The proposal is consistent with this approach and will therefore suitably support the conservation the heritage place.

## TOWNSHIP ZONE (TZ)

### PURPOSE

To provide for residential development and a range of commercial, industrial and other uses in small towns.

To encourage development that respects the neighbourhood character of the area.

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

### RESPONSE

The proposed subdivision creates 5 additional vacant lots with the capacity for residential lifestyle lots.

The lot sizes are similar in size to that of the surrounding lots, to ensure that the proposal respects the surrounding neighbourhood character of Purnim.

The proposed subdivision supports the continuation of church services by creating a separate lot for the Catholic Church and the continuation of the CFA by providing it with a separate lot. The additional land supply in the township will also additionally support existing community services through the adjacent recreation reserve and CFA Station.

## **CLAUSE 32.05-5 - PERMIT REQUIREMENT**

Clause 32.05-5 states that a permit is required to subdivide the 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 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.

The assessment below demonstrates that the proposal is consistent with the required Objectives and Standards of Clause 56 of the Planning Scheme.

### **APPLICATION REQUIREMENTS**

Each lot must be provided with reticulated sewerage, if available. If reticulated sewerage is not available, the application must be accompanied by:

- In the absence of reticulated sewerage, include a Land Capability Assessment on the risks to human health and the environment of an on-site wastewater management system constructed, installed or altered on the lot in accordance with the Environment Protection Regulations under the *Environment Protection Act 2017*.
- A plan which shows a building envelope and effluent disposal area for each lot.

A Land Capability Assessment (LCA) has been submitted with this application that demonstrates accordance with the requirements of the EPA for onsite wastewater treatment.

The following land capability plan is provided to demonstrate the capacity of each vacant lot for future residential purposes. The plan details LAA areas and concept building envelopes in the form of 10m x 15m rectangles as required by Clause 56.04-2.

Importantly, the TZ provisions do not require that a building envelope must be registered as a restriction on the plan of subdivision. Therefore, the application does not create such a restriction.



Figure 6 - Land capability plan with 10x15m rectangles (red) Base plan source: SITEC Engineering LCA Report

Rather, because of the generous sized vacant lots, it has been determined that the lots are of a sufficient size that future flexibility can be afforded as to the location of future dwellings. Providing for flexibility in the subdivision without undue restriction ensures that each lot will provide for housing need diversity.

## CLAUSE 52.17 - NATIVE VEGETATION

The purpose of this provision is:

To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):

1. Avoid the removal, destruction or lopping of native vegetation.

2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.

To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.

### PERMIT REQUIREMENT

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 that a permit is not required.
- If a native vegetation precinct plan corresponding to the land is incorporated into this scheme and listed in the schedule to Clause 52.16.
- To the removal, destruction or lopping of native vegetation specified in the schedule to this clause.

### EXEMPTIONS

As it is relevant to this proposal, the following exemptions detailed at Clause 52.17-7 are considered further:

<p><b>Planted vegetation</b></p>	<p>Native vegetation that is to be removed, destroyed or lopped that was either planted or grown as a result of direct seeding.</p> <p>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.</p>
<p><b>Site area</b></p>	<p>Native vegetation that is to be removed, destroyed or lopped on land, together with all contiguous land in one ownership, which has an area of less than 0.4 hectares.</p> <p>This exemption does not apply to native vegetation on a roadside or rail reservation.</p>
<p><b>Vehicle access from public roads</b></p>	<p>Native vegetation that is to be removed, destroyed, or lopped to the minimum extent necessary to enable the construction or maintenance of a vehicle access across a road reserve from a property boundary to a public road.</p> <p>This exemption only applies to properties which share a common boundary with the road reserve, and the total width of clearing must not exceed 6 metres.</p> <p>This exemption does not apply where there is a practical opportunity to site the accessway to avoid the removal, destruction or lopping of native vegetation.</p>



In this exemption, roadside and public road have the same meanings as in section 3 of the Road Management Act 2004.

Note: Under the Road Management Act 2004 the written consent of the coordinating road authority is required to conduct any works, including removing a tree or other vegetation, in, on, under or over a road.

## RESPONSE

### CAPACITY OF EACH LOT – NO VEGETATION REMOVAL NEEDED

As it is relevant to the subject site, the land contains a quantity of native and exotic treed vegetation.

