


## **Jumbunna Road, Korumburra**

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### **Jumbunna Road Residential Area Development Plan (DP07)**

November 2017

DOCUMENT CONTROL DATA

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## 1 INTRODUCTION

This Development Plan applies to land at Lot 4 LP135303 Jumbunna Road, Korumburra which comprises 3 parcels.

The Development Plan has been prepared in accordance with the relevant provisions of the South Gippsland Planning Scheme including Schedule 7 of the Development Plan Overlay and is informed by the site's key features and the characteristics of the surrounding rural environment. The Development Plan provides the guidance to create a new residential area that will feature varied lot sizes, a safe and permeable road network, with a single access point onto Sommers Crescent as required by Vic Roads, onsite stormwater detention and a linear reserve to facilitate pedestrian movement between the school and existing residential area.

This Development Plan Report includes the following:

- Project background;
- Context: the policy and physical site context;
- A detailed site analysis;
- A detailed design response discussion;
- An overview of the Development Plan, including the key development features, primary infrastructure, stormwater management, environment and design considerations.

Future planning applications to subdivide or develop the land must be prepared generally in accordance with this Development Plan.

## 2 BACKGROUND

### 2.1 Strategic Context

The site is subject to the provisions of the South Gippsland Planning Scheme (the planning scheme) and other strategic planning documents. The site was formally zoned Farming Zone and used for agricultural purposes. However, since the rezoning of the site to the General Residential Zone Schedule 1 and its inclusion within the Korumburra township boundary, the land is identified in the planning scheme as Future Urban Residential land.

An assessment of the site's use for urban development against the provision of the planning scheme was undertaken as part of the proposed Planning Scheme Amendment C52. The assessment found that there was general policy support for a well-designed urban area that provides for conventional residential development and responds appropriately to the existing low density residential development adjoining the southern boundary of the site.

The Development Plan focuses on urban design outcomes that seek to ensure that any future development of the site is sympathetic to the surrounding environment and the existing rural character of the area. Clause 15: Building Environment and Heritage and Clause 21.15-2: Local areas - Korumburra are particularly relevant to this Development Plan.

Clause 15 seeks to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural contexts. The clause broadly aims to ensure planning achieves a 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 21.15-2 establishes the future role and character direction for Korumburra, and notes the following:

*Situated on the South Gippsland Highway in a picturesque landscape of rolling hills, Korumburra is the second largest town in the municipality and a key service provider to the smaller towns and communities in the Shire's western region. Ongoing improvements to the highway and the development of the Pakenham Bypass make Korumburra increasingly accessible to metropolitan Melbourne and help underpin population and economic growth that will contribute to securing the town's growth into the future.*

*Challenges for Korumburra include improving the retail offer, function and appearance of the Town Centre; responding to the existing highway traffic management problems; achieving appropriate redevelopment of the former Korumburra Saleyards site; planning new residential growth areas; and, continuing to define a role and character for Korumburra that distinguishes its place in the Shire's western region.*

Key objectives of this Clause, relevant to this Development Plan include:

- *Ensure the use and development of land in accordance with the strategic directions in the Korumburra Framework Plan and the Korumburra Town Centre Framework Plan.*
- *Provide sufficient residential land, at a range of densities, available to accommodate future township growth.*

- *Promote the development of new residential estates that establish appropriate integration with existing residential areas and infrastructure; provide pedestrian and cyclist connectivity to the Town Centre and key community features; and, protect the environmental values of the land, especially the waterways.*
- *Ensure a high standard of building design, layout and landscaping for all new development, and particularly at the entrances to the town.*
- *Provide strong pedestrian and cycling connectivity to the Korumburra Town Centre, key community assets and the schools.*

## 2.2 Site Context

### Subject site

The subject land (Kufner Textiles land) is located approximately 1.2 km from the Korumburra town centre and situated on the southern side of Jumbunna Road and immediately west of Sommers Road. The site is currently contained in three separate certificates of title being:

- Lot 2 PS139824 an irregular shaped parcel of land with an area of 7.32ha. It has abuttal to Jumbunna Road and Sommers Crescent. The southern boundary abuts the former railway reserve;
- Lot 2 PS139823 an irregular shaped title of 1.549ha comprising the former rail reserve; and
- Lot 4 PS135303 an irregular shaped parcel of land with an area of 3.285ha. It has abuttal to Jumbunna Road and the southern boundary abuts the former railway reserve.

Overall the land is irregular in shape and has an area of 12.154ha. The land is covered by the Section 173 Agreement – AL369898S which generally relates to the future development of the site and the development contributions agreed upon between the South Gippsland Shire Council and the property owner. The Certificates of Title and Section 173 Agreement are contained at **Appendix A**.



Figure 1: Subject site.  
Source: NearMap. Not to Scale

The site features road frontage of approximately 260 metres along Jumbunna Road which is broken up by allotments 111 and 113 Jumbunna Road. Jumbunna Road, also known as Korumburra-Wonthaggi Road is a designated Category 1 Road, controlled by VicRoads. Formal access to the site currently occurs via Jumbunna Road. Sommers Road adjoins the eastern boundary of the site for a length of approximately 290 metres and is categorised as a local road. Sommers Road provides sole access to the low density residential properties located immediately south of the subject site.

