

145 Rossiter Road, Koo Wee Rup Development Plan Report

July 2026

Prepared by KLM Spatial on behalf of
Rossiter Road Investments Pty Ltd



Prepared by: KLM Spatial

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1. Executive Summary

KLM Spatial acts on behalf of Rossiter Road Investments Pty Ltd in preparing and submitting this Development Plan application for approval.

Subject Site

The subject site is commonly known as 145 Rossiter Road, Koo Wee Rup and can be formally identified as Lot 2 on Plan of Subdivision 321029K. The subject site is located to the north of Rossiter Road and Shelton Park Drive intersection.

Proposal

Broadly, the Development Plan comprises a staged multi-lot subdivision and residential village, associated works and extensive open space, drainage and habitat areas, generally in accordance with the submitted plans and documents. The Development Plan adheres to the specified provisions of Schedule 22 of the Development Plan Overlay and incorporates a layout aligned with a recent approval under the Environment Protection Biodiversity Conservation Act 1999 requiring the creation of Growling Grass Frog and Southern Brown Bandicoot habitat areas.

The key features of proposal include:

- A five-stage subdivision comprising a total of 87 residential lots and a single lot for the central residential village,
- Approximately 30% of the site is set aside for open space, drainage and habitat purposes.
- Two (2) public open space reserves comprising 4000 m² each (totalling 8000 square metres) are proposed - in the southwest corner of the property and adjacent to Lot 87 located to the northeast corner of the site.
- The proposed subdivision achieves access from a new roundabout intersecting with Rossiter Road and Shelton Park Drive.
- Provides 1.8 hectares of land along the northern boundary to provide new growling grass frog habitat.
- Provides a 50 metre wide Southern Brown Bandicoot corridor is proposed along the northern boundary and 30 metre wide Southern Brown Bandicoot corridor along the eastern boundary.
- A 10-metre landscape buffer along the western boundary
- A 1.4-hectare drainage reserve adjacent to north-west corner of the site.
- A 12-metre-wide vegetation protection reserve is provided along the Rossiter Road frontage.

Development Plan – Schedule 22

Clause 43.04-2 Development Plan Overlay Schedule 22 (DPO22) requires that a development plan be prepared to the satisfaction of the Responsible Authority to use or subdivide land, construct or carryout works and the development plan requires preparation of the background documentation.

Accordingly, the Development Plan comprises this report and the following attachments:

1. Development Plans prepared by KLM Spatial, Reference- 10323 DP01.1 – DPO1.13, Version 2 dated 3 March 2026
2. Landscape Master Plan prepared by KLM Spatial, Reference- 10323_LDP01, Sheets 1, Version 1 dated 21 July 2026.
3. Acoustic Design Report prepared by Resonate, Reference- M251022RP1 Revision A dated 07 January 2026.
4. Environmental Impact Assessment for Native Vegetation prepared by Sustainable Tree Management Version 4 dated March 2026
5. Arboricultural Impact Assessment prepared by Sustainable Tree Management Version 3 dated December 2025.

6. Tree Location Plan showing SRZ and TPZ Impacts prepared by Sustainable Tree Management Version 3 dated 08 December 2025.
7. Native Vegetation Removal Report prepared by Sustainable Tree Management dated 02 March 2026.
8. Habitat Zone & Vegetation Map prepared by Sustainable Tree Management Version 3 dated 08.12.2025.
9. Transport Impact Assessment prepared by Ratio Consultants Reference- 24098T Version F02 dated 24 July 2026.
10. Bushfire Assessment Report prepared by Nexus Planning Version 2, dated 25 February 2026.
11. EPBC approval decision (EPBC 2023/09694) from Department of Climate Change, Energy, the Environment and Water.
12. Environment Management Plan (forming part of EPBC approval 2023/09694) prepared by Nature Advisory Reference- 22058.02 (2.9) dated July 2025.
13. Services Layout Plan prepared by KLM Spatial Ref: E10323 SL01-3, Version B, dated 24 July 2026.
14. Stormwater Management Strategy comprising documents prepared Stormy Water Solutions, Stantec & KLM Spatial.
 - 14.1. Executive Summary outlining information comprising the Stormwater Strategy, and Concept Plan Road and Drainage prepared by KLM Spatial Ref: E10323 CP01, Version: D, dated 22 December 2025 dated 20 February 2026.
 - 14.2. Stormwater Management Strategy report prepared by Stormy Water Solutions Ref: 2154_A Version V1 dated 14 February 2022.
 - 14.3. Flood Impact Assessment Memo prepared by Stantec Ref: 300204282 dated 18 November 2025.
 - 14.4. Memorandum of Advice - Rossiter Road WSUD Provisions, prepared by KLM Spatial Ref: 10323 dated 06 January 2026.
15. Earthworks/Fill Plan prepared by KLM Spatial Ref: E10323 CP01-6, Version: E, dated 24 July 2026.
16. Construction and Environmental Management Plan prepared by KLM Spatial Ref: E10323 EM01-4, Version: B, Sheets 1-4, dated 24 July 2026.

The development plan is generally in accordance with the requirements of subdivision, open space, environment, landscaping, traffic, infrastructure, drainage and urban design under DP022 as outlined in this report.

Other

The land is within an area of cultural heritage sensitivity (Regulation 23 – Waterway), and the proposal constitutes a high impact activity (Regulation 46 – Subdivision of Land). Accordingly, a Cultural Heritage Management Plan 14609 has been prepared and approved.

Key Issues

The Development Plan aligns with the specified details of the Development Plan Schedule 22 achieving an attractive large lot residential subdivision with a central retirement village, whilst ensuring creation of extensive habitat areas and based upon detailed stormwater modelling.

The key issues associated with the proposal which this report seeks to respond are;

- Development Plan Overlay Schedule 22 (DP022) – Compliance with all relevant requirements for development plan.
- Environmental Management of flora and fauna habitat (Growling Grass Frogs & Southern Brown Bandicoot) – Incorporation of the requirements of the EPBC approval

- Melbourne Water Stormwater & Flood Management – provision of modelling with various inputs contributing to the submitted drainage concept

2. Introduction

KLM Spatial has been engaged by Rossiter Road Investments Pty Ltd to prepare this Development Plan for 145 Rossiter Road, Koo Wee Rup. The Development Plan proposes the subdivision of the land into residential lots and a residential lifestyle village, multiple areas of open space, fauna habitat areas and a drainage reserve. The Development Plan is the culmination of several years of close co-ordination with Council Officers, including the approval of the development under the Environment Protection Biodiversity Conservation Act 1999, and ongoing liaison with Melbourne Water in the development of a Stormwater Management Strategy.

2.1 Subject site and planning controls

This Development Plan applies to the subject site, which is commonly known as 145 Rossiter Road, Koo Wee Rup. The land is legally identified as Lot 2 on Plan of Subdivision 321029K and will be hereafter referred to as the development plan area.

The subject site is affected by the following planning scheme and controls:

Planning Scheme:	Cardinia Planning Scheme
Zone:	Neighbourhood Residential Zone, Schedule 1 (NRZ1)
Overlays:	Land Subject to Inundation Overlay (LSIO) Development Plan Overlay, Schedule 22 (DPO22)

2.2 Rezoning of development plan site

The subject site was rezoned from Farm Zone (FZ) to Neighbourhood Residential Zone, Schedule 1 (NRZ1), and had the Development Plan Overlay, Schedule 22 (DPO22) applied in accordance with Planning Scheme Amendment C235, approved and gazetted on 30 July 2020.

