66-90 BENA ROAD, KORUMBURRA
Development Plan and Subdivision Application

Bena Road Developments Pty Ltd
May 2016
Background

<table>
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<th>15131</th>
<th>Author:</th>
<th>GK</th>
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<td>Property:</td>
<td>66 &amp; Part 90 Bena Road, Korumburra</td>
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Revisions

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<td>February 2016</td>
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<td>May 2016</td>
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Cover photo – Subject site
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1 INTRODUCTION

Planning Central Pty Ltd acts on behalf of Bena Road Developments Pty Ltd who have an interest in the land located at 66-90 Bena Road Korumburra. This land is formally comprised of the following parcels:

- Lot 2 on Plan Subdivision 422691Q
- Lot 8 on Plan Subdivision 006688
- Lot 7 on Title Plan 547903R – Formerly known as Lot 25 on Plan of Subdivision 003717
- Lot 9 on Plan of Subdivision 006688

In 2012 this land was the subject of Planning Scheme Amendment C66 (“Amendment C66”) which:

- Rezoned the land from Farming Zone to Residential 1 Zone.
- Applied the Development Plan Overlay (Schedule 6 – Korumburra Residential Growth Areas)
- Deleted the Environmental Significance Overlay (Schedule 5 – Areas Susceptible to Erosion) from all land affected by this Planning Scheme Amendment request.

In accordance with Development Plan Overlay (Schedule 6 – Korumburra Residential Growth Areas), the Proponents submit this Development Plan for Council approval.

This Development Plan has been prepared having specific regard to the following matters, as required by Clause 3 of the DPO06 namely:

- Site Analysis
- Traffic
- Infrastructure
- Surface Water Drainage
- Flora and Fauna
- Cultural Heritage
- Social Infrastructure

This Development Plan will assist in facilitating development of the land in a transparent, orderly and sustainable manner.

Also included in this document are details of the proposed subdivision to form part of a Planning Permit Application to be considered under the zone and overlay provisions.

We look forward to working closely with South Gippsland Shire Council to implement this development which:

- is totally consistent with State and Local Planning Policy.
- is totally consistent with Councils Strategic Plan for Korumburra
- represents a logical extension to the township.
2 SUBJECT SITE AND SURROUNDS

2.1 Site Location

The subject site is approximately 2 west and south-west of the Korumburra township.

Figure 1 – Site Location

Not to Scale – Source: Landata

Key attributes of the location include, but are not limited to:

- The site has convenient access to South Gippsland Freeway (M420).
- The land is located within 2km from the Korumburra Town Centre.
- Access to a wide range commercial and social service are available within the Korumburra Town Centre.
- Access to education and recreational facilities are located within a 5km radius
2.2 Site Description

The land is commonly known as 66-90 Bena Road Korumburra.

This is formally described as being:

- Lot 2 on Plan Subdivision 422691Q
- Lot 8 on Plan Subdivision 006688
- Lot 7 on Title Plan 547903R –Formerly known as Lot 25 on Plan of Subdivision 003717
- Lot 9 on Plan of Subdivision 006688

The land has an area of is approximately 15.58 hectares and is depicted in the following aerial photographs below.

![Figure 2 – Site Location](image)

Not to Scale – Source: Landata
Certificates of Title are presented in Appendix A.

Photographs of the subject site are presented in Appendix B and within various Technical Assessments (Section 4).

2.3 Site Context

The surrounding area can be described in the following manner.

<table>
<thead>
<tr>
<th>North</th>
<th>Immediately north is vacant land which is zoned for Industrial purposes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>Immediately east are established residences on larger allotments that are zoned General Residential – like the subject site. To the north-east the adjoining land is zoned Low Density Residential and is characterised by established residences on allotments in the order of 4,000sqm</td>
</tr>
<tr>
<td>South</td>
<td>Immediately south is farming land which is zoned General Residential and also affected</td>
</tr>
</tbody>
</table>
by the Development Overlay Plan (Schedule 6).

| West | Immediately west are long rectangular allotments that are individually owned, are under pasture, have no significant buildings and is zoned Farming. |

Photographs of the surrounding area are presented in Appendix C and within various Technical Assessments (Section 4).
3 DEVELOPMENT PLAN

This Development Plan and Planning Application seeks to facilitate the development of the land to accommodate:

- approximately 78 residential allotments
- drainage reserve
- access road

The general configuration of the proposed development / subdivision is presented in Appendix D.

Residential Allotment

The 78 allotments will be in the order of 700sqm – 2320sqm with the larger allotments to the north of the property where the block is steeper. The residential component of the plans equates to approximately 8.05 hectares (51.7% of the site).

In response to concerns raised by nearby landowners to the north and north-west, lots in the order of 1,200 – 1,400 that can be readily landscaped along the rear boundaries (subject to Council input and any need for a landscape plan) via a condition on any planning permit that may issue.

Road Network

The development will be connected to the Bena Road via a single access road.

Whilst allotments have double frontage to Bena Road and the internal road to the north, potential assists for dwellings to be established with a visual relationship and direct access to Bena Road if Council are of this mind.

An internal road network traverses through the subdivision with potential available to extend the roads westwards in the event that neighbouring properties are rezoned for residential purposes in the future.

Drainage Reserves

Two drainage reserves are proposed to respond to the drainage lines on site. This equates to approximately 4.74 hectares (30.4% of the site).

Drainage reserves have been designated in the order of 30m widths to satisfy CMA and Council requirements. In proposing this arrangement, we are mindful of the competing requirements between CMA (ie require 30m to achieve biodiversity objectives) and Council (ie likely to inherit management of the reserve area) – the plan seeks to achieve a balance between the requirements of each.