The subject land is gently undulating with a fall from the south to the north. The north-east corner is the lowest point of the site. A dam is located in proximity to the southwestern corner of the site where the land has a steep fall and before tempering somewhat. Drainage across the land is generally uniform “flowing” from the rear of the site to the Jumbunna Road frontage.

The property has generally been cleared of vegetation to facilitate cattle grazing and comprises only a small number of exotic trees scattered across the site.

#### Surrounding area

The subject land is situated at the southern edge of the Korumburra township approximately 1.2 km from the town centre via the local road network.

Land immediately north of the site predominately adjoins Jumbunna Road. Allotments 111 and 113 Jumbunna Road break up the road frontage for a length of approximately 160 metres. These lots comprise a single dwelling and outbuildings. Access to these properties occurs from Jumbunna Road. The dwelling at 111 Jumbunna Road is substantial in size and setback from the road frontage. The dwelling is surrounded by a mixture of tall exotic trees that help screen the dwelling from passers by.

The dwelling at 113 Jumbunna Road is set forward of the neighbouring site and is separated by an open, grassed paddock that accommodates roaming chickens. The paddock contains two large willow trees and has a substantial fall from west to east.



Land located on the northern side of Jumbunna Road is zoned General residential zone Schedule 1 however the land is yet to be developed. In its current form, this land is generally used for agricultural purposes.

The southern boundary of the site adjoins a Low Density Residential Development that comprises lots 4000m<sup>2</sup> or greater. Each lot contains a single dwelling that is setback from the front and rear property boundaries. Many of the properties also contain at least one (1) outbuilding. Access to this low density residential area occurs via Sommers Road.

South of the low density residential development, the land is designated or earmarked for future rural residential development. Further south, the land is zoned farming zone and falls outside of the Korumburra township boundary.

Sommers Road forms the eastern boundary of the site and separates the subject land from the neighbouring Winterhalter property which, one day, will be a future residential estate.

Further east, the land is zoned general residential zone and has been developed for standard residential purposes. South of this land and south-east of the subject site, the land is zoned Rural Living Zone and is partially developed for this purpose.

Korumburra Secondary College abuts the land to the western boundary of the site. The college has existed on the site for 59 years and provides secondary education for the residents of Korumburra, and a large number of regional towns and rural residents.

Land further west is zoned farming and generally comprises large land parcels, many in excess of 40 hectares. The land is generally undulating and comprises isolated dwellings and outbuildings in support of the agricultural uses occurring on the properties.

### 3 THE PROPOSED DEVELOPMENT PLAN

The Development Plan (DP) identifies the form and conditions for subdivision and future development of the proposed site, hereon in referred to as the Kufner Textiles land. The Plan has been informed by the Korumburra Structure Plan, 2010 (as amended) as well as supporting technical assessments that provide guidance with regard to the extent of urban development on the subject land.

#### 3.1 Land Use and Subdivision

The proposed Development Plan (DP) is contained in **Appendix B**. The plan identifies the proposed internal road network, linkages to the existing road network and future developable land, specifically 111 and 113 Jumbunna Road. The plan also identifies a linear open space reserve and tree reserve that provides a sensitive interface to the existing low density residential land located immediately south. The proposed plan nominates staging boundaries and also identifies the location and size of the proposed drainage reserves.



Figure 2: Kufner Textiles Development Plan

Following approval of the development plan, a planning permit application in support of the proposed subdivision and associated works will be submitted to Council. Accordingly, this development plan has been informed by the following information:

- Site Context Plan
- Site Analysis Plan

- Indicative Subdivision and Staging Plan (ISSP) that provides 105 residential lots at various densities
- Slope Analysis plan

The suite of proposed plans in support of this development plan and future planning permit application are contained at **Appendices B - F**.

### 3.2 Lot Yield

The DP and ISSP will provide for 105 residential allotments that range in size from 638m<sup>2</sup> -1522m<sup>2</sup>. The proposed density equates to 10.3 lots per net developable hectare with an average lot size across the site of 748m<sup>2</sup>.

The subject land is located on the western fringe of the Korumburra township. Accordingly, the proposed lot yield has been influenced by the location of the site being slightly removed from the town centre. Specifically, the proposed lot yield is generally consistent with conventional lot sizes in non-metropolitan areas and will provide for residential size lots that are in keeping with the character of the existing Korumburra township.

It is further submitted that the proposed density is responsive to the established low density residential land that adjoins the southern boundary of the site. Specifically, the proposed indicative subdivision plan and lot yield provides an appropriate interface, with the public open space and the tree reserve between the zones without causing detriment to the current landowners in the adjoining LDRZ area.

The Indicative Subdivision and Staging Plan is contained at **Appendix F**.

### 3.3 Lot Diversity

As detailed above, the proposed ISSP provides for a diversity of lots that range in size from 501m<sup>2</sup> - 1522m<sup>2</sup>. A summary of the proposed lots sizes is provided below:

**Table 1: Summary of overall residential lots**

Lot size	Number
500-599m <sup>2</sup>	2
600 – 699m <sup>2</sup>	55
700 – 799m <sup>2</sup>	24
800 – 899m <sup>2</sup>	10
900 – 999m <sup>2</sup>	5
>1000m <sup>2</sup>	8
<b>Total</b>	<b>105</b>

The lots immediately adjoining the tree reserve are generally larger in size to provide a sensitive interface and gradual transition between the existing low density residential land to the south and the standard residential density as proposed across the balance of the site.