2.3 Requirement for the preparation of a Development Plan

Clause 43.04-2 of the Cardinia Planning Scheme requires that a development plan be prepared to the satisfaction of the Responsible Authority to use or subdivide land, construct a building or construct or carryout works if the responsible authority is not satisfied that the granting of a permit will not prejudice to future integrated use and development of the land.

2.4 Requirement for Planning Permit

Any Planning Permit granted for the development of the land (other than matters considered appropriate for approval prior to the approval of a Development Plan) must:

- Be generally in accordance with the development plan.
- Include any conditions or requirements specified in a schedule to this overlay.

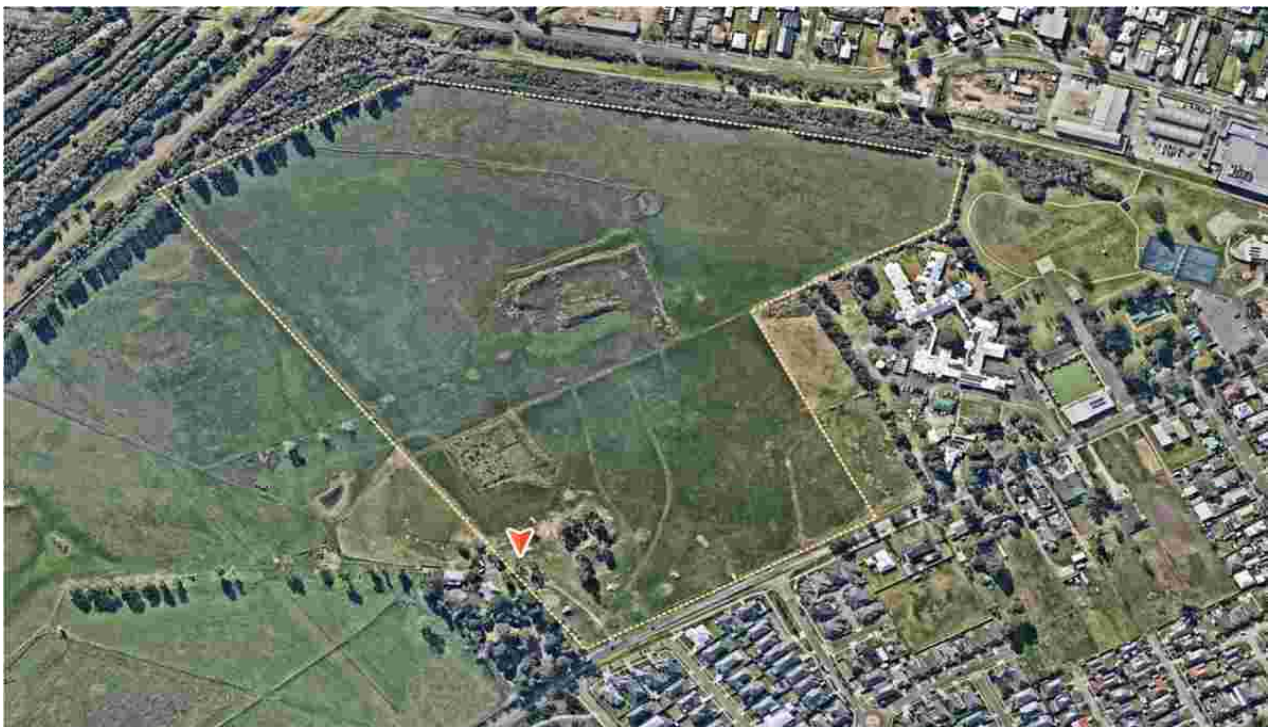
Schedule 22 specifies additional requirements for any Planning Permit to issue including provision of a Preliminary Site Investigation, Building Envelopes, bushfire setbacks and provision of land for open space. These are discussed in detail in sections 4 and 5.

3 Site Description

3.1 Land description and existing use

The development plan area comprises part of the land addressed 145 Rossiter Road, Koo Wee Rup. The development plan area is highlighted in red within the aerial image in the figure below.

Figure 1: Aerial Image of Development Plan Area



Source: Nearmap, image as at 2 August 2025, image accessed on 3 February 2026.

The development plan area is located approximately 600m south of the town centre of Koo Wee Rup, being a town to the south-east of Melbourne, within the wider East Gippsland region of Victoria.

The land itself is irregularly shaped, with a total land area of 24.36 hectares. The land is bound by Rossiter Road to the south, and the Bunyip River and Southern Boundary drain to the north-west.

The development plan area is currently vacant, undeveloped land with a modest amount of vegetation within the south-western corner.

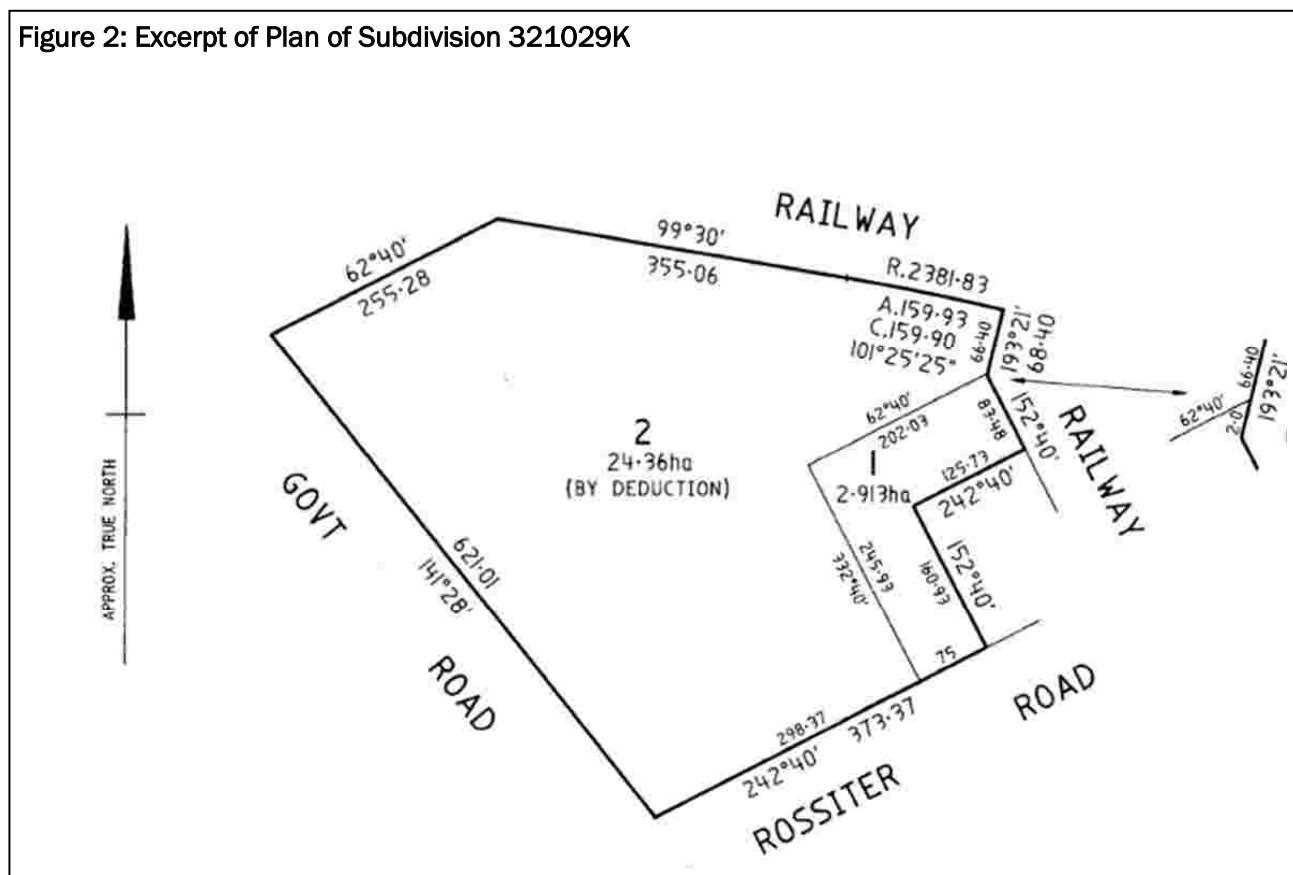
Three (3) small existing dams are located on site, two (2) within the south-western corner of the site, and another towards the north-eastern boundary.