It is evident that some of the native vegetation is planted in a perimeter planting and is of mixed species, which shows characteristics of planted vegetation for pasture protection. An example of this planted native vegetation is located mostly on Lot 4 & 5 and is established in such a way on the land that it is self-evident that it was established for pasture protection/windrows. (Figure 5). The pattern of other vegetation across the site is less evident that it has been planted, however historic aerial photos provide evidence that the site between c. 1960's to at least 1980's contained cleared paddocks established with pasture and Cypress hedging behind the Church (Figure 6).

Within the context of this site, Clause 52.17 also includes permit requirements and also exemptions from a permit for the removal, destruction or lopping of native vegetation, which will be assessed below.

The subdivision proposal has been designed to ensure that there is capacity on each lot for future residential development, the recommended LAA for the treatment of onsite wastewater and also the retention of all existing native vegetation. This capacity is demonstrated at Figure 5.

It is important to note that the LAA areas in the LCA are conceptual locations and can be micro-sited to avoid the removal of any native vegetation on each vacant lot. This is certainly an intended outcome and therefore this application does not seek express permission for the removal of native vegetation.

Collectively, there is more than sufficient area on each vacant lot that does not contain any treed vegetation to locate both a dwelling, outbuildings and LAA for wastewater so as to entirely avoid the removal of any vegetation.

The permit requirement in this provision applies despite the type of development. Therefore, if the subdivision conditions didn't limit the siting and design of a future dwelling and associated LAA, a permit would still be required for native vegetation for any future buildings and works that didn't fit into the detailed exemptions. In summary, there is always surety and suitable protection for remnant vegetation protection is provided, even beyond the subdivision proposal. On that basis, there is no need to impose any restrictions on the proposed subdivision limiting the siting and design of future buildings and works, including effluent disposal fields.

### HISTORIC LAND DEVELOPMENT – VEGETATION PLANTED

As already stated above, there is capacity in each lot to avoid the need for the removal of any native vegetation on any lot.

The Catholic Church land was constructed in 1938 and the land has only been subdivided once in 2010 to enable the removal of the Former St Marcellus Catholic School from the subject land.

Prior to 1938 and the construction of the Church itself, the land formed part of a Pre-emptive Right title that was developed with the Bryan Olynn Station and was used for broad acre grazing of sheep (shown in the above 1880 Parish Plan Figure 7).

The description of a pre-emptive right by the Public Records Office of Victoria in their document " Explanations of PARISH PLAN information as referred to on a Sample sheet" Prepared by W. H. Knight. Computing Branch 1978 details that:

- *In 1847, an Act was introduced to enable tenants of Pastoral Runs to freehold areas of up to 640 acres within their Runs at a special minimum price of approximately one pound per acre. The complete word "Pre-emptive Right" should be shown on the Schedule after the Grantee's name and the title of the Pre-emptive Right.*

The newspaper advertisement from the Ballarat Star 23<sup>rd</sup> March 1866 (below) describes the site as:

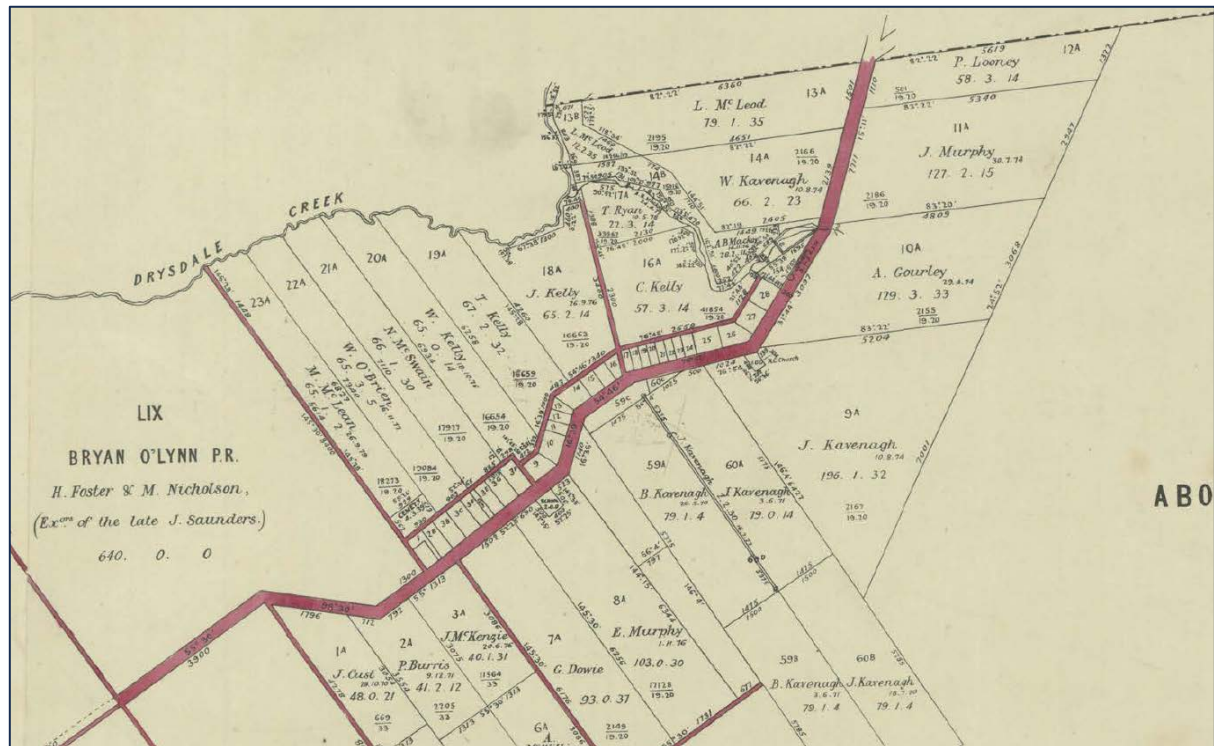


Figure 7 - 1880 Parish Plan Source: Public Records Office Victoria

of sundry articles.  
No Reserve. Terms Cash.  
Especial attention is called to the above, as they  
are all for positive sale.

SATURDAY, 14th APRIL:

**SPLENDID FREEHOLD INVESTMENT.**

**S**AMUEL MACGREGOR has been favored with instructions from David Wilson, Esq., to sell by public auction, at the Commercial Hotel, Warrnambool, on Saturday, 14th proximo, at 12 o'clock,  
**640 ACRES OF LAND,**

Well known as Bryan O'Linn, Purnim, or better known as Tozer's Pre-emptive Section, fenced in with post and rail, sheep proof, with good dwelling-house, barn, stockyards, first rate orchard, &c, 200 acres of which is cleared, and has been under cultivation. The property is well watered, is bounded on the south by a macadamised road, and is altogether one of the most compact and desirable freeholds in the Western District.

Terms—Remarkably easy, declared at sale.

Figure 8 - Pre-emptive Right title - established and cleared for sheep production in 1866 - Church land was created from this early title

- Fenced in post and rail, sheep proof, with good dwelling house, barn, stockyards, first rate orchard, 200 acres of which is cleared and has been under cultivation. The property is well watered, is bounded by a macadamised road and is altogether one of the most compact and desirable freeholds in the Western District.

It is evident that typical land clearing for agricultural production has occurred on the subject site from its early history in 1866.

The 1966 and 1981 aerial photo at Figure 7 below, shows evidence of historic pastoral/agricultural use, windrow establishment and the Church and St Marcellus School buildings. There is no evidence of native vegetation establishment until at least 2005, where there the 2005 photo shows it to the left of Church.

It is entirely possible that all native vegetation on the site has been planted as replacement windrows when Cypress hedging was removed.

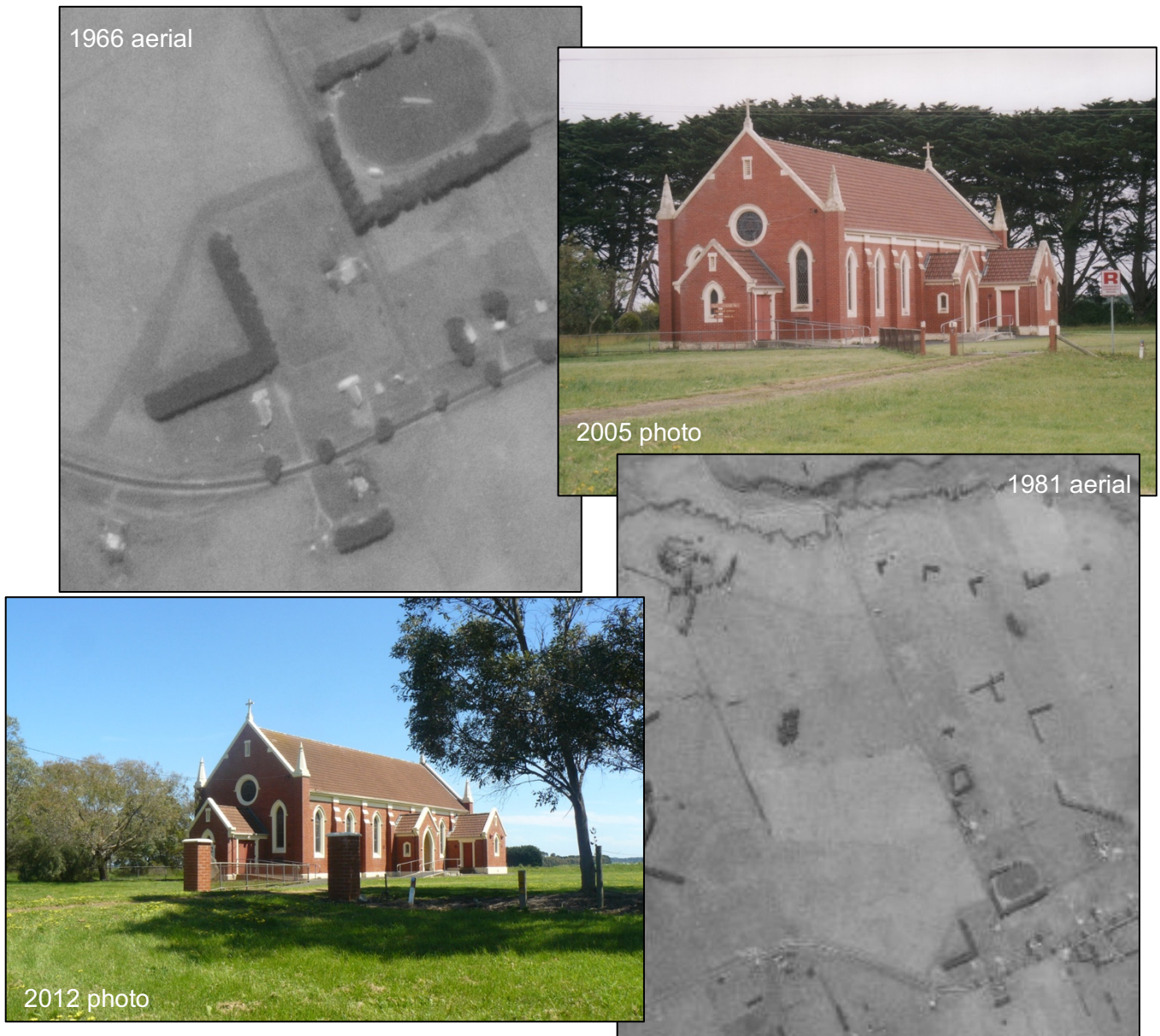


Figure 9 - Evidence of pastoral windrow landscaping with later native vegetation plantings established

Historic aerial source: Geoscience Australia

Image source: HERMES heritage citation records

#### ECOLOGICAL VEGETATION MAPPING DATA

DEECA EVC 2005 data layer from NatureKit mapping system shows that the site and Crown Land road reserves holds no records of an either Plains Grassy Woodland or Plains Swampy Woodland that is mapped on other nearby sites.



Figure 10 - Image from NatureKit DEECA mapping system - 2005 Ecological Vegetation Classes not evidenced onsite

## **CLAUSE 52.29 - LAND ADJACENT TO THE PRINCIPAL ROAD NETWORK**

As it is relevant to the subject land and proposal, the following response is provided.

### **PERMIT REQUIREMENT**

A permit is required to subdivide land adjacent to a road in the Transport Zone Category 2.

It is not expected that the planning permit pre-amble will need to include the construction/alteration of an access, as there is sufficient scope/options to provide safe & efficient vehicular access to all lots (detailed as follows).

The width of the existing access/service road to the Catholic Church from the Hopkins Highway is 3.5m in width and currently only services the church for vehicular needs.

The parishioner numbers at the church are presently at declining numbers of approximately 8, which means that vehicle numbers are expected to be at most 9 per week. This car parking volume is very low, and approximately 6 times lower than that of the traffic volume standard used for a single residential use, which is set at 10 vehicle movements per day.

### **CONCEPT VEHICLE ACCESS - HOPKINS HIGHWAY**

Subject to review by the Road Authority, based on the above summary of traffic generation the existing construction of the vehicle crossover from the Hopkins Highway is adequate at a width of 3.5m to service two vacant lots, ongoing church activities and dimensions adequate for emergency vehicle access.

If considered necessary, to allow passing traffic, the internal section of the service road could be widened where necessary as a condition of any permit issued, without widening the existing vehicle crossover connection to the road formation of the highway.

Alternately, where the adequacy of sight lines at the existing Hopkins Highway vehicle crossover is deemed to be inadequate, an alternate to connect vehicular access to those 3 lots via the existing service road that connects the Public Hall to Bryan Olynn Road.

Despite changes regarding widths of the service road, there is a clear character in Purnim where all service roads for residential lots is provided with a gravel all-weather seal surface from the major road network. This will best fit with the existing character that already contains consistent gravel all-weather surface service roads throughout the town.

### **BRYAN OLYNN ROAD**

The lots fronting Bryan Olynn Road do not require express primary permission (a planning permit) for the construction of any new/altered vehicle crossovers.

However, as a procedural requirement, vehicle access to each lot needs to be provided as a condition of any permit.

It is reasonably expected that these lots will be served by typical rural vehicle crossover as required by the Road Authority, which will be required through a reasonably required condition of any permit issued.

## **SUMMARY**

As detailed in this report/assessment, the proposal is consistent with:

- Relevant Policy (MPS & PPF)
- The purpose and provisions of the Township Zone
- The objectives/standards of Clause 56 and
- The purpose and provisions of Clause 52.29 (Particular Provisions) relating to access/subdivision adjacent to a major road.

The proposed subdivision is the natural transition following the land being re-zoned through Planning Scheme Amendment C70.

The land is located within the visual boundary and settlement boundary of the township of Purnim and ensures that residential uses are consolidated within township areas to limit agricultural land use conflicts and satellite clusters of residential uses within farming areas.

The proposed subdivision allows for modest additional land supply that is consistent with the character of Purnim through the creation of 4000m<sup>2</sup>+ lots, which matches the surrounding lot pattern.

There is sufficient capacity in each lot to develop each lot for future residential purposes without the need to remove any native vegetation on any proposed lot, within the context of relevant permit exemptions detailed in this report.

It is requested that Council support the proposal in its current form. It is sought that a planning permit is granted for this proposal following due process and that any permit is granted subject to relevant and reasonably necessary permit conditions.

## CLAUSE 56 SUBDIVISION ASSESSMENT - SUMMARY

Objectives	Complies with Standard (Y/N)	Variation to comply with Objective (Y/N)
56.03-5 Neighbourhood Character Objective	Y	N
56.04-2 Lot area and building envelopes objective	Y	N
56.04-3 Solar orientation of lots objective	Y	Y
56.04-4 Street orientation objective	Y	N
56.04-5 Common area objectives	Y	N
56.05-1 Integrated urban landscape objectives	Y	N
56.06-2 Walking and cycling network objectives	N/A	N/A
56.06-4 Neighbourhood street network objective	N/A	N/A
56.06-5 Walking and cycling network detail objective	Y	N
56.06-7 Neighbourhood street network detail objective	N/A	N/A
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	Y	N
56.09-1 Shared trenching objective	Y	N
56.09-2 Electricity, telecommunication, gas objective	Y	N
56.09-3 Fire hydrants objective	Y	Y
56.09-4 Public lighting objective	N/A	N/A

\*Objectives met in all cases, minor variation to Standard justified below.

# CLAUSE 56 SUBDIVISION ASSESSMENT

## LIVEABLE AND SUSTAINABLE COMMUNITIES

### CLAUSE 56.03-5 - NEIGHBOURHOOD CHARACTER OBJECTIVE

To design subdivisions that respond to neighbourhood character.

Standard C6

Subdivision should:

- 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.

### RESPONSE – OBJECTIVE AND STANDARD MET

The above planning report provides a detailed response as to how the proposal meets the existing neighbourhood character in Purnim.

### 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 AND STANDARD MET**

All vacant lots are greater than 500m<sup>2</sup> in size.

The plan at Figure 5 demonstrates that each vacant lot can contain a 10m x 15m rectangle as well as the required LAA areas detailed in the LCA.

It is not intended that the plan of subdivision will contain a building envelope or LAA restriction as both the Figure 5 and the LCA demonstrates lot capacity. The other primary purpose in avoiding the use of a building envelope restriction is to allow sufficient flexibility in future house siting and design that will provide for a diversity in community need.

Both Standard and Objective are 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 MET – MINOR VARIATION SOUGHT**

Despite the long axis of all vacant lots not being strictly within 30 degrees of north, all vacant lots are large enough that direct northerly facing orientation is possible for all future dwellings as demonstrated with the 10x15m rectangles on the above site analysis.

#### **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 MET**

The necessary configuration of the lots has been such that all but 1 vacant lot has a traditional frontage to either Bryan Olynn Road or the Hopkins Highway.

The single battle axe lot proposed is located at the rear of an existing dwelling, which already provides an active frontage to Bryan Olynn Road. Therefore, the creation of 1 battle axe lot will not diminish the connection that the lots will create with the surrounding streets and the sense of passive surveillance provided.

Both Standard and Objective are met.

#### **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 – OBJECTIVE AND STANDARD MET

No common areas are proposed.

## 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 existing scattered native vegetation in the Hopkins Highway road reserve will not be impacted by any changes to the internal re-direction of the service road and therefore maintains the existing relaxed small country village character.

Both Standard and Objective are met.

## **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 – NOT APPLICABLE**

The subdivision does not propose the creation of any new roads or pedestrian networks, albeit that informal pedestrian movements throughout Purnim can occur in an informal manner along grassed verges/road reserves.

Not applicable.

#### **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 – NOT APPLICABLE**

The subdivision does not propose to create any new road network.

Not applicable.

#### **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**

It is acknowledged that there is an existing pedestrian path that is established between the Public Hall (along the northern side of the highway and adjacent to the service road) and the eastern edge of the town. Bryan Olynn Road does not contain any footpath network.

The two vacant lots have existing access to this path without the extension of the path along the frontage of the site, as the extension of service road will adequately provide for an all-weather surface for pedestrian needs.

The service road extension is a low speed area, therefore the service road could reasonably be a safe shared vehicle and pedestrian space.

Both Standard and Objective are met.

#### **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 – NOT APPLICABLE

The proposed subdivision does not extend the existing road network.

Not applicable.

#### 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.

TABLE C1 DESIGN OF ROADS AND NEIGHBOURHOOD STREETS - ACCESS LANE

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

<b>Traffic volume<sup>1</sup></b>	300vpd
<b>Target speed<sup>2</sup></b>	10kph

<b>Carriageway width<sup>3</sup> &amp; parking provision within street reservation</b>	5.5m <sup>6</sup> wide with no parking spaces to be provided.  Appropriately signed.
<b>Verge width<sup>4</sup></b>	No verge required.
<b>Kerbing<sup>5</sup></b>	
<b>Footpath provision</b>	None  Carriageway designed as a shared zone and appropriately signed.
<b>Cycle path provision</b>	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

There are 3 of the 7 lots that require access to an arterial road, all of which can be provided via a service road, despite the final approved configuration.

## 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

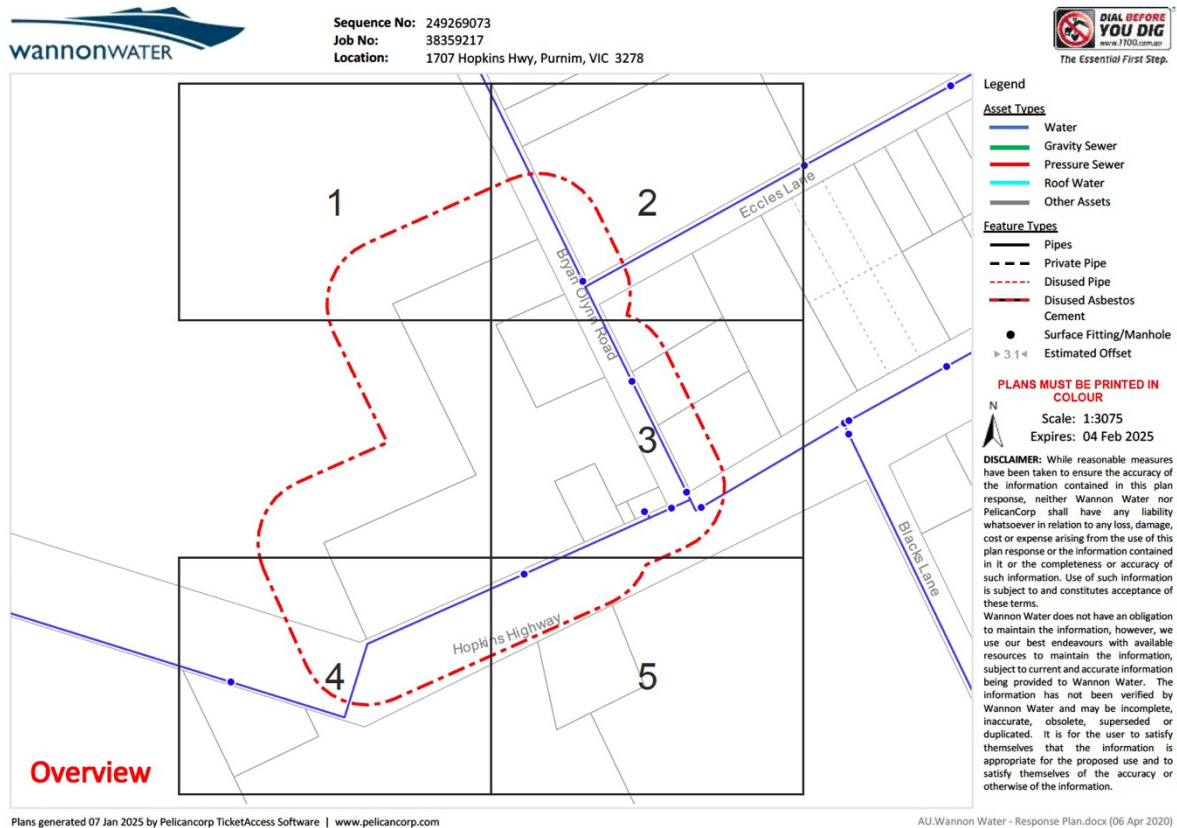


Figure 11 Wannon Water Asset Map (DBYD)

Reticulated water is available to both road frontages, being Hopkins Highway and Bryan Olyn Road. Provision of potable water is available to all lots including existing developed lots (CFA and Church).

### 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

Not applicable, no recycled water is available.

### **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 LCA details that all vacant lots can contain treated waste water as required by EPA regulation and the S173 agreement.

### **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**

20% AEP stormwater generated from future residential development will be able to be contained onsite via diversion to stormwater tanks with properly fitted soakage pits/diversion devices. This requirement can be controlled through any building permit granted and should not need any conditions to be applied through the subdivision permit.

Given the size of each lot, the reasonably flat profile of the land and that there is no recognised drainage system in Purnim that is managed by the drainage authority, a 1% AEP event can be reasonably absorbed (as necessary) through natural infiltration.

Where considered necessary, any overland flows potential at boundaries of lots could be controlled through localised cut off drains. Despite the subdivision, this type of SW control is the responsibility of each individual landowner at the time each lot is developed for residential purposes and should more appropriately be controlled through any building permit granted for future development.

The existing Church and CFA contain existing stormwater diversion devices (tanks or other) that suitably control a 20% AEP event as required.

## **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 MET**

There is sufficient area onsite to undertake civil works within the curtilage of the land for service connections and minor vehicle access needs.

Given the more minor servicing works required, it is not considered necessary to require a formal and endorsed traffic/construction management plan for this subdivision. Precautionary conditions to avoid potential amenity and environmental impacts should protect any incidental matters that arise.

## **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**

Shared trenching opportunities will be used where possible (namely water, telecommunications and electricity) as detailed in the engineering services plan.

**CLAUSE 56.09-2 – ELECTRICITY & 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 availability to electricity and telecommunication services from both adjoining roads, with civil connections being undertaken as a procedural requirement.

**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 MET WITH MINOR VARIATION**

The rear of all lots are within 120m of the surrounding existing street network and any existing reticulated hydrants. It is therefore possible to provide formal access to hydrant supply.

Given the nature of the larger lots, it may be more practical in this instance to provide an alternate solution by requiring onsite static water supply for fire fighting purposes, much the same way as is required for dwelling in the Farming Zone or Rural Living Zone.

Where necessary, and hydrant infrastructure is not available in the road network, onsite static water supply could be reasonably required through a requirement of any permit granted at the time where new residential development is constructed on each lot.

## **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 – NOT APPLICABLE**

No roads are being constructed by this subdivision.

Not applicable.