The rear boundary of these larger lots mostly exceed 20m in width with a couple of exceptions. Given the 22.32m wide tree and public open space reserves separating the large lots from the existing low density residential land, the slight variation in this regard is considered acceptable.

The proposed development does not provide for any medium density allotments due to the location of the site on the western edge of the Korumburra township. It is submitted that a medium density development on the fringe of the township boundary does not further the vision of Korumburra and specifically the objectives of the Korumburra Structure Plan which states:

*Opportunities for urban consolidation and higher density development (more than two dwellings on one allotment) should be considered for sites within easy walking distance of the Town Centre.*

Similar to the lots in proximity to the southern boundary of the site, the proposed allotments abutting Jumbunna Road and Sommers Crescent are required to provide a minimum frontage width of 18m. The Indicative Development Plan illustrates that all lots immediately adjoining Jumbunna Road and Sommers Road meet this requirement.

In summary, the lot diversity is strongly controlled by the minimum width sizes and setback requirements detailed in Development Plan Overlay Schedule 7. Irrespective of these limitations, it is submitted that the proposed Indicative Development Plan provides for a diversity of lot sizes that is consistent with conventional lot sizes in non-metropolitan areas and is also responsive to the existing residential area and particularly, the adjoining low density residential land.

### 3.4 Road Infrastructure

Traffix Group was engaged to undertake a Traffic Impact Assessment (TIAR) in relation to the proposed rezoning of the site. The TIAR was based on the creation of 130 residential lots and a single access point onto Sommers Crescent. The TIAR confirmed that the traffic volumes generated from the proposed development will not cause any significant impacts on the operation of Sommers Crescent or Jumbunna Road.

Additional technical assessments and analysis of the future subdivision layout informed the proposed Development Plan which now provides for 103 residential allotments, 25 lots less than what the TIAR based the assessment on.

The development plan proposes an internal road network that generally comprise lower order access streets that provide internal circulation and connection to various stages of the proposal. Access Streets typically comprise a 7.3m wide road pavement within a 16m road reserve allowing for two-way traffic flow and intermittent kerb side parking. Future access to the adjoining lots at 111 and 113 Jumbunna Road have been provided in the form of 5m wide laneways.

Access into the estate is proposed via Sommers Crescent in the form of a 24m wide road reservation to promote the entrance / gateway.

Accordingly, it is submitted that access to the site as well as the existing and proposed road network can appropriately facilitate the traffic generated by proposed development.

**Appendix G** contains the Traffic Impact Assessment Report.

### 3.5 Stormwater Management

A Stormwater Management Strategy (SWMS) has been prepared in support of the proposed development. The SWMS demonstrates how the proposed development can meet the Urban Stormwater Best Practice Environmental Management Guidelines (BPEMG) and provides supporting evidence that the stormwater discharges from the proposed subdivision shall be to the satisfaction of South Gippsland CMA, South Gippsland Shire Council and other relevant authorities.

It is submitted that the proposed SWMS can be implemented with no net effect on the downstream properties. Further detail regarding the SWMS is contained in Section 4 of this report. A copy of the Stormwater Management Strategy is provided at **Appendix H**.

### 3.6 Open Space

The Development Plan provides for approximately 0.718 hectares of unencumbered passive open space that immediately adjoins the southern boundary of the site. The linear open space reserve provides an informal east-west connection between the school and the low density residential land south of the subject site. Internal to the estate, the linear open space reserve can be accessed via a 10m wide reservation.

Immediately adjoining the linear, public open space reserve is a 10.32m wide fenced, tree reserve which is intended to mitigate potential contamination as a consequence of the railway operations within the former railway reserve. Whilst it was not initially contemplated, it is submitted that the proposed tree reserve provides landscaping along the linear open space reserves as well as a vegetated buffer and separation between the future dwellings on the site and the low density residential land immediately south.

In addition to the above public open space provision, the development plan proposes a 2.5m wide shared path along the frontage to Jumbunna Road. This path increases to 5m on the western half of the site. The provision of this shared path directly responds to the Korumburra Development Plan which states:

*One of the few designated and signed off-road bicycle paths in the South Gippsland Shire travels from the outer limits of Korumburra to the Korumburra Secondary College. This path however is in poor condition. High priority to replace. If the new path cannot achieve a minimum width of 2.5m the cycle lane option should be seriously considered. There is currently a proposal to install a new path in conjunction with an adjacent subdivision, if this occurs the width may well be available.*

### 3.7 Staging

The Staging Plan contained at **Appendix F** identifies 4 stages with stages 1 and 2 occurring on the eastern half of the site and stages 3 and 4 occurring on the western half. Stage 1 is proposed to include the entrance into the estate and establishes the road connections to stages 2 and 3.

The proposed staging is based on the logical and efficient delivery of infrastructure and servicing of the estate.