3.2 Title Documents

The total allotment of 145 Rossiter Road is legally identified as Lot 2 on Plan of Subdivision PS724121B.

An unmade Government Road is located adjacent to the western boundary. see figure below. Lot 2 is not encumbered by any easements or covenants.

Figure 2: Excerpt of Plan of Subdivision 321029K



Source: Excerpt Plan of Subdivision 321029K

3.3 Topography

The landform of the site is generally flat, with minor deviations adjacent to the boundaries. The land falls gently towards the adjacent drainage alignments.

3.4 Surrounding land and wider Koo Wee Rup area context

The development plan area is bound by the following amenities and land uses:

North Gippsland Railway (decommissioned)

Unnamed local drain and

Koo Wee Rup Railway trail

Northwest Bunyip River and Southern Boundary Drain

East Cochranes Park, Koo Wee Rup and District Memorial Pool

Walking trails, netball courts & bowling green

Western Port Memorial Hospital

Further east the Koo Wee Rup town centre

South Rossiter Road

Established Residential area

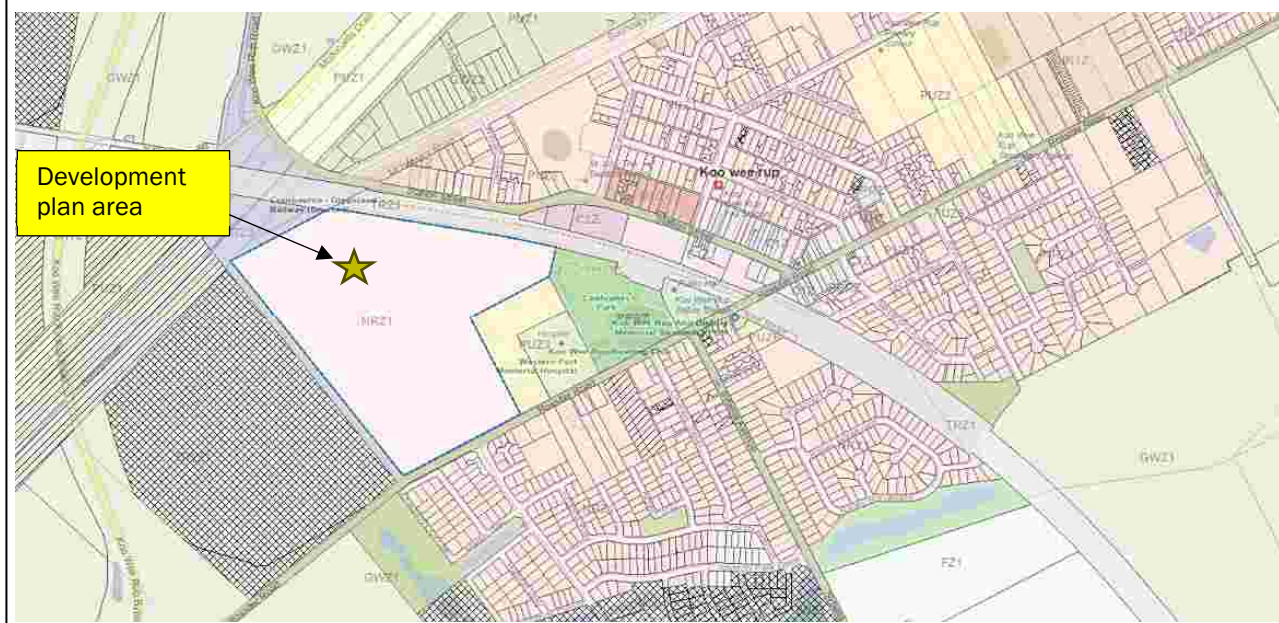
West Green Wedge zoned land (Schedule 1).

Koo Wee Rup is a township located approximately 63 kilometres South-east of Melbourne CBD, accessed conveniently via the South Gippsland Highway or the Princes Freeway. In the 2021 Australian Bureau of Statistics Census recorded a population of 4,047. In the recent past, Koo Wee Rup has experienced an increase in population and thus residential development. This is expected to continue given the current shortage of housing and people choose to move away from urban areas in the search for affordable housing alternatives.

The town enjoys a range of amenities and services, public parks and reserves, and a number of education facilities including an early education centre, two primary schools, and a secondary college. Notably, the Western Port Memorial Hospital and integrated aged care facility, adjoins the development plan area to the east.

The Koo Wee Rup town centre comprises a modest extent of commercial and industrial land use is located to the north, north-east of the development plan area, along Station Street, with a larger industrial area located further east on Rossiter Road at boundary of the township. The figure below demonstrates the zoning of land surrounding the development plan area.

Figure 3: Map Showing surrounding area and zoning



Source: VicPlan, accessed February 2026

4 Schedule 22 to Clause 43.04 Development Plan Overlay (DPO22)

The Purpose of clause 43.04 is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- 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 a development plan has been prepared to the satisfaction of the responsible authority.

Schedule 22 to clause 43.04 includes the following objectives:

- To integrate with the surrounding area by responding to existing neighbourhood character, enhancing the public realm and existing networks.
- To provide landscaping, open space, recreation and pedestrian/bicycle path facilities that is well connected, sustainable and meets the needs of the local residents.
- To create a subdivision layout and residential dwellings that protects Koo Wee Rup's environmental amenity.
- To ensure the stormwater is managed onsite up to the 1 in 100 year Average Recurrence Interval storm event to pre-development flow rates.

4.1 Requirements of the Development Plan pursuant DPO22

Section 4 of DPO22 advises elements that a development plan must include to the satisfaction of the Responsible Authority, and that the Development Plan must be generally in accordance with the Site development Plan labelled Diagram 1 to the Schedule, included in the figure below.

Figure 4: DPO22 Site Development Plan - Diagram 1



Source: Section 4 of Schedule 22 of Clause 43.02 of the Cardinia Planning Scheme

As per Section 4 of DPO22, the development plan must include:

- **Subdivision**

- An indicative lot layout showing how the subdivision addresses the size, dimension and orientation of lots and includes:
 - The provision of a range of lot sizes.
 - The provision of 80 per cent of the lots greater than 700 square metres.
 - The avoidance of smaller lots of less than 600 square metres.
 - Lots to have a minimum width of 18 metres.
 - A transition to the green wedge land to the western property boundary through larger lots of greater than 1000 square metres.
- A landscape buffer of a minimum 10 metres wide along the western boundary abutting green wedge land, a landscape buffer of a minimum 12 metres along the Rossiter Road boundary and a landscape buffer of a minimum 10 metres along the northern boundary and subdivision interface with the constructed wetlands.
- A perimeter road adjacent to the landscape buffers along the western boundary, northern boundary, constructed wetlands and part of the eastern boundary adjoining the Public Park and Recreation Zone.
- A service road internal to the site north of Rossiter Road and the associated landscape buffer to provide vehicular access to lots addressing Rossiter Road.
- A legible and convenient road network and pedestrian/bicycle network demonstrating appropriate road layout, traffic management and construction standards.
- An indicative building envelope for each lot providing:
 - A minimum front setback of 7 metres.
 - Minimum side setbacks of 2.5 metres.
- Incorporate the driveway and boundary of the heritage overlay for 'Shepton Mallet'.
- Subdivision layout to be designed to overlook public spaces.