Staging

It is proposed to undertake the development in 4 stages, each of approximately 20 lots, to manage the release of land to the market.
4 TECHNICAL ASSESSMENTS

Following are details of the Technical Assessments that has been prepared to inform the development plan and in response to the Development Plan Overlay (Schedule 6 – Korumburra Residential Growth Areas).

4.1 Ecological

This assessment was undertaken by Paul Kelly and Associates.

A copy of this Assessment is presented at Appendix E.

The purpose of this assessment was to:
- Interrogate and analyse a range of biological databases and relevant reports to assess the flora and fauna significance of the site and vicinity.
- Conduct a site survey to assess the presence of any significant flora and fauna on the site and assess the quality of any remnant native vegetation and fauna habitats.
- Prepare a report on the ecological significance of the site and any significant ecological constraints to the site that may affect development of the site for residential purposes.

In terms of ecological impact the assessment states that:

“The majority of the vegetation on the site has been considerably modified by historic clearing, cultivation, grazing and subsequent weed invasion. It bears only minor resemblance to the modelled 1750 pre-European Ecological Vegetation Classes of the site. If the current legitimate land use continues, the contribution the site makes to sustainable biodiversity conservation will continue to decrease.

In its current state, the ecological values of the majority of the subject site do not make a significant contribution to the sustainable conservation of biodiversity in the vicinity. The most significant biodiversity values of the site are those directly associated with the highly modified riparian vegetation of the ephemeral waterway.

The adoption of the key impact mitigation options as proposed in the Invert-Eco report will significantly reduce the potential development impacts of the three significant species. The proposed plan of subdivision has adopted this approach and has provided a reserve along both waterways which is generally 60m wide. The total width of the reserve will be subject to further negotiation with South Gippsland Council and the West Gippsland Catchment Management Authority.

Any revegetation works proposed for the site should use local provenance species and include Strzelecki Gum.

The ecological impact of the proposed development on the current biodiversity of the subject site is considered to be minimal and is improved as a consequence of the proposed development.”

On this basis, it is concluded that:

“As an overview, the vegetation and habitat quality of the subject site is low. It is dominated by cleared agricultural land.

In the absence of information to the contrary, it is considered that development of the site which retains, protects and appropriately supplements the waterway habitats will not have a significant
impact on the biodiversity values of the site and vicinity. The provision of offsets will adequately compensate for the removal of the six (6) trees to provide for road access.”

4.2 Giant Gippsland Earthworm

This assessment was undertaken by Invert-Eco Pty Ltd.

A copy of this Assessment is presented at Appendix F.

The stated purpose of this assessment is to facilitate the planning and design of the proposed development and provide opportunities to avoid or mitigate any potential impacts to the GGE colonies should they occur within the subject site.

In short, assessment concludes that:

“A targeted assessment at 66-90 Bena Road Korumburra did not identify any evidence of GGE colonies and over-all site conditions along the banks of the two waterways did not support appropriate soil and moisture characteristics required by these species. While in some circumstances, a lack of evidence of GGE’s may require a precautionary approach to mitigate due to the possibility that colonies can remain undetected, it is considered by Invert-Eco that the area is unlikely to support extensive suitable habitat”

4.3 Infrastructure

This assessment was undertaken by Brosnan Engineering Solutions.

A copy of this Assessment is presented at Appendix G.

The aim of this assessment was to identify the location, size and availability of existing service authority’s assets in the vicinity of the subject land and provides preliminary advice on the works required to connect to these services.

Services investigated included:
- Water supply
- Sewerage services
- Electricity supply
- Telecommunications
- Gas supply
- Stormwater
- Access
- Services Trenching

Based on the information presented within it was concluded that:

“Servicing of the development can be achieved by known and proven techniques. The extension of services such as drainage, sewer, water supply, electricity, natural gas and telecommunications from surrounding streets will ensure that these services can be made available to the proposed development.

Internal reticulation of all services will be required to be undertaken by the future developer of the land. Contributions towards the upgrade of external infrastructure will be made in accordance with negotiated agreements with the relevant servicing authorities”.
4.4 Traffic

This assessment was undertaken by Transport and Traffic Solutions Pty Ltd.

A copy of this Assessment is presented at Appendix H.

The stated aim of this report is to assess the traffic impacts on the external and internal road network as a result of the proposed development. This will include an assessment of the:

- Existing conditions adjacent to the site.
- Proposed development.
- Traffic impacts associated with the development.
- Proposed internal road network and site access.

The key findings of this Traffic Assessment follow:

Existing Conditions

- In accordance with South Gippsland Shire Council’s Road Management Plan 2013, Road Register, Bena Road is classified as an Access Street.
- The existing Bena Road / George Street / Radovick Street intersection is operating well below capacity, with free flowing traffic conditions and minimal delay. Therefore it can be concluded that the CHR(S) treatment provided on the Radovick Street approach has been provided for safety reasons.
- It is estimated that the 2016 weekday average daily traffic volume on Bena Road adjacent to the site is 140 vehicles per day.
- One casualty accident was recorded at the intersection of Radovick Street and George Street to the east of the site on 25 December 2013. Based on the one recorded accident over the last six year period it can be concluded that there are no serious safety concerns with the road network adjacent to the site.

Proposed Development, Traffic Generation & Intersection Assessment

- The proposed development will consist of 81 residential lots.
- The proposed residential development will generate 810 daily vehicle trips and 81 peak hour vehicle trips.
- Primary access to the site is provided from Bena Road via the construction of a new unsignalised T-intersection.
- A second access point for Emergency Access only is provided from the unmade road located along the sites western boundary.
- A Performance Assessment of the existing Bena Road / George Street / Radovick Street intersection layout with the future year traffic volumes from the development site and 125 residential dwellings form the future development of the land south of Bena Road, shows that the intersection will operate well below capacity, with free flowing traffic conditions and minimal delay.
- Due to the expected low turning movement volume at the proposed site access point, a performance assessment of this intersection is not warranted as it is expected that the proposed intersection will operate well below capacity, with free flowing traffic conditions and minimal delay.