## 4 TECHNICAL INVESTIGATIONS

A series of reports were prepared in support of the proposed rezoning of the land from the Farming Zone to the General Residential Zone (Schedule 1) and to help inform the design response for the Kufner Textiles land, including:

- Cultural Heritage – an assessment of the site’s cultural heritage sensitivity.
- Traffic Impact Assessment – an assessment of the traffic impacts resulting from the development of residential lots on the subject land as well as the neighbouring Winterhalter land located on the eastern side of Sommers Road.
- Arboricultural Assessment – An assessment of the trees requiring planning approval for their removal.
- Giant Gippsland Earthworm Targeted Survey - an assessment of the subject land to identify any GGE populations and potential habitat.
- Preliminary Environmental Contamination Assessment – an analysis of any significant soil contamination or potential contamination sources on the site.
- Stormwater Management Plan.

A summary of findings and implications for the site design are detailed below.

### 4.1 Aboriginal Cultural Heritage

ACHM Consultants were engaged to provide advice in relation to any Aboriginal Cultural Heritage issues or triggers associated with the proposed residential development on the subject land. The Aboriginal Heritage Act 2006 and the Aboriginal Heritage Regulations 2007 require that a cultural heritage management plan to be completed if both of the following conditions are met; namely:

1. The activity being contemplated (i.e. the type of development) is a ‘high impact activity’ (as defined in the Regulations), and
2. All or part of the ‘activity area’ is in an ‘area of cultural heritage sensitivity’ (as defined in the Regulations).

ACHM confirms that regardless of the type of activity being planned, the land in question is not in an ‘area of cultural heritage sensitivity’ as defined in the Aboriginal Heritage Regulations 2007, so therefore the combined triggers are not met. As a consequence, there are no statutory triggers requiring a Cultural Heritage Management Plan for this land and/or any development associated with it. A copy of ACHM Consultants advice is contained at **Appendix I**.

### 4.2 Traffic Impact Assessment Report

Traffic Group was engaged to undertake a traffic impact assessment (TIAR) in relation to the proposed rezoning of the subject site (referred to in the TIAR as the Cellante land) and the neighbouring site immediately east of Sommers Crescent (known as the Winterhalter land). The traffic impact assessment was based on the creation of 189 residential lots across the two properties, 130 of which were to be located on the subject site. The TIAR confirmed the following:

- Primary vehicle access to the subject site is proposed via Sommers Crescent.
- The development is likely to generate up to 1,890 trip ends per day.

- To cater for the anticipated future traffic volumes, it is proposed to upgrade the intersection of Sommers Crescent and Jumbunna Road to include a CHR(S) right turn lane and a BAL left turn lane.
- The upgraded intersection of Sommers Crescent and Jumbunna Road will provide good operating conditions with minimal delays and queuing following the development of the subject site and into the future. The traffic consultants are satisfied that the traffic volumes generated from the proposed development will not cause any significant impacts on the operation of Sommers Crescent or Jumbunna Road.
- There are no traffic engineering reasons why a permit for the proposed rezoning for residential subdivision should not be granted, subject to appropriate conditions.

Further refinement of the proposed development on the subject land has resulted in a reduction in the number of lots, primarily to manage onsite drainage and soil contamination within the former rail reserve. The proposed Development Plan provides for 103 residential allotments which is 28 lots less than what the TIAR based the assessment. In light of the traffic impact assessment, it is submitted that access to the site as well as the existing and proposed road network can appropriately facilitate the traffic generated by development of the land.

A copy of the Traffic Impact Assessment Report is contained at **Appendix F**.

### 4.3 Arboricultural Assessment

An assessment of the existing trees was undertaken by Jardine Johnston to determine whether any native vegetation occurred on the site. No native vegetation was located within the boundaries of the subject land.

The assessment confirmed that two (2) stands of Salix Alba trees (White Willow) are located within Lot 2 PS139824. These trees are considered weeds and can be removed without a permit.

Two (2) Cupressus macrocarpa trees are located along the western boundary of Lot 2 PS139824. As these trees are not native trees or protected under the provisions of any planning overlay within the South Gippsland Planning Scheme, a permit is not required for their removal.

14 Acacia melanoxylon trees (Blackwood) are located within the Jumbunna Road reserve, immediately beneath the overhead powerlines. There is no proposal to remove these trees as no direct access is proposed from Jumbunna Road to the subject land. It is further submitted that any upgrades of the pedestrian path in the future can be designed around the existing vegetation.

In light of the above information, it is considered that there are no flora values occurring on the subject land.