- **Staging**

- Details on the staging of the subdivision and anticipated timing of development.
- Open space to be delivered as part of the first stage.
- Construction of the internal road network to be delivered as part of the first stage of development, extending from Rossiter Road through Lot 2, PS32129 – 145 Rossiter Road, Koo Wee Rup.

- **Open Space**

- The provision of land required for drainage by Melbourne Water to be provided in addition to the unencumbered public open space.
- Open space to be designed to adjoin a road reserve, other open space areas or Public Park and Recreation Zone along all boundaries and must avoid any side or rear fences of residential lots abutting reserves.
- Shared paths throughout the development to link the land to existing development to the north and east and to Rossiter Road.
- Provision of a shared pathway that connects with the Koo Wee Rup Rail Trail and Cochranes Park on the north-eastern boundary of the site.
- Multiple unencumbered local neighbourhood parks with minimum areas of 4000 square metres located generally in accordance with the Site Development Plan in Diagram 1 to this Schedule.
- Provision of a 3 metre shared pathway along the 12-metre-wide tree reserve adjoining Rossiter Road that leads to Koo Wee Rup Town Centre.

- **Environment and Landscaping**

- A **Bushfire Management Assessment** and **Bushfire Management Statement** prepared by a suitably qualified professional including:
 - Details of how the development plan and lot layout responds to the bushfire planning policy in the planning policy framework and results in development that achieves no more than a BAL-12.5 rating under AS 3959-2009.
- An **Environmental Management Plan** that addresses vegetation and trees to be retained and how vegetation removal on site will be avoided, and if it cannot be avoided, minimised or offset, including roadside vegetation, measures to protect the trees which includes buffer and tree protection zones, and provides:
 - A flora and fauna assessment (including a habitat hectare assessment) of the site prepared to the satisfaction of the responsible authority.
 - A targeted survey and plan for the Southern Brown Bandicoot and Growling Grass Frog by a suitable qualified environmental consultant during the summer period in consultation with the relevant responsible authority.
- A **Landscape Plan** that protects remnant vegetation and vegetation wetlands, manages defendable space areas and the Southern Brown Bandicoot and Growling Grass Frog habitats, and:
 - Includes a plan showing measures to implement Southern Brown Bandicoot and Growling Grass Frog protection including landscaping.
 - Ensures the protection and conservation of existing vegetation including street trees, landscaped buffers, roadside vegetation and grassed road verges.
 - Ensures that vegetation located within defendable space areas, as identified in Diagram 1 of this schedule, is appropriately managed to ensure that development achieves no more than a BAL-12.5 rating under AS 3959-2009.

- *Ensures the use of native vegetation in developments in all landscape plantings including connecting roads, reserves and roadsides.*
 - *Ensures the inclusion of street trees for shade and aesthetic quality at an early stage of development.*
- *A **Construction Management Plan** prepared by a suitably qualified professional that identifies methods to protect open space, remnant vegetation and aboriginal cultural heritage sites during construction.*
- **Traffic and Transport**
 - *An **Integrated Transport and Impact Assessment** prepared to determine the extent of mitigation works required for the development site and Rossiter Road to the satisfaction of the responsible authority and the relevant transport authority.*
 - *A **Traffic Impact and Design Assessment**, showing arrangements for vehicle ingress and egress to the development, including the road layout, construction standards, traffic management, traffic volumes and design vehicle swept paths which includes waste and emergency vehicle access prepared to the satisfaction of the responsible authority and in consultation with the relevant transport authority.*
 - *Design of local roads to provide:*
 - *A minimum width for paved surfaces for internal streets or carriageways of 7.3 metres to allow for parking on either side and access for emergency vehicles.*
 - *A minimum width of 16 metres for road reserves or 14 metres for roads adjoining open space reserves.*
 - *A design that excludes the use of cul-de-sacs.*
 - *Traffic Management devices required for roads over 180 metres in length.*
 - *A road network that provides for loading and unloading of vehicles and means of access to them including waste and emergency vehicles.*
 - *A road network that provides a predominantly north-south and east-west road connections to assist with water fall and stormwater catchment to the north and west of the subject site.*
 - *A boulevard entry to the site from Rossiter Road.*
- **Infrastructure and Drainage**
 - *A **Stormwater Management Plan** prepared to the satisfaction of the relevant water authority that includes a hydrogeological assessment, water sensitive urban design principles and a drainage and servicing assessment addressing all relevant drainage, flooding and water quality issues, and includes:*
 - *A **Fill Plan** which identifies the depth and fill material, and staging in a manner and in a time designed to minimise any adverse impact on the amenity of nearby areas, and the treatment and mitigation of the created level differences with the adjacent land on the western boundary.*
 - *An **Acoustic Report** prepared by a suitably qualified professional, indicating any impacts of the Koo Wee Rup Bypass on future residential land and includes methods to address the amenity issues identified.*
 - *Provision of utility service infrastructure required to service the development and details on the arrangements for the provision of infrastructure underground.*
 - *Provision of a reticulated sewerage system.*
 - *Provision and location of the gas transmission easement and drainage easement will be accommodated as part of the development.*

- **Urban Design and Character**

- *Configure dwellings to maximize retention of existing vegetation and allow only one access driveway to a lot.*
- *Avoid front fences. If lots are fenced provide low front fences no more than 1.2 metres high.*
- *Respect and be sympathetic to the existing character consistent with the Koo Wee Rup Township Strategy.*
- *Provide footpaths with a minimum width of 1.8 metres.*
- *Lots interfacing Rossiter Road should provide active frontages facing Rossiter Road.*

An assessment of the proposed Development Plan against the above requirements is included in Section 5 of this report.

4.2 Proposed Development Plan features

The proposed Development Plan prepared is included in the figures below and included in Attachment 1 of the submission. The overall key features include:

- General consistency with the requirements of Schedule 22 including the Site Development Plan – Diagram 1, as adjusted to accommodate, drainage, habitat, bushfire, road access and other related matters.
- Eighty eight (88) lots – comprising 87 residential lots with lot sizes ranging between 612 m² to 1153 m² and an average lot size of 769m².
- Lot 88 of 7.419 hectares is intended for a centrally located Residential Village accommodating approximately 170 residential dwellings within the Residential Development Area of the Site Development Plan, in a locality close to healthcare services and the Koo Wee Rup town centre.
- One access to Rossiter Road via a new roundabout to appropriately manage traffic movements
- Logical internal movement network within both the residential, and lifestyle village areas of the development plan
- Thirty percent (30%) of the site is set aside for open space purposes for drainage, recreation and habitat purposes.
- Inclusion of Growling Grass Frog habitat including a purpose-built pond and wetland area, designed in accordance with relevant Growling Grass Frog habitat requirements, and setback generously to proposed roads and other infrastructure
- 30m wide southern brown bandicoot corridors within the north and east sections of the site to minimise impact within identified habitat areas
- Inclusion of two of public open space, within minimum area of 4000sqm each.
- A detailed Landscape Master Plan appropriately addressing the specific requirements for habitat, drainage, open space areas, connections and streetscapes.
- Roadways are included on the outer boundary of residential development to facilitate appropriate bushfire setback buffers
- Inclusion of pedestrian footpaths to promote accessibility to open space, the Koo Wee Rup town centre and other nearby healthcare and amenities
- Provision for the appropriate servicing infrastructure in immediate proximity of the township

A Clause 56 assessment is provided in accordance with the requirement under Clause 43.04-4-Development Plan Overlay (DPO) for a residential subdivision in Appendix 1 of this report.