Internal Road Network & Site Access

- To control traffic speeds, it is recommended that the proposed Intersection of Road 3 and Road 1 be modified to change priority as shown in Figure 5.1.
- To minimise pedestrian walk times it is recommended that a reserve for pedestrian and bicycle access only be provided on the north-west boundary of Lot 56 connecting Road 3 to Road 1.
In accordance with Table 2: Urban Road / Street Characteristics of the IDM, Road 1 and Road 3 (between Lot 38 and Lot 73) are to be designed and constructed as an Access Street. All other roads can be designed and constructed as an Access Place.

Bena Road directly adjacent to the site is to be upgraded to provide a concrete footpath, a grass verge, and kerb and channel north side only as per the Access Street requirements of the IDM.

The existing Bena Road carriageway is to be widened to achieve a 7.3 metre wide carriageway to allow for on-street parking. Widening of the carriageway is to occur on the north side due to the provision of a wider verge.

Bena Road in the future year is expected to carry less than 2,600 vpd and therefore will still function as an Access Street.

It is recommended that the existing speed limit on Bena Road within the General Residential Zone 1, be lowered to 60 km/h to take into account the proposed change in land use.

The process to lower the speed limit should be commenced once the planning permit is issued for the development and be implemented prior to occupation of the first allotment.

The available SISD at the proposed intersection / site access point in both directions complies with the Austroads requirements provided that the existing vegetation is cut down and maintained on a regular basis and that the existing trees are removed both sides of the intersection.

The construction of the proposed intersection of Bena Road with / Road 1 as a standard T intersection is a more than acceptable intersection arrangement to provide safe and efficient access to the proposed development site.

For the proposed posted speed limit of 60km/h, the access driveways to Lots 9 to 12 are to achieve a minimum sight distance requirement equivalent to 55 metres along the frontage road.

Lot 8 is to obtain access via Road 1.

Based on the key findings of this report it can be concluded that the following transport infrastructure projects will be required to support the proposed development of the site into 81 residential dwellings:

- The intersection of Road 3 and Road 1 be modified to change priority as shown in Figure 5.1.
- A narrow reserve for pedestrian and bicycle access only be provided on the north-west boundary of Lot 56.
- Road 1 and Road 3 (between Lot 38 and Lot 73) are to be designed and constructed as an Access Street. All other roads are to be designed and constructed as an Access Place.
- A concrete footpath, a grass verge, and kerb and channel be constructed on Bena Road north side only as per the Access Street requirements of the IDM.
- The existing Bena Road carriageway be widened to achieve a 7.3 metre wide carriageway to allow for on-street parking. Widening of the carriageway is to occur on the north side due to the provision of a wider verge.
- The existing speed limit on Bena Road within the General Residential Zone 1, be lowered to 60 km/h.
- The construction of the proposed intersection of Bena Road with / Road 1 as a standard T intersection
  - to provide access into the proposed development site.

Further to the above:

- The proposed driveways to Lots 9 to 12 are to achieve a minimum sight distance requirement equivalent to 55 metres along the frontage road.
- Lot 8 is to obtain access via Road 1.

Therefore if the above transport infrastructure projects are implemented into the Proposed Development, then there are no traffic engineering reasons as to why the subject site should not be granted a permit for the development of the site into 81 residential lots.
4.5 Stormwater and Catchment

This assessment was undertaken by Afflux Consulting Pty Ltd.

A copy of this Assessment is presented at Appendix I.

Amongst other things this assessment provides and analysis of:

- Upstream catchment hydrology and interaction.
- Waterway definition and sizing.
- Flood level definition and associated minimum floor levels.
- Stormwater discharge management, water quality requirements and sizing.

This concludes that “the proposed development on Bena Rd, Korumburra can meet its stormwater and floodplain objectives by following the key elements discussed. In particular, it has provided guidance on external flows and their interaction with the site, flood extents, water surface elevation, significant flood hazard locations and minimum sizes of stormwater treatment systems. Given this high level investigation, the South Gippsland Shire and West Gippsland CMA can have confidence that the proposed development will be appropriate for the site and sensitive to social and environmental concerns of the authorities.

The key elements of this plan that should be required by the South Gippsland Shire and WGCMA are:

- A water quality wetland of approximately 4000 m² of surface area is required on the northern minor waterway
- A sedimentation basin of approximately 180 m² is required prior to discharge on the southern waterway.
- Around 600 m³ storage will provide full detention of 5 year ARI flows and protect the geomorphic features and bank stability downstream of the site. No additional storage is recommended for the 100 year event.
- The water way areas as shown in the concept plan exceed the WGCMA requirements.
- Lot level shall be based 600mm above the Water surface levels as shown in Figure 12 in this report.
- A detailed wetland functional design report be commissioned to detail the water quality interactions with the proposed stream areas.”

4.6 Aboriginal Cultural Heritage

This due diligence assessment was undertaken by Benchmark Heritage Pty Ltd.

A copy of this Assessment is presented at Appendix J.

The intent of this assessment was to assess the site / development against the relevant legislation and regulations that relate to aboriginal cultural heritage.

“Based on work undertaken, it was concluded that an Aboriginal Cultural Heritage Management Plan (CHMP) is required under Section 47 of the Victoria Aboriginal Heritage Act 2006 if any impact activity is planned in an identified area of cultural heritage sensitivity, or within 50 metres of a registered cultural heritage place (as defined in the Victoria Aboriginal Heritage Regulations (2007).

A mandatory CHMP is therefore required as the following conditions have been triggered under the Aboriginal Heritage Regulations 2007 (r5 Division 1,6):"
- All or part of the activity area for the activity is within an area of cultural heritage sensitivity and;
- All or part of the activity is a high impact activity.