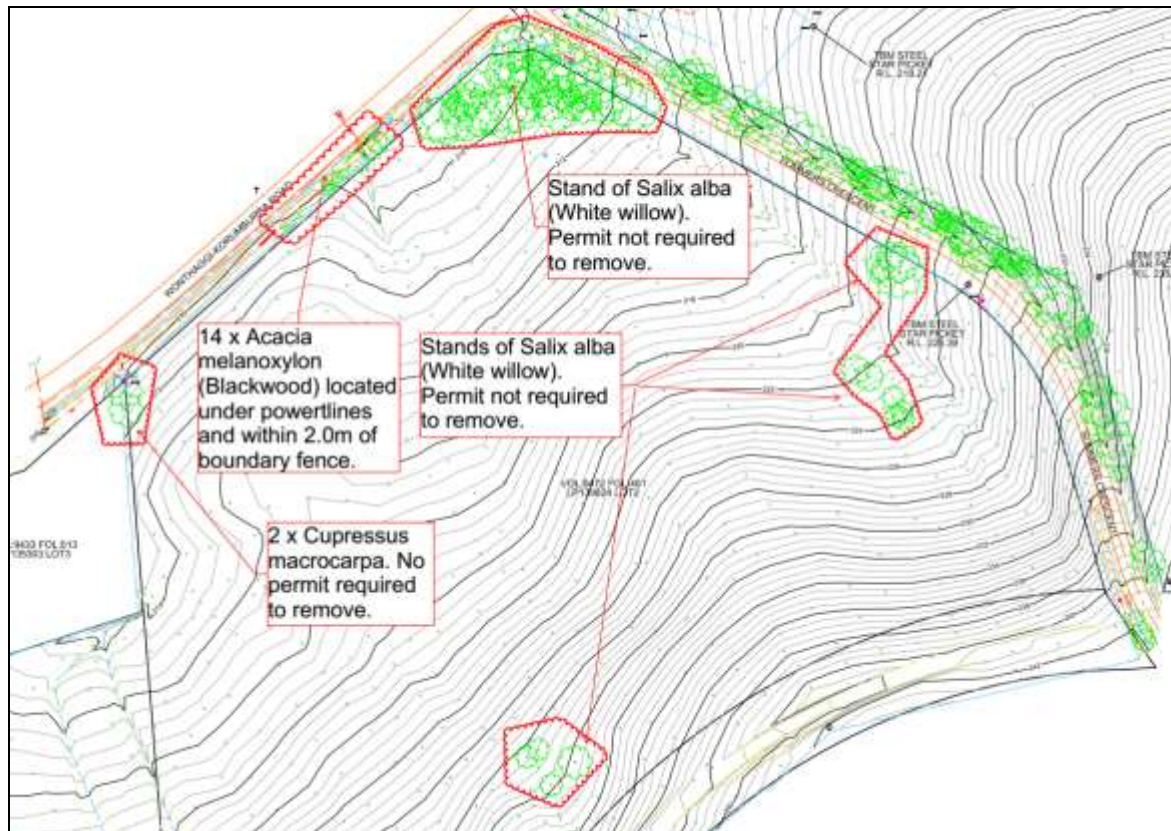


Figure 3: Vegetation occurring with the subject land.  
Source: Jardine Johnstone. Not to scale.

#### 4.4 Giant Gippsland Earthworm Targeted Survey

Invert-Eco, Terrestrial Invertebrate Consultants undertook a targeted survey for the Giant Gippsland Earthworm in support of the proposed rezoning of the subject site and the neighbouring Winterhalter land.

The Giant Gippsland Earthworm is listed as Vulnerable under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and Threatened under the Victorian Flora and Fauna Guarantee Act 1988 (FFG Act). The species is known to occur approximately 1.4 km north-west of the subject land (Van Praagh personal observations).

The purpose of the targeted survey was to provide an assessment of the subject land to identify any GGE populations in order to address legislative and planning requirements by South Gippsland Shire Council and the Department of Sustainability and Environment. Giant Gippsland Earthworms are usually associated with sites comprising clay soils that retain moisture all year but support adequate drainage. While both sites contain soils often occupied by GGE, they did not support the appropriate hydrological conditions required to provide suitable earthworm habitat. As such, the survey did not find any evidence of Giant Gippsland Earthworms within the study area and very little potential habitat was identified.

As no evidence of GGEs was found within the subject properties, there are no legislative requirements and no anticipated impacts from development in relation to this species.

A contingency plan is provided within the targeted survey report that describes the procedure should any undetected GGE colonies be accidentally uncovered during site works.

A copy of Giant Gippsland targeted Survey is contained at **Appendix J**.



## 4.5 Land Contamination Assessment

Beveridge Williams Pty Ltd undertook a preliminary site assessment, *the purpose was to identify if the site contained any significant contamination (from current or historical site and surrounding land uses) that may pose an adverse health risk to potential future users/occupants of the proposed residential development. In addition, soil testing data has also been compared against EPA Fill Criteria to determine requirements for offsite soil disposal (if required).*

*This report presents information on the site history, the results of a preliminary soil sampling and testing program, an evaluation of the chemical testing results with respect to relevant criteria and the extent and implications of testing results regarding the use of the site.*

Sampling results indicate the development area is not subject to any elevated levels of contaminants and is suitable for the intended residential uses. The area identified as the former railway line indicated medium to high levels of potential for contamination. Arsenic levels were recorded from the samples taken with levels higher than that allowable for open spaces uses. A review of the options available for use of this land indicated it was either to be remediated or used for an alternative purpose, such as tree reserve.

*This portion of the site could be used as a vegetated plantation reserve providing hardy vegetation types are planted and a 250 mm thick clean soil layer meeting the EPA Fill Criteria is used to cover the former train track (which is approximately 3.5 m in width plus a suggested buffer of not less than 2 m either side). In addition, it is recommended that a Soil Management Plan be prepared for the proposed plantation reserve to manage the arsenic contamination and minimise long term human health and environmental risks.*

In a managed environment this purpose can meet the criteria for containing the soil. The particular title to this land cannot be transferred and would be retained by the current owners. The access link shown through the tree reserve (10m in width) to the linear open space would have to be remediated and further assessment would be undertaken once works had been completed to ensure it's suitability for the intended use.