It is noted that the DPO22 and Site Development Plan - Diagram 1 did not anticipate the extent of land required for habitat and drainage purposes, and thus the area available for residential development is substantially reduced from that shown in Diagram 1.

Figure 5: Proposed Development Plan Layout



Source: Excerpt of Subdivision Layout Plan, Prepared by KLM Spatial, REF: 10323 DP01.2, version 3, dated 20 July 2026

5 Development Plan

5.1 Documentation

The Development Plan package consists of the following individual plans:

- Development Master Plan
 - Subdivision layout, includes lots, roads, reserves & staging
 - Bushfire buffers
 - Indicative Residential Village Plan
- Landscape Plan
 - Open space and trails
 - Habitat areas for Southern Brown Bandicoot & Growling Grass Frog
 - Detailed landscaping
 - Growling Grass Frog ponds
- Environmental Impact Assessments for Flora and Fauna
- EPBC Approval
- Stormwater Management Strategy & Flood Impact Assessment
- Fill/ Bulk Earthworks Plan
- Construction and Environment Management Plan
- Acoustic report
- Traffic Impact Assessment
- Bushfire Management Statement
- Servicing Strategy

5.2 Key Features of the Development Plans

The following section provides a response to each assessment category listed in the Development Plan Overlay Schedule 22. The proposal is fully compliant with these sections of the Schedule as indicated below.

Subdivision Design Layout

- The Development Plan allocates approximately 30% of the site to open space, drainage and habitat purposes, with the balance developable area comprising residential lots and the residential village. The following table indicates the allocation of land areas in the Development Plan:

Table 1 Development Plan Land Budget

Parcel Details	Area (in hectares)	Per centage of Site Area (%)
Land Subdivision Area (87 lots)	6.69 ha	27.5%
Residential Village Area	7.419 ha	30.4%

Road Reserve Area	3.06 ha	12.6%
Tree Reserve (Rossiter Road)	0.2948 ha	1.2%
Landscape Buffer Area (10m in width along Western boundary)	0.5645 ha	2.3%
Habitat Areas (Growling Grass Frog & Southern Brown Bandicoot)	4.121 ha	16.9%
Drainage Reserve Area	1.418 ha	5.8%
Two (2) Public Open Space Reserves (4000 m ² each)	0.8 ha	3.3%
Total site Area	24.37 ha	100%
Net Developable Area (NDA) = (Land subdivision Area + Road Reserve Area+ Indicative Residential Village)	17.17 ha	70.46%
Total Open Area (Total Site Area – NDA)	7.2 ha	29.54%

- Residential Lots

The Development plan proposes eight eight (88) lots comprising of 87 residential lots with lot sizes ranging between 612 m² to 1153 m² and lot 88 of 7.419 hectares in size intended for Residential Village accommodating approximately 170 residential dwellings. Refer Attachment 1. The proposed residential subdivision has lots ranging between

- Lots ranging between 600 – 700 m² – 17 lots
- Lots ranging between 701 – 800 m² – 53 lots
- Lots ranging between 801 – 1000 m² – 2 lots
- Lots ranging between 1001 – 1200 m² – 15 lots

The key features of the proposed residential lots include:

- 70 out of 87 lots (80.45%) of the lots are in excess of 700 square metres.
- All lots within the proposed subdivision have lot sizes greater than 612 square metres.
- All lots within the proposed subdivision will have lot widths greater than or equal to 18 metres.
- All lots can accommodate building envelopes requiring a 7m front setback, 2.5m side setback and a 3m corner street setback.
- Fourteen (14) lots (Lots# 51 to 64) adjoining the western boundary will have lot sizes greater than 1000 m² as required to provide transition to the green wedge land. Lot 22 abutting the eastern boundary will have 1040 m², increasing the total number of lots greater than 1000 m² in size to fifteen (15).
- Ten (10) metre wide landscape buffer is provided along the western boundary abutting green wedge land and twelve (12) metre wide landscape buffer is proposed along Rossiter Road
- Only one crossover would be provided for each lot.
- Front fences of no more than 1.2 metres in height
- Subdivision will be developed in five (5) stages. The stages are described below:

- Stage 0 - Includes development of Drainage Reserve, Growling Grass Frog Habitat Area and Bandicoot Corridor area as required by DPO along the northern and eastern boundaries. No residential lots are included in this stage. The establishment of the habitat areas prior to other development on the site accords with the requirements of the EPBC approval. This stage will also include the drainage reserve works.
- Stage 1 - located near the Rossiter Road frontage includes development of 37 lots, internal road network and landscape reserve along Rossiter Road.
 - Lots ranging between 600 – 700 m² – 6 lots
 - Lots ranging between 701 – 800 m² – 30 lots
 - Lots ranging between 1001 – 1200 m² – 1 lot
- Stage 2 - includes development of 28 lots and delivery of 4000 square metre Public Open Space along the southwest corner and ten (10) metres wide landscape buffer along the western boundary.
 - Lots ranging between 600 – 700 m² – 4 lots
 - Lots ranging between 701 – 800 m² – 10 lots
 - Lots ranging between 1000 – 1200 m² – 14 lots
- Stage 3 – located nearer to the habitat preservation areas to the north and east of the site and will include development of 22 lots and 4000 square metre Public Open Space along north-eastern corner of the site.
 - Lots ranging between 600 – 700 m² – 7 lots
 - Lots ranging between 701 – 800 m² – 13 lots
 - Lots ranging between 801 to 911 m² – 2 lots
- Stage 4 – located centrally on the property to cater for the future Residential Village development (approximately 170 dwellings). A separate planning permit application will be lodged for residential village development. Stage 4 is intended to be delivered at any time after the completion of Stage 2, which will provide road access to the village site.

Residential Village

A Residential village is proposed centrally on the site, utilising 7.419 hectares of the development plan area. The village will cater for an older demographic who are looking to downsize from larger family homes to smaller units, in a village environment with a range of internal amenities including a clubhouse/office, recreational and maintenance facilities. Approximately 170 units of various sizes and floor layouts are proposed as shown on the indicative layout for the residential village in the Development Plan set. Refer Attachment 1.

Setback requirements for areas where the village abuts roads or residential lots are included on the development plan, and are as follows:

- Front setback to be 3 metres
- Side setback to be 1.2 metres
- Rear setbacks to range from 3 metres to 5 metres
- Garage to be setback 5 metres

Landscaping of all open areas of the village will be completed to high level and in accordance with the submitted landscape plan.

Residential village units that abut the proposed Bandicoot habitat corridor, eastern side of the village, will be designed to provide passive surveillance of the adjacent open space, and will also include permeable boundary fencing for surveillance and safety.

The residential village is located within the Residential Development Area on the Site Development Plan – Diagram 1 in the Development Plan Schedule, and is considered a suitable form of residential development within the site, particularly given the adjacent location of the healthcare facilities and nearby Kooweerup town centre. The residential village accords with relevant setbacks and other requirements of the Development Plan for this area of the site.

Open space & Landscaping:

Generous open space is provided on site totalling over 7.2ha of nearly 30% of the site area. The open space on site includes:

- Two (2) public open spaces areas totalling 8000m² (each public open space would be 4000 m² in size) are proposed adjacent to Cochrane Park and at the site entrance. Both open space areas have road frontage and passive surveillance from adjoining houses.
- A 1.418-hectare drainage reserve is proposed along the northwest corner of the property as proposed under the drainage strategy and required by Melbourne Water.
- An extensive Growling Grass Frog habitat of 1.8ha in the northern part of the site.
- A 30 metre wide South Brown Bandicoot corridor along the north and east boundary. A total of 2.276 hectares of land area is reserved within the property for the protection of the species and will be suitably landscaped, whilst taking into account defendable space requirements.
- A three (3) metre wide shared path is proposed within the 12m wide tree reserve along the Rossiter Road. The shared pedestrian path would connect the internal road network, open reserve areas to the north and east and to the Cochranes Park.

The landscaped open space areas are conveniently located around the development plan area to provide a high level of amenity and access for future residents of both the residential lots and lifestyle village.

The DPO22 Site Development Plan - Diagram 1 indicates that a 10,000m² open space area should be provided adjacent to Rossiter Road and contain the existing dam and vegetation. The EPBC approval process determined that Growling Grass Frog habitat would be better located to the north of the site with increased buffers to future development. A 18,450m² habitat area with a buffer of 50 metres is shown as part of the EPBC approval. Accordingly, the area of open space at the site entrance has been reduced to 4000m² to accord with the public open space area requirement specified in the schedule.

Given that nearly 30% of the site is now provided as open space areas for habitat, drainage and the enjoyment of residents, it was considered reasonable that two rather than three public open space reserves as shown in Diagram 1 be included in the Development Plan layout. The two proposed open space reserves of 4000m² are strategically located adjacent to Cochranes Park and at the site entrance. Cochranes Park provides a further 4.5 hectares of public open space, including walking trails, recreational facilities and a public swimming pool, for the enjoyment of residents immediately adjacent to the site. The proposal is considered to provide a very Healthy Neighbourhood in accordance with Clause 15.01-4s.

Figure 6: Proposed Master Landscape Plan



Environmental Management

- Flora

Limited native vegetation has been identified on site, including a relatively small patch in the south-western corner surrounding the existing dams. Additional vegetation on site was deemed to provide little ecological value due to domination of introduced species and environmental weeds. The EPBC approval supported removal of the dam vegetation in favour of establishing new growling grass frog habitat to the north of the site.

- Fauna

– Southern Brown Bandicoot

A 30m wide Bandicoot Corridor has been facilitated within the northern and eastern sections of the site in accordance with the EPBC approval.

The habitat corridor is sited within an area in which the submitted targeted survey of the Southern Brown Bandicoot observed occurrence of the species. The corridor is also located adjacent suitable bandicoot habitat within the publicly owned Koo Wee Rup Railway Trail.

The corridor extends along the eastern boundary, common with Koo Wee Rup Regional Hospital. This has been done in recognition and preservation of the joint Southern Brown Bandicoot project between Koo Wee Rup Health and Council to enhance bandicoot habitat through weed control, mulching, and revegetation, with actions planned from 2024 to 2030, subject to funding.

The extensive corridor area shown on plans will allow unimpeded connectivity of known bandicoot habitat, to the north and east of the site, with Koo Wee Rup Health and Council's SBB project land

in order to promote the protection and conservation of the Southern Brown Bandicoot population within the area.

– **Growling Grass Frog**

A 1.8ha habitat area, including a purpose-built wetland/pond is proposed adjacent to the northern boundary for Growling Grass Frog to accord with the recent EPBC approval. This will provide new high quality habitat within the development plan area, exceeding the quality of that currently present on site.

A small number of Growling Grass Frogs were found within the development plan area by the submitted targeted study, with occurrence of the species limited to only one of the three (3) existing dams. Refer to part 9.1 of this report for further detail.

The habitat area has been designed in accordance with the Growling Grass Frog Habitat Design Standards Melbourne Strategic Assessment, prepared by the Department of Environment, Land, Water and Planning (Now known as the Department of Energy, Environment, and Climate Action) and in consultation with Council during the EPBC approval process. The location of the Growling Grass Frog Pond has been sited to ensure it is sufficiently setback from roadways, pedestrian pathways and other infrastructure.

Fill Plan/ Bulk Earthworks Plan

A cut/fill plan or Bulk Earthworks plan is prepared by KLM Ref: E10323 Version E dated 24/07/2026 indicates the cuts and fills, batters, retaining walls proposed within the reserve areas, building envelopes, road and utility areas. Fill levels will enable the estate to achieve suitable free board above the applicable flood levels of 4.19 metres to AHD provided in Melbourne Water correspondence. Refer Attachment 15.

Movement Network

- **Access to Rossiter Road**

A single access point onto Rossiter Road is proposed. The access is proposed as a new roundabout which is designed to ensure large vehicle access is maintained along the existing road. The location of the site access has been strategically designed to ensure safe access to the development plan area and the adjacent residential estate to the south and mitigate safety concerns associated with an additional “T” intersection along this section of Rossiter Road.

A Traffic Impact Assessment has been prepared by Ratio Consultants and is discussed below at part 7.4 of this report. Refer Attachment 9.

- **Internal Street Network**

A permeable and safe internal movement network is proposed, which includes roadways on the outer edge of proposed lots to facilitate defensible space setbacks to future development and to provide for passive surveillance. The entrance boulevard is 20 metres wide whilst other internal roads are 16 metres in width, other than where road abut open space and are of 14.5 metres width.

- **Internal Pedestrian networks and external integration**

The development plan includes an extensive network of pathways, including a shared path around the perimeter of the development. The path network proposes connection to an existing open space known as Cochranes Park to the east, which will allow access to the nearby Koo Wee Rup trail, Westernport Memorial hospital and the town centre.

Construction & Environment Management Plan

A construction management Plan ("CEMP") has been prepared to identify and implement protection measures during the construction phase. The CEMP incorporates

- Fauna Protection – as per measures required in the Environment Management Plan (EMP No: 22058.02 (2.9) prepared by Nature Advisory forming part of the EPBC approval (reference 2023/09694 dated October 2025) as follows
- Flora Protection – Implement protection measures recommended in the Arboricultural Impact Assessment prepared by Sustainable Tree Management Version 3 dated December 2025.
- Dust – Dust suppression shall be maintained by placing a water cart on the site and watering site when required.
- Erosion & Sediment – Drainage is managed by controlling the stormwater flowing onto the site by cut off drains, straw bales upstream of pits, filter baskets inside entry pits or other controls to filter flow. Sediment will be prevented from entering southwestern Dams, Bandicoot Habitat and Growling Grass Frog ponds.
- Soil Stabilisation: Batters will be treated to establish grass cover as early as possible after they are trimmed and topsoiled.
- Traffic Management – Site access will be from Rossiter Road. Road surfaces over which construction vehicles travel will be maintained and kept free of any clay, soil or other debris. Vehicles entering the site must be quarantined in accordance with the procedures in EM02.
- Waste – Left over waste shall be gathered and placed in a nominated area within the site for proper disposal. Removal of waste shall be conducted as required or within 24 hours of notice. Designated concrete washout areas to be kept away from any drainage.

In accordance with the EPBC approval the construction of habitat will be the first stage of site works, with other works including the delivery of lots to occur in subsequent stages.

6 Contributory Reporting and assessment

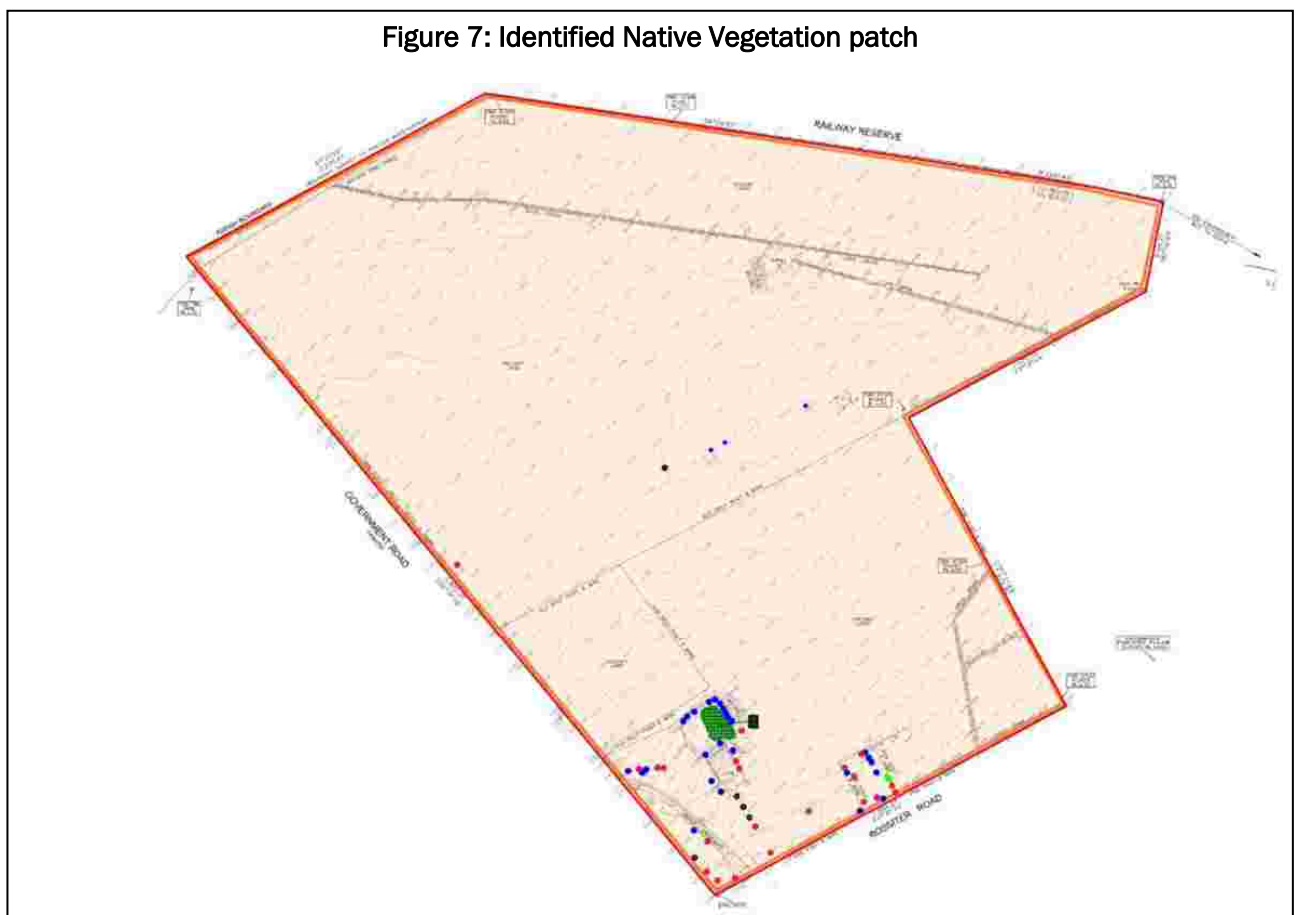
A range of specialist reporting has been prepared to ensure the proposed development plan responds to the site context and constraints. An overview of each specialist report is included below, with the full reports annexed to this report.

6.1 Ecological Assessment

Flora

An Environmental Impact Assessment has been prepared by Sustainable Tree Management, dated June 2023. The assessment advises that the site has been significantly modified over time due to past and current land use, historical clearing, construction and use of nearby roads and the introduction of numerous environmental weeds. Refer Attachment 4.

A patch of native vegetation exists within the south-western corner of the site, as demonstrated in green in the figure below. The vegetation was observed to be growing within one of the existing dams and include species consistent with characteristics of EVC821 Tall Rush. This vegetation is proposed to be retained and protected in perpetuity within a public open space area on the development plan, so that the vegetation can continue to provide minor ecological value in terms of habitat for native fauna.



Source: Appendix A, Environmental Impact Assessment prepared by Sustainable Tree Management, dated June 2023

All trees within the development plan area were assessed to be planted specimens due to their uniform growing pattern in rows. The open land of the site was found to be >90% introduced pasture grasses and exotic weeds and therefore exempt from requiring a planning permit pursuant to clause 52.17 of the Cardinia Planning Scheme. No threaten species of flora listed within the EPBC Act were recorded on the

site, with species of conservation significance were deemed unlikely to occur due to the dominance of introduced grasses and environmental weeds.

Overall, the assessment found that due to the presence of introduced weeds, lack of native vegetation, fragmented and highly disturbed nature of the land, the site was deemed to be of low ecological value in terms of flora.

Fauna

Targeted studies have been conducted for the Southern Brown Bandicoot prepared by Nature Advisory (May 2022), and the Growling Grass Frog prepared by Practical Ecology (March 2022). The studies were carried out in the appropriate seasons for the species and have identified that both species are present on the subject site. We further refer to Environment Management Plan (forming part of EPBC approval 2023/09694) in Attachment 12.

Southern Brown Bandicoot

The results of the study relevant to the Southern Brown Bandicoot (“SBB”) found that the species is present within the northern sections of the site adjacent the swamp and coastal scrub remnant habitat which runs along the boundary. To protect and improve this habitat, a 30-metre-wide Bandicoot Corridor has been included on the development plan in accordance with the recommendation within Nature Advisory’s report, with an addition section of corridor proposed along the eastern boundary to allow connectivity to Koo Wee Rup Health’s land on which Bandicoot also frequent. Refer the figure below to demonstrate the bandicoot corridor, or buffer area to development. It is emphasised that the development plan does not propose the removal of any SBB habitat.

Figure 8: Excerpt of Development Plan showing Southern Bandicoot Corridor



Source: KLM Spatial Plan, REF: CS21, version 1, dated 06 November 2024

Growling Grass Frog

The targeted survey of the Growling Grass Frog (“GGF”) identified a total of five (5) GGFs within the subject site boundaries over two (2) survey nights. The existing dams 1 and 2 were surveyed, while the existing dam 3 was unable to be physically accessed during the site assessment due to safety concerns associated with livestock. Please see figure below for dam locations.

Figure 9: Location of Dams as per Growling Grass Frog habitat study



Source: Map 1, Pratical Ecology Pty Ltd Targeted Growling Grass Frog Survey, March 2022

Occurrence of the GFF were recorded at Dam 2 only, however the study advises that due to the close vicinity of Dam 1 to Dam 2, it is highly likely that GGF would frequent Dam 1.

The proposed development plan will require the removal of the existing dams, however, proposes the introduction of a chain of GGF habitat including a large, elongated wetland along the north-western corner of the site, a wetland/drainage reserve, a GGF swale adjacent the western boundary and an additional large GGF wetland adjacent the site entrance and alignment with Rossiter Road. It is noted that the wetland proposed adjacent Rossiter Road is well setback from the roadway and close into the location of existing Dams 1 and 2. This approach was developed with Council as part of the EPBC process and forms part of that approval.

Swamp Skink

A targeted study of the Swamp Skink has been conducted as yet, noting that the species was only listed as endangered under the EPBC Act in March 2023. However, a Matters of National Environmental Significance Assessment prepared by Nature Advisory advises that the species does have the potential to occur on the subject site as moderate quality habitat is present immediately to the north of the site. In saying this, the report goes on to advise that the development plan is unlikely to have any significant

impact as the current poor quality introduced pasture habitat of the site is proposed to be replaced with high quality indigenous habitat.

Environmental Protection and Biodiversity Conservation Act 1999 approval

The Australian Government's Department of Climate Change, Energy, the Environment and Water has approved the proposed residential subdivision and development, public open spaces, Growling Grass Frog and Southern Brown Bandicoot habitat, stormwater reserve under Environmental Protection and Biodiversity Conservation Act 1999 ("EPBC Act") on 21 October 2025. The approval requires the implementation of the Environment Management Plan (EMP) (EPBC: 2023/09694) prepared by Nature Advisory dated 21 July 2025.

Growling Grass Frog habitat:

The proposed action will include construction of replacement Growling Grass Frog habitat at the northwestern section of the site. The new Growling Grass Frog habitat will include a dedicated wetland for aquatic habitat, with a 50-metre terrestrial buffer of open grassland. The key parameters for the new Growling Grass Frog habitat will include the requirements under the Growling Grass Frog Habitat Design Standards – Melbourne Strategic Assessment (DELWP 2017).

- The proposed new wetland suitable for breeding will be 0.2467 hectares, with an additional littoral zone that is 0.0647 hectares.
- There will also be a 50-metre-wide buffer around the wetland within the site which covers 1.5336 hectares, which will provide terrestrial habitat including dispersal, foraging, shelter and overwintering.
- In total, the new Growling Grass Frog habitat will be 1.845 hectares.

The Growling Grass Frog may utilise the Southern Brown Bandicoot habitat buffer as terrestrial habitat along the site's northern section, which also abuts existing swamp scrub north of the site.

- The drainage reserve is 1.418 hectares in size.
- The Southern Brown Bandicoot habitat buffer is 2.276 hectares in size.
- These two areas are 3.694 hectares combined.

Southern Brown Bandicoot habitat:

The proposed development plan to include an approximately 30-metre-wide habitat buffer for Southern Brown Bandicoot (also called the 'Bandicoot Corridor' on the development plan), which will adjoin the existing swamp scrub habitat present along the northern boundary of the site and will be revegetated to reflect swamp scrub and native grassland. This habitat buffer will provide separation between the proposed residential development (roads and houses) and the existing habitat.

6.2 Cultural Heritage Management

The subject site is located on land, which is identified as having aboriginal cultural heritage significance, please refer the figure below for the extent of the site that is affected.

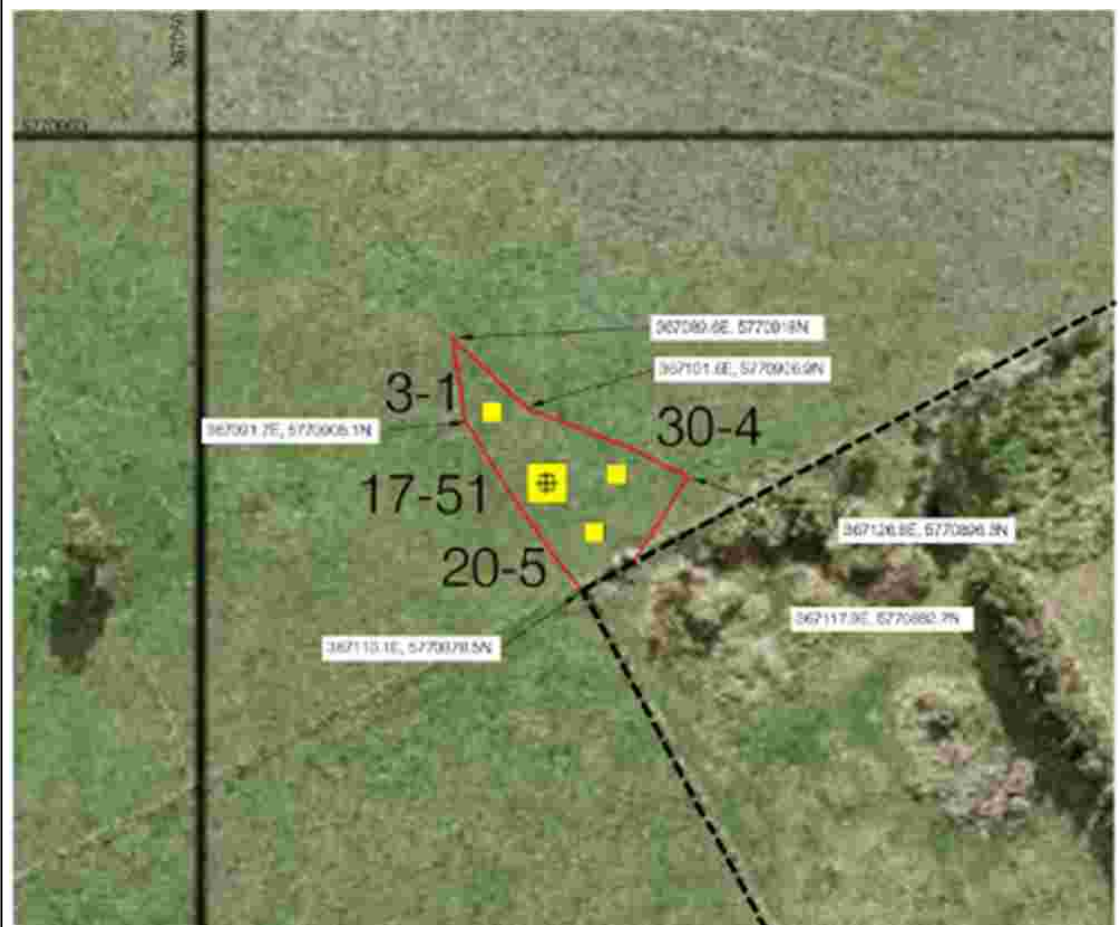
Figure 10: Map showing Aboriginal Cultural Heritage Significance Area



Source: VicPlan website, accessed February 2024

A Cultural Heritage Management Plan 14609 (“CHMP”) has been prepared by Archaeology at Tardis on 10th May 2018 and approved pursuant to section 65(2) of the Aboriginal Heritage Act 2006 on 5th June 2018. A complex assessment of the site was carried out in late 2016 and 2017 which recorded the presence of artefacts and as a result a specific management condition of the CHMP requires archaeological salvage to occur prior to ground disturbance works occurring within the extent of the area identified in the figure below, which is generally located in the eastern section of the site. The salvage identified will be conducted prior to any soil disturbance within the activity area and will be conducted in accordance with the conditions of the CHMP.

Figure 11: Salvage Area in CHMP



Source: CHMP prepared by Tardis, dated 10 May 2018, page xviii