Specifically the activity area is located within an area of cultural heritage sensitivity which, in this case, is defined as land within 50 metres of a registered cultural heritage place (r22, Division 3.2). The high impact activity defined in relation to the current activity area is a residential subdivision.”

A Cultural Heritage Management Plan is currently being prepared and submitted to AAV for approval.

It is understood that a planning permit for the proposed subdivision cannot be issued until the CHMP has been approved.

It is anticipated that this approval will be forthcoming over the next 4-6 weeks whilst detailed consideration is given to other aspects of this Development Plan and Subdivision Application.

4.7 Social Infrastructure

As required by the Development Plan Overlay (Schedule 7) a succinct review of key existing social infrastructure has been undertaken.

A copy of this is presented in Appendix K.

In short, this identifies the following services (re: availability) and provides an indication of proximity (accessibility):

- Childcare, Childrens’ Services, Maternal Health
- Education
- Medical Health Services
- Aged Care
- Youth Services
- Sport and recreation

Based on this succinctly assessment, it is concluded that services are available and in good proximity to the subject site. This context appears to support Council’s original intention to rezone the land.

It is submitted that the existing services, and we and retail / commercial pertains in Korumburra and the immediate townships, will benefit from additional population arising from the proposed development.
5 PLANNING ASSESSMENT

5.1 State Planning Policy Framework

The State Planning Policy Framework (SPPF) provisions promote a consistent approach to the implementation of local planning scheme provisions in accordance with Victorian Government policy.

The SPPF are state-wide provisions that are intended to provide guidance to Council’s when preparing strategies and considering land use and planning applications.

The SPPF includes the following policies:

**Clause 11 - Settlement** notes that planning is to recognise the need for, and as far as practicable contribute towards (as relevant):

- Diversity of choice.
- A high standard of urban design and amenity.
- Energy efficiency.

**Clause 11.02-1** relates to the **Supply of urban land**. The objective is “to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses”.

Strategies identified to achieve this objective include:

- Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.
- Ensure that sufficient land is available to meet forecast demand.
- Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.
- Planning for urban growth should consider:
  - Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
  - Neighbourhood character and landscape considerations.
  - The limits of land capability and natural hazards and environmental quality.
  - Service limitations and the costs of providing infrastructure.
- Monitor development trends and land supply and demand for housing and industry.
- Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.

**Clause 11.05-1** sets out that the objective for **Regional settlement networks** is to “promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework Plan”.

Key strategies identified for delivering networks of high quality settlements include:
- Encouraging an integrated planning response between settlements within regions and in adjoining regions and states.
- Providing for appropriately located supplies of residential, commercial and industrial land across a region, sufficient to meet community needs.

Clause 11.05-4 outlines Regional planning objectives and principles.

Key strategies include:

- Directing growth to locations where utility, transport, commercial and social infrastructure and services are available or can be provided in the most efficient and sustainable manner.
- Ensuring development respects and enhances the scenic amenity, landscape features and view corridors of each settlement.
- Limiting urban sprawl and directing growth into existing settlements, promoting and capitalising on opportunities for urban renewal and redevelopment.
- Encouraging the development of compact urban areas which are based around existing or planned activity centres to maximise accessibility to facilities and services.

Clause 15 relates to Built environment and heritage and states that:

Planning should ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

Creating quality built environments supports the social, cultural, economic and environmental wellbeing of our communities, cities and towns.

Land use and development planning must support the development and maintenance of communities with adequate and safe physical and social environments for their residents, through the appropriate location of uses and development and quality of urban design.

Planning should achieve high quality urban design and architecture that:

- Contributes positively to local urban character and sense of place.
- Reflects the particular characteristics, aspirations and cultural identity of the community.
- Enhances liveability, diversity, amenity and safety of the public realm.
- Promotes attractiveness of towns and cities within broader strategic contexts.
- Minimises detrimental impact on neighbouring properties.

Clause 15.01-1 relates to Urban design and has the following objective:

To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

Key relevant strategies to achieve this include:

- Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.
• Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.
• Require development to include a site analysis and descriptive statement explaining how the proposed development responds to the site and its context.

The objective of Clause 15.01-3 - Neighbourhood and subdivision design is to ensure the design of subdivisions achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.

Key strategies to achieve this include but are not limited to:

• In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:
  o Contributing to an urban structure where networks of neighbourhoods are clustered to support larger activity centres on the regional public transport network.
  o Creating compact neighbourhoods that have walkable distances between activities and where neighbourhood centres provide access to services and facilities to meet day to day needs.
  o Creating a range of open spaces to meet a variety of needs with links to open space networks and regional parks where possible.
  o Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.
  o Creating a strong sense of place because neighbourhood development emphasises existing cultural heritage values, well designed and attractive built form, and landscape character.
  o Protecting and enhancing native habitat.
  o Environmentally friendly development that includes improved energy efficiency, water conservation, local management of stormwater and waste water treatment, less waste and reduced air pollution.

Clause 16.01 addresses Residential development. Clause 16.01-1 - Integrated housing - has the objective “to promote a housing market that meets community needs”.

Strategies to achieve this include:

• Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.
• Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.
• Encourage housing that is both water efficient and energy efficient.

At Clause 16.01-2 - Location of residential development - relevant strategies include:

• Facilitate residential development that is cost-effective in infrastructure provision and use, energy efficient, incorporates water efficient design principles and encourages public transport use.
• Identify opportunities for increased residential densities to help consolidate urban areas.

Clause 16.01-4 outlines state planning policy regarding Housing diversity, the Objective of which is “to provide for a range of housing types to meet increasingly diverse needs”.