A copy of the contamination assessment is contained at **Appendix K**.

## 4.6 Stormwater Management Strategy

Beveridge Williams has prepared a Stormwater Management Plan (SWMP) for the subject land which confirms that the proposed residential development can meet Stormwater Best Practice Environmental Management Guidelines (BPEMG) and that the stormwater discharge from the proposed subdivision can be achieved to the satisfaction of the Responsible Authority.

*The strategy provides a methodology for the management of stormwater on the subject site which would result in:*

- *Volume of stormwater detention requirements of 2310 m<sup>3</sup> for the development site will be required to detain 1 in 100-year peak post development flow to pre-development level. This volume will be catered by a retarding basin located on the north-east corner of the site;*
- *Construction of drainage to meet the likely requirements of Council, including 1 in 100 year ARI capacity road reserves and underground drainage for the 1 in 5 year ARI storm event as needed; and*
- *Stormwater quality treatment system required to meet BPEMG standard will be a sedimentation basin and a bioretention basin located within the stormwater detention basin. The treatment asset for west side will be a swale at the north-west corner of the site. Rainwater tanks in each individual residential lots are also proposed.*

A copy of the Stormwater Management Strategy is contained at **Appendix H**.

## 5 DEVELOPMENT PLAN OVERLAY SCHEDULE 7 (DPO-7)

Development Plan Overlay Schedule 7 refers to the Jumbunna Road Residential Area and was applied to the site as part of Planning Scheme Amendment C52 which provided for the rezoning of the land from the Farming Zone to the General Residential Zone Schedule 1.

The purpose of the Development Plan 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.

The following section provides a response to the specific requirements of DPO-7.

### Land use and subdivision layout

*The proposed boundaries of the development area, and provide the strategic justification for those boundaries.*

Under Section 3.0, DPO-7 states that the development plan may be approved in stages.

The proposed Development Plan (DP) contained at **Appendix B** identifies the boundary of the proposed Stage 1 development front and which comprises:

- Lot 2 PS139824
- Lot 2 PS139823
- Lot 4 PS135303

Land not included within Stage 1 of the Development Plan includes

- Lot 3 PS135303 (111 Jumbunna Road)
- Lot 1 LP134693 (113 Jumbunna Road)
- Lot 2 LP139825 (57 Jumbunna Road)

The three parcels of land are in single ownership and form a cohesive and integrated parcel of land. Sommers Road separates the subject land from 57 Jumbunna Road and forms a logical staging boundary.

It is understood that there is currently no intention by the owners of 111 and 113 Jumbunna Road to redevelop their land in the short term, thus these properties are proposed as a future stage 3.

*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.*

The proposed lots range in size between 638m<sup>2</sup> – 1522m<sup>2</sup>. The land is zoned General Residential Zone and located on the western fringe of the Korumburra township boundary, immediately adjoining LDRZ land. It is submitted that the proposed lot diversity is appropriate in the context of surrounding land use and development.

The lot layout has generally been informed by the slope of the site, overland flow and drainage requirements and contamination within the former railway reserve. These constraints have dictated the access location into the site, the road network layout / configuration to facilitate overland flow

to the proposed onsite drainage reserve and the location of appropriately sited and designed public open space.

The dwellings located on the northern half of the site can generally be described as conventional residential lots whilst the dwellings on the southern half are larger in size to facilitate integration with the rear property boundary and to accommodate the fall of land over the allotments.

*The provision of a sensitive residential interface with adjoining residential land and the school. Lots directly adjoining the Low Density Residential Zone (LDRZ) should have a minimum rear boundary width at the LDRZ boundary of an average of 20m and not less than 18 metres, and avoid (where possible) the creation of more than 2 new lots directly adjoining each established LDRZ lots. Buildings must be setback a minimum of 7m from the zone boundary.*

Key considerations for this Development Plan include managing the site constraints relating to contaminated land within the former rail reserve and appropriate drainage and onsite stormwater detention.

The 30.32m wide former railway reserve (that makes up part of the subject land) immediately adjoins the existing Low Density Residential Zoned lots to the south. The Development Plan proposes a 22.32m wide reserve that incorporates a 12m wide public open space reserve that immediately adjoins the LDRZ lots. Immediately north of the open space reserve is a 10.32m wide, fenced tree reserve that encompasses land that was contaminated during its former use to facilitate railway operations. It is submitted that the proposed tree reserve provides an appropriate design response to the contaminated land in addition to providing a sensitive residential interface to the adjoining LDRZ land.

Lots 205-212 and 401-418 adjoin the low density residential land. These lots mostly provide a rear boundary width of greater than 20m with the minimum boundary width of 18.24m.

The size of these lots allows for future buildings to be setback from the rear property boundary. The extra offset distance provided by the tree reserve and open space reserve which comprises in most parts 22m or more providing them with an overall separation of 23m plus.

*For lots with a primary frontage to Jumbunna Road and Sommers Crescent provide:*

- *Minimum lot frontage of 18m.*
- *Minimum building front setback of 7m*

Lots 122-126 directly adjoin Jumbunna Road and lots 136, 101, and 201-205 directly adjoin Sommers Crescent. It is submitted that all lots meet the minimum 18m lot frontage requirement with the narrowest frontage being 18m on lots 124 and 125.

Allotment 312 shares the north-west corner with a proposed 10m overland flow path which, if not required would have been incorporated into Lot 312. Between the two uses, this corner comprises a total area of 22.16m which meets the minimum lot requirements.

*The provisions of a 2.5m wide reserve (unencumbered by landscaping or development) adjoining the southern side of Jumbunna Road to facilitate future widening of the shared pedestrian footpath to the school.*

The proposed development provides a 2.5m wide reserve immediately adjoining the southern reservation of Jumbunna Road to facilitate the future widening of the shared pedestrian footpath to the school. The reservation widens to 5.0 metres between Lot 1 LP 134693 and the north western boundary to provide future widening for school buses entering the adjoining Korumburra Secondary College.

*A street networks that limits the creation of new road access points onto Jumbunna Road and support building frontages with two way surveillance.*

Through the Planning Scheme Amendment Process (C52) VicRoads advised that direct access from the development site onto Jumbunna Road would not be supported.

Access to the subject land is proposed via a single ingress / egress from Sommers Crescent. No access directly onto Jumbunna Road from the new allotments is proposed.

Lots 313 and 314 and 126-126 directly adjoin Jumbunna Road. These lots are sufficient in size to allow for a dwelling design that provides surveillance to both the internal road network and Jumbunna Road. Additionally, the use of fencing which is 20% transparent allowing for privacy to the rear yards as well as casual surveillance of the streetscape could be adopted as a requirement.

The Development Plan also provides an internal driveway to 111 Jumbunna Road and 113 Jumbunna Road to ensure that the potential future development of these land has access to the internal road network rather than direct access onto Jumbunna Road.

*The overall pattern of development of the area, including any proposed re-zoning of land and proposed land uses.*

The subdivision provides for a logical and orderly development.

Access to the site occurs via Sommers Crescent as VicRoads will not allow direct access to Jumbunna Road. It is understood that the access point into the subject site is relatively fixed based on previous discussions with the neighbouring Winterhalter land developers.

The Traffic Impact Assessment Report that was prepared in support of the site's rezoning confirms that the residential development of the subject land as well as the adjoining Winterhalter land is likely to generate up to 1,890 trips per day (based on the development of 130 lots on the subject site and 59 lots on the Winterhalter land). The report further confirms that the capacity analysis of the intersection of Sommers Crescent and Jumbunna Road indicates that the intersection will perform well, with limited delays and queuing expected post development and into the future. Accordingly, sole access to the site via Sommers Crescent is considered appropriate.

The development plan also provides an internal driveway to 111 Jumbunna Road and 113 Jumbunna Road should these properties be redeveloped in the future.

The SWMS prepared for the subject land resolved that an area of 6,557m<sup>2</sup> is required for stormwater detention. The detention basin is proposed in the north-east corner of the site which is also the low point.

The proposed development comprises a 10.32m wide, fenced tree reserve immediately adjoining the proposed linear public open space reserve. The tree reserve encompasses land that was contaminated during its former use to facilitate railway operations and will now provide a vegetated buffer between the proposed lots and the LDRZ land further south. It is further submitted that the tree reserve provides for incidental landscaping in proximity to the linear public open space reserve, contributing to the amenity of the area. This reserve will remain in the ownership of the current title owner and will not be transferred to Council.

#### Earthworks and land forms

*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 15% a geotechnical report must be prepared by an appropriately qualified person demonstrating the suitability of the land for development.*

The proposed development appropriately responds to the topography of the site.

The proposed development has been designed to ensure that where land slope exceeds 15%, mostly in the south eastern corner lots are large enough to allow for a mixture of cut and fill or retaining walls to be adopted to minimise the earthworks required. Predominantly the slope is falling away from the rear of the blocks in a northerly direction to the front of the lots which allows for a building envelope to be resolved without the need for retaining walls on side boundaries. Once a final design

has been a resolved a geotechnical report can be prepared if required. It is proposed building envelopes will be applied via a restriction on the lots.

*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.*

Beveridge Williams has prepared a Stormwater Management Plan (SWMP) for the subject land which confirms that the proposed residential development can meet Stormwater Best Practice Environmental Management Guidelines (BPEMG) and that the stormwater discharge from the proposed subdivision can be achieved to the satisfaction of the Responsible Authority

*A comprehensive Traffic Impact Assessment prepared to the satisfaction of the Responsible Authority, in consultation with the Roads Corporation, that identifies 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*

A traffic impact assessment (TIAR) was undertaken in support of the proposed rezoning of the subject site and the neighbouring land located immediately east of Sommers Crescent from the Farming Zone to the General Residential Zone.

*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:*

- *A continuous road / pedestrian link from Prudence Close, across Sommers Crescent and through Lot 4 LP135303 to an exit point onto Jumbunna Road between the school and Lot 1 LP134693.*
- *The potential for internal road connectivity to the existing dwelling lots that have potential for further subdivision.*
- *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.*
- *Identification of costs for infrastructure provision both onsite and off-site.*

## 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.*

The proposed development includes a 2.5m wide reservation along the Jumbunna Road frontage to facilitate a future pedestrian path. This reservation widens to 5.0 metres between Lot 1 LP 134693 and the south western boundary to provide future widening for school buses entering the adjoining Korumburra Secondary College.