Strategies to achieve this include:
• Ensure housing stock matches changing demand by widening housing choice, particularly in the middle and outer suburbs.
• Encourage the development of well-designed medium-density housing which:
  o Respects the neighbourhood character.
  o Improves housing choice.
  o Makes better use of existing infrastructure.
  o Improves energy efficiency of housing.
• Support opportunities for a wide range of income groups to choose housing in well serviced locations.
• Ensure planning for growth areas provides for a mix of housing types and higher housing densities in and around activity centres.

Clause 16.01-5 addresses **Housing affordability**.

Strategies to deliver more affordable housing closer to jobs, transport and services include:

• Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
• Promoting good housing and urban design to minimise negative environmental impacts and keep down costs for residents and the wider community.

Response

The proposal is consistent with the intent and relevant provisions of State Planning Policy Framework. Specifically, the proposal is consistent with Clauses 11, 15 and 16. It seeks to support the supply of residential land in a locality identified for residential purposes.

5.2 Municipal Strategic Statement

Clause 21 of the South Gippsland Planning Scheme presents Council’s strategic vision for the municipality.

Key parts of the MSS relevant to the current proposal include:

**Framework Plan**

As depicted in the South Gippsland Shire Framework plan, Korumburra is designated as being "regional centre – retain as the major regional service and urban centre in the Shire".

Clause 21.02-3 People and settlement

Korumburra is identified as being a “significant town” with a population of 4,373.

Population density in the Shire is recognised as being greatest within the urban centres and in the area between Korumburra and Leongatha.

Clause 21.02-7 Economic development
The agricultural industry is supported by large dairy processing plants at Leongatha and Korumburra, with some value adding such as cheese production occurring on farms.

Clause 21.02-9 Infrastructure

Korumburra is recognised as being one of several towns in the municipality that is serviced by reticulated water and sewerage.

Clause 21.02-10 Community services

Hospitals are located within the larger towns including Korumburra, while family, maternal and child care health services are also provided in some of the smaller towns. Aged care facilities, such as nursing homes, are also located at Korumburra.

Clause 21.05-1 Growth of Towns

This clause recognises that the majority of housing for permanent residents is being constructed in the larger towns of Leongatha and Korumburra.

Korumburra is nominated as serving the following role and function:

Second largest town in the Shire comprising an economic, service and tourism centre. Situated as the South Gippsland Highway’s ‘western gateway’ into the Shire and located on a route between Bass Coast and Central Gippsland.

A range of objectives and strategies are presented for the growth of towns as follows.

<table>
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<th>Requirements</th>
<th>Response</th>
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<tbody>
<tr>
<td><strong>Objectives and strategies</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Objective 1</strong> To ensure the growth of towns occurs in accordance with their role and function</td>
<td>The proposal supports the vision of Council for Korumburra and will accommodate further growth to support the social and economic function of the town</td>
</tr>
<tr>
<td><strong>Strategy 1.1</strong> Promote the residential use and development of land in accordance with the township framework and structure plans at Clause 21.15</td>
<td>The proposal is consistent with the Korumburra Structure Plan and the zone.</td>
</tr>
<tr>
<td><strong>Strategy 1.2</strong> Support the development of vacant, serviced residential land, in accordance with the areas indicated on township framework and structure plans</td>
<td>The proposal makes efficient use of land nominated for conventional residential purposes.</td>
</tr>
<tr>
<td><strong>Strategy 1.3</strong> Encourage consolidated residential development adjacent to central activity districts of towns to achieve a more efficient use of urban infrastructure</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Strategy 1.4</strong></td>
<td></td>
</tr>
<tr>
<td>Requirements</td>
<td>Response</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Discourage the development of dwellings on small lots in old Crown township areas except where such land is zoned Township, Rural Living or is adjacent to existing urban development</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Strategy 1.5</strong> Discourage medium and high density housing in areas without reticulated water or sewerage</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Strategy 1.6</strong> Retain undeveloped breaks between towns by focussing further development within existing township boundaries and avoiding ribbon development, particularly along the coastal strip and key touring routes</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Strategy 1.7</strong> Ensure residential development in small towns is sustainable and sympathetic to the existing character of these areas</td>
<td>The proposed development retains larger allotments that are sympathetic to the surrounding residential allotments and the topography of the area.</td>
</tr>
</tbody>
</table>

**Implementation**

The strategies relating to the growth of towns will be implemented by:

**Policy guidelines**

- Using the township framework and structure plans at Clause 21.15
  - The proposal is consistent with the township framework.
- Guiding development and allocating sufficient land in these towns to accommodate future residential development
  - The proposal assists in implementing Council’s strategic vision for the growth corridor and as reflected in planning strategy and policy.

**Application of zones and overlays**

- Applying the General Residential Zone and Township Zone to the existing serviced residential areas and small additional areas to ensure that there is sufficient residential land (i.e. at least a fifteen year supply), particularly around the larger towns in accordance with the township framework and structure plans
  - The land is zoned General Residential which is totally consistent with the development.
- Applying the Low Density Residential Zone and Rural Living Zone to the existing and serviced low density residential and rural living areas to consolidate development and limit urban growth into rural areas
  - n/a
- Applying the Mixed Use Zone to areas on the periphery of the commercial centres of
  - n/a
**Requirements** | **Response**
--- | ---
Leongatha and Korumburra to encourage residential opportunities close to town centres |  

**Further strategic work**

Developing and implementing a rural Housing and Settlement Strategy | n/a
Reviewing the Mirboo North Structure Plan | n/a
Developing structure plans for those townships serviced (and proposed to be serviced) by reticulated water and sewerage currently without a plan | n/a

**Clause 21.09-2 – Urban Environment**

This further recognises that Korumburra is serviced by reticulated water and sewerage.

**Clause 21.01-1 Housing choice and diversity**

This clause recognises that "the Shire contains a diverse range of housing types that continue to the lifestyle opportunities and attractiveness of the region as a place to work, live and visit. For the long-term sustainability of the region, it is important that adequate opportunities are provided to accommodate the changing lifestyles and housing needs of the existing and future population. Currently there is a lack of innovative and creative medium density housing development within the Shire and opportunities exist to encourage this type of development in appropriate locations".

**Requirements** | **Response**
--- | ---
**21.10-1 Housing choice and diversity** |  

**Objective 1**
To provide diversity in housing types across the Shire to meet the changing needs of the population

The proposal provides a diversity of housing choice with lots ranging from 700sqm – 2,300sqm

**Strategy 1.1**
Encourage diversity in dwelling type and size to provide greater choice and affordability

The housing stock offered will assist with achieving choice and affordability objectives for the market.

**Strategy 1.2**
Promote new housing that provides for the retention and development of sustainable communities throughout the Shire

The proposal will enable support the permanent and sustainable population growth / community development initiatives for the township.

**Strategy 1.3**
Encourage the development of retirement villages, hostel accommodation and medium density housing for older persons, in appropriate | n/a
<table>
<thead>
<tr>
<th>Requirements</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>locations</td>
<td></td>
</tr>
<tr>
<td><strong>Strategy 1.4</strong>&lt;br&gt;Encourage medium density housing in close proximity to the commercial centres of Leongatha, Korumburra, Foster and Mirboo North</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Clause 21.11 – Economic development

Strategy 1.2 promote the industrial precincts including that is Korumburra as locations for new manufacturing industries.

Clause 21.11-2 Technology and service industry

Strategy 1.1 encourage the expansion of regional services in towns including Korumburra.

Clause 21-11-3 Office and commercial uses

Strategy 1.2 - Encourage retail facilities offering higher order good within Korumburra and Leongatha

5.3 General Residential Zone

The purpose of the General Residential Zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local policies.
- To encourage development that respects the neighbourhood character of the area.
- To implement neighbourhood character policy and adopted neighbourhood character guidelines.
- To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Under the provisions of the zone, a panning permit is required to subdivision the land.

Consideration must be given to Clause 56 (Residential Subdivision), an assessment of which is presented at Appendix L.
5.4 Development Plan Overlay (Schedule 6 – Korumburra Residential Growth Areas)

The land is covered by the Development Plan Overlay (Schedule 6 - Korumburra Residential Growth Areas).

The purpose of this Overlay is:

- To implement the State planning Policy Framework, and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if it is generally in accordance with a development plan.

Schedule 6 to the Overlay stipulates requirements for planning permit, a development plan and decision guidelines as follows together with a response specific to the current proposal.

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.0 Conditions and requirements for permits</td>
<td></td>
</tr>
<tr>
<td>Before deciding on an application to subdivide land, construct buildings, or carry out works, the Responsible Authority must consider, as appropriate:</td>
<td></td>
</tr>
<tr>
<td>Whether the development of the land is occurring in an efficient and orderly manner having regard to essential services, community facilities, open space and roads.</td>
<td>The proposal represents the efficient use of the land as designated in the planning strategy and policy and in a manner that is sympathetic to the surrounding properties.</td>
</tr>
<tr>
<td>The potential for future re-subdivision.</td>
<td>Land could be readily re-subdivided in the future. Provision has been kept for Road 5 and Road 6 to extend westwards in the event it is rezoned in the future.</td>
</tr>
<tr>
<td>The interface between proposed and existing nearby developments, to reduce the chance of conflicting developments, especially in relation to the industrial zoned land north of Bena Road.</td>
<td>Larger allotments have been accommodated along the northern property boundary for a range for reasons including topography but also interface with existing industrial zoned land adjoining. These allotments will be in the order of 100-200m deep and can readily accommodate building envelopes towards the front and large landscaped areas / separation towards the rear</td>
</tr>
<tr>
<td>The need to minimise access points to Jumbunna Road.</td>
<td>A comprehensive traffic assessment has been undertaken to inform the proposal as presented at Section 4.4</td>
</tr>
<tr>
<td>The design of any proposed buildings to enhance and reinforce the character of the area.</td>
<td>n/a – a planning permit is not required for buildings</td>
</tr>
<tr>
<td>The timing and staging of the development of the land.</td>
<td>The development will be undertaken in 4 stages</td>
</tr>
</tbody>
</table>
## Requirements

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>The consistency of the proposed development with the approved development plan.</td>
<td>By seeking approval for the development plan and the subdivision plans as the same, consistency between plans will be achieved.</td>
</tr>
<tr>
<td>The consistency of the proposed development with the adopted Korumburra Structure Plan, where relevant.</td>
<td>The proposal is consistent with the Korumburra Structure Plan.</td>
</tr>
<tr>
<td>Any other matter, as deemed appropriate by the Responsible Authority, which the development plan should take account of based on the specific character of the land.</td>
<td></td>
</tr>
<tr>
<td>The requirement for building envelopes, agreements or covenants to be registered on newly created titles to achieve the lot development restrictions set out in the development plan.</td>
<td>Building envelopes can be accommodated subject to a condition of planning permit.</td>
</tr>
<tr>
<td>An assessment against the requirements of Clause 56 of the South Gippsland Planning Scheme.</td>
<td>A copy of this assessment is presented at Appendix L.</td>
</tr>
</tbody>
</table>

### Development and community infrastructure

Prior to the issuing of a Statement of Compliance (or otherwise agreed to in writing by the Responsible Authority), the landowners may enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 or other mechanisms approved by Council. Any such agreement should make provision for contributions to be made by the owners towards the provision of development and community infrastructure on public land (including the provision of land and/or the payment of financial levies) required as a consequence of the subdivision of the land.

### Fencing Requirement

Fencing on sensitive interfaces (existing residential zoned land bordering DPO6) is to be a minimum 1.8m high solid fence to be provided at the developer’s expense prior to the issue of Statement of Compliance on the subdivision of the land. The location and type of fencing may be varied subject to the approval of the Responsible Authority.

### 3.0 Requirements for development plan

The development plan must be prepared to the satisfaction of the Responsible Authority. The development plan may be approved in stages. Each development plan stage must be approved. It is submitted that the proposed staging will accommodate a logical and efficient extension to the township.
### Requirements

<table>
<thead>
<tr>
<th>Land use and subdivision layout</th>
</tr>
</thead>
<tbody>
<tr>
<td>The proposed boundaries of the development area, and provide the strategic justification for those boundaries.</td>
</tr>
<tr>
<td>Boundaries for the proposed subdivision have been informed by technical assessments which has considered, amongst other things natural water courses, topography, existing road networks and the ability to subdivide the land in a meaningful manner to achieve an efficient and order use of the and for conventional residential purposes.</td>
</tr>
</tbody>
</table>

| The overall subdivision of the area, including where possible, the proposed size and density of allotments which provide opportunities for a diverse range of housing types. |
| Details of the proposed submission are detailed in Section 3 with plans presented in Appendix D. |

| The provision of a sensitive residential interface with adjoining residential land. Lots directly adjoining the Low Density Residential Zone (LDRZ) must include a rear setback of a minimum of 7 metres from the zone boundary to any new structure, with a minimum of a 3 metre wide landscape buffer along the zone boundary, or alternative, determined to the satisfaction of the Responsible Authority. |
| Buffers can be readily accommodated as sought. |

| Street network that:  
| Limits the creation of new road access points onto Jumbunna Road and support building frontages with two way surveillance. |
| A comprehensive traffic assessment has been undertaken and is presented at Section 4.4. |

| The overall pattern of development of the area, including any proposed re-zoning of land and proposed land uses. |
| The development will be undertaken in 4 stages as detailed in Section 3. |

<p>| A staging plan that demonstrates an efficient and orderly provision of infrastructure and Services |
| An accessible and integrated network of walking and cycling routes for safe and convenient travel to adjoining communities (including existing and future areas included in the DPO), local destinations or points of local interest, activity centres, community hubs, open spaces and public transport. |
| A comprehensive traffic assessment, which looks at walking and cycling networks ect has been undertaken and is presented at Section 4.4. |</p>
<table>
<thead>
<tr>
<th>Requirements</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>The provision of any commercial facilities and the extent to which these can</td>
<td>n/a</td>
</tr>
<tr>
<td>be colocated with community and public transport facilities to provide centres</td>
<td></td>
</tr>
<tr>
<td>with a mix of land uses and develop vibrant, active, clustered and more</td>
<td></td>
</tr>
<tr>
<td>walkable neighbourhood destinations.</td>
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</tbody>
</table>

**Industrial Zone Interface**

For subdivision and development north of Foster Creek an interface management plan is to be provided which specifies a design response and specific building and lot controls including, where required, controls to address amenity concerns related to noise, odour, vibration and lighting arising from legally occurring industrial activities within the Industrial 1 and Industrial 3 Zones. This may be executed via a Section 173 Agreement.

**Earthworks and Land Form**

Where steeply sloping land exists on the site, the development plan shall detail how the proposed design responds to the topography and contours of the land, and whether significant earthworks are likely to be required for subdivisions to ensure good development design outcomes are achieved. Where land exceeds a slope of 20% a geotechnical report must be prepared by an appropriately qualified person demonstrating the suitability of the land for development.

The report must provide sufficient detail to ensure environmental, access and amenity issues are appropriately addressed. The report should detail whether building envelopes or other controls are likely to be required at the subdivision stage.

**Infrastructure Services**

An integrated stormwater and flood management plan that incorporates water sensitive urban design techniques which provides for the protection of natural systems, integration of stormwater treatment into the landscape, improved water quality, and reduction and mitigation of run-off and peak flows, including consideration of downstream impacts.

A comprehensive stormwater and floodplain assessment has been prepared and is detailed at Section 4.5.

A comprehensive Traffic Impact Assessment prepared to the satisfaction of the Responsible Authority in consultation with the Roads

A comprehensive traffic assessment has been prepared and is detailed at Section 4.4.
<table>
<thead>
<tr>
<th>Requirements</th>
<th>Response</th>
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</thead>
</table>
| Corporation that identifies existing and post development traffic generation, distribution and associated analysis and the pattern and location of the major arterial road network of the area including existing roads and the location and details of any required:  
  - road widening  
  - signalised/unsignalised intersections  
  - access points  
  - pedestrian crossings or safe refuges  
  - cycle lanes  
  - bus lanes and stops | ibid     |
| The pattern and location of any internal road system based on a safe and practical hierarchy of roads including safe pedestrian and bicycle connections and crossing points in accordance with South Gippsland Paths and Trails Strategy 2010 (as amended) and South Gippsland Open Space Strategy 2007 (as amended). The internal road network must specifically provide for the potential for internal road connectivity to the existing dwelling lots that have potential for further subdivision. | ibid     |
| In consultation with relevant agencies and authorities, provision of public transport stops where appropriate within easy walking distance to residential dwellings and key destinations. Stops should also be located near active areas where possible. | It is submitted that subject site is unlikely to be serviced by public transport in the future. Options appear to exist for bus to travel along Bena Road. |
| Identification of costs for infrastructure provision both onsite and offsite | Noted    |
| **Open Space and Landscaping**                                             |          |
| The location and size of the proposed open spaces that cater for a range of user groups and provide a variety of functions that perform both an active and passive role for recreation, as appropriate. | As detailed in **Section 4**, public open space has been restricted to the drainage reserve and 30m buffers following pre-application consultation with Council and the CMA. A more detailed landscape plan is currently being prepared and will be provided to Council as soon as this becomes available. |
| Public open spaces designed to provide:  
  - The inclusion of pedestrian and cycle paths and play equipment, that encourage active recreational opportunities.  
  - Opportunities for visual surveillance to promote safety of users, through encouraging active frontages, using buildings to frame public | ibid     |
<table>
<thead>
<tr>
<th>Requirements</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>spaces and locating open spaces within or adjacent to activity centres where possible.</td>
<td></td>
</tr>
<tr>
<td>A landscaping plan, prepared by a suitably qualified person, identifying all proposed landscaping with particular regard to the interface with surrounding residential and industrial developments, open space and roads. The landscape plan must include canopy tree plantings within both the internal and external road network to soften the visual impact of new development when viewed from within and outside the development area. The landscape plan must provide a high level of detail where new development is adjoining Jumbunna Road, Bena Road and new Connector Street – Level 1 roads, especially in areas where new development is inward facing and not addressing the road.</td>
<td>ibid</td>
</tr>
</tbody>
</table>

**Community Infrastructure and Meeting Places**

Provision for access and social interaction, particularly where this encourages physical activity. For example:

Consider the need for public amenities, including toilets and bicycle parking at key destinations in accordance with Path and Trails Strategy 2010 (as amended).

The pattern and location of pedestrian and bicycle paths should provide safe and practical access to and from community facilities and meeting places.

Spaces should be designed to accommodate community events.

Consider the need for onsite community facilities or where required, upgrades and contribution to offsite community infrastructure.

ibid

Furthermore, it is submitted that public amenities in this location are not required and are unlikely to be supported by Council.

**Flora and Fauna**

In consultation with the Department of Sustainability and Environment, a flora and fauna survey, prepared by a suitably qualified expert, which includes but is not limited to species surveys for Gippsland Giant Earthworm, and measures required to protect the identified species.

An ecological assessment has been prepared and is detailed in **Section 4.1.**

A Giant Gippsland Earthworm Assessment has also been undertaken and is detailed at **Section 4.2.**

An assessment of any native vegetation to be

ibid
<table>
<thead>
<tr>
<th>Requirements</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>removed having regard to Victoria’s Native Vegetation Management: A Framework for Action, including how it is proposed to protect and manage any appropriate native vegetation, including the provision of any offsets if required.</td>
<td></td>
</tr>
<tr>
<td>Regard must be had to the West Gippsland Native Vegetation Plan 2003. (as amended)</td>
<td>ibid</td>
</tr>
<tr>
<td><strong>Cultural Heritage</strong></td>
<td></td>
</tr>
<tr>
<td>A cultural heritage assessment including how cultural heritage values will be managed.</td>
<td>An aboriginal cultural heritage assessment has been undertaken and is detailed at Section 4.6.</td>
</tr>
<tr>
<td><strong>Land Contamination</strong></td>
<td></td>
</tr>
<tr>
<td>An investigation by an appropriately qualified person of the potential location and forms of land contamination resulting from previous land uses, as well as measures to address contamination in areas where sensitive land uses are proposed. The investigation must consider, but not be limited to, agricultural chemical use, informal land dumping, industrial &amp; mining activities.</td>
<td>Our desktop review and discussions with the landowners indicate the land has been used for farming / agricultural purposes and that the likely of any contamination being located on site is low. On this basis, it is submitted that a condition on any planning permit to issue would provide the necessary certainty for the applicant to undertake this work - whilst also satisfying legislative requirements.</td>
</tr>
<tr>
<td><strong>Process and Outcomes</strong></td>
<td></td>
</tr>
<tr>
<td>The development plan should be prepared with an appropriate level of community participation as determined by the Responsible Authority.</td>
<td>We envisage further engagement with the local community in the consideration and assessment of the Development Plan and Proposed Subdivision.</td>
</tr>
<tr>
<td>An implementation plan must be submitted as part of the development plan, indicating the proposed staging of the development and timing of infrastructure provision.</td>
<td></td>
</tr>
<tr>
<td>The approved development plan may be amended to the satisfaction of the Responsible Authority.</td>
<td></td>
</tr>
<tr>
<td><strong>4.0 Decision guidelines for development plan</strong></td>
<td></td>
</tr>
<tr>
<td>Before deciding on a development plan, the Responsible Authority must be satisfied that the plan has regard to the following information:</td>
<td>Satisfied</td>
</tr>
<tr>
<td>Victoria’s Native Vegetation Management: A Framework for Action 2002</td>
<td></td>
</tr>
<tr>
<td>National Heart Foundation of Australia (Victorian Division) 2004, Healthy by Design: a planners’ guide to environments for active living®, National Heart Foundation of Australia</td>
<td></td>
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<tr>
<td>Requirements</td>
<td>Response</td>
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<td>----------------------------------------------------------------------------</td>
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<tr>
<td>(Victorian Division) or as amended;</td>
<td></td>
</tr>
<tr>
<td>South Gippsland Path and Trails Strategy 2010 (as amended).</td>
<td></td>
</tr>
<tr>
<td>South Gippsland Open Space Strategy 2007 (as amended).</td>
<td></td>
</tr>
<tr>
<td>Korumburra Structure Plan 2010 (as amended)</td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX A.   Title Details
APPENDIX B. Photos : Subject Site
APPENDIX C. Photos : Surrounding Area
APPENDIX D. Development Plans
APPENDIX E. Ecological Assessment
APPENDIX F. Giant Gippsland Earthworm Assessment
APPENDIX G. Infrastructure Assessment
APPENDIX H. Traffic Assessment
APPENDIX I. Stormwater and Catchment Assessment
APPENDIX J.  Aboriginal Cultural Assessment
APPENDIX K. Social Infrastructure Assessment
APPENDIX L.-Clause 56 Assessment