It is proposed that any additional Public Open Space required can be made in the form of a cash contribution. A Landscape Master Plan will be provided as part of the permit application, it will meet the criteria set out below;

*A landscaping plan, prepared by a suitably qualified person, identifying all proposed landscaping with particular regard to the interface with surrounding residential developments, open spaces, the bus depot, roads and the school. 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 to adjoin Jumbunna Road, Sommers Crescent and new Connector Streets especially in areas where new development is inward facing and not addressing the road.*

## Flora and Fauna

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

No flora or fauna of significance was identified on the subject land. A targeted survey report was prepared by Invert-eco as part of the rezoning process of the subject site. This report outlines the results of a targeted field assessment to identify any Giant Gippsland Earthworms (GGE) in order to address the legislative requirements. The field survey included targeted sampling in quadrats looking for evidence of the worm including burrows and cast (waste) material and walking over the site listening for gurgles. No evidence was located and very little potential habitat was identified. The soil conditions were not considered optimal to support appropriate hydrological conditions to provide suitable earthworm habitat.

An assessment of any native vegetation to be removed having regard to Victoria's native vegetation management requirements, including how it is proposed to protect and manage any appropriate native vegetation.

A site assessment was undertaken Jardine Johnston who identified native vegetation external to the site. This vegetation was within 2m of the boundary along the southern carriageway of the road reserve. No works are proposed along this carriageway and therefore a permit is not sought for its removal. All vegetation contained within the site does not trigger a permit for its removal.

*Regard must be had to the West Gippsland Native Vegetation Plan 2003. (as amended)*

## Cultural heritage

*A cultural heritage assessment including how cultural heritage values will be managed.*

An assessment of the site and register has confirmed there are no areas of cultural heritage significance associated with this site.

## Land contamination

*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 & mining activities and former railway use.*

Beveridge Williams Pty Ltd undertook a preliminary site assessment, *the purpose was to identify if the site contained any significant contamination (from current or historical site and surrounding land uses) that may pose an adverse health risk to potential future users/occupants of the proposed residential development. In addition, soil testing data has also been compared against EPA Fill Criteria to determine requirements for offsite soil disposal (if required).*

*This report presents information on the site history, the results of a preliminary soil sampling and testing program, an evaluation of the chemical testing results with respect to relevant criteria and the extent and implications of testing results regarding the use of the site.*

Sampling results indicate the development area is not subject to any elevated levels of contaminants and is suitable for the intended residential uses. The area identified as the former railway line indicated medium to high levels of potential for contamination. Arsenic levels were recorded from the samples taken with levels higher than that allowable for open spaces uses. A review of the options available for use of this land indicated it was either to be remediated or used for an alternative purpose, such as tree reserve.

## Process and outcomes

*The development plan should be prepared with an appropriate level of community participation as determined by the Responsible Authority.*

*An implementation plan must be submitted as part of the development plan, indicating the proposed staging of the development and timing of infrastructure provision.*

*The approved development plan may be amended to the satisfaction of the Responsible Authority.*

## Decision guidelines for development plan

*Before deciding on a development plan, the Responsible Authority must be satisfied that the plan has regard to the following information:*



- *National Heart Foundation of Australia (Victorian Division) 2012, Healthy by Design: a planners' guide to environments for active living<sup>®</sup>, National Heart Foundation of Australia (Victorian Division) or as amended;*
- *South Gippsland Path and Trails Strategy 2010 (as amended).*
- *South Gippsland Open Space Strategy 2007 (as amended).*
- *Korumburra Structure Plan 2010 (as amended)*

## 6 CONCLUSION

In summary, the Development Plan shows strong compliance with the requirements of the Development Plan Overlay Schedule 7 and achieves a high level of consistency with the objectives and policy guidelines contained within the South Gippsland Planning Scheme.

The Development Plan is in keeping with the relevant character of the Korumburra Township and incorporates a clear legible road network providing for future integration with the adjoining land to the east and north should this be developed/redeveloped for residential uses in the future. There is no remnant vegetation which requires protection, neither is there any areas of cultural heritage sensitivity within the subject site. The plan provides suitable buffers from the adjoining low density residential land and provides opportunities for passive recreation via a connection along the sites southern boundary, adjoining the tree reserve. The drainage reserve, and road reserves will be suitably planted and enhance the tree reserve and open space area.

It is anticipated that any planning permit application for subdivision will satisfy the objectives and standards of Clause 56 (i.e. ResCode).

**Beveridge Williams & Co Pty Ltd**

November 2017

**APPENDIX A. Certificate of Title**

**APPENDIX B.      Development Plan**

**APPENDIX C. Site Context Plan**

**APPENDIX D. Site Analysis Plan**

**APPENDIX E. Indicative Subdivision and Staging Plan**

**APPENDIX F. Traffic Impact Assessment Report**



**APPENDIX G. Stormwater Management Strategy**

**APPENDIX H. Aboriginal Cultural Heritage Advice**

**APPENDIX I. Giant Gippsland Earthworm Targeted Survey**

**APPENDIX J. Land Contamination Assessment**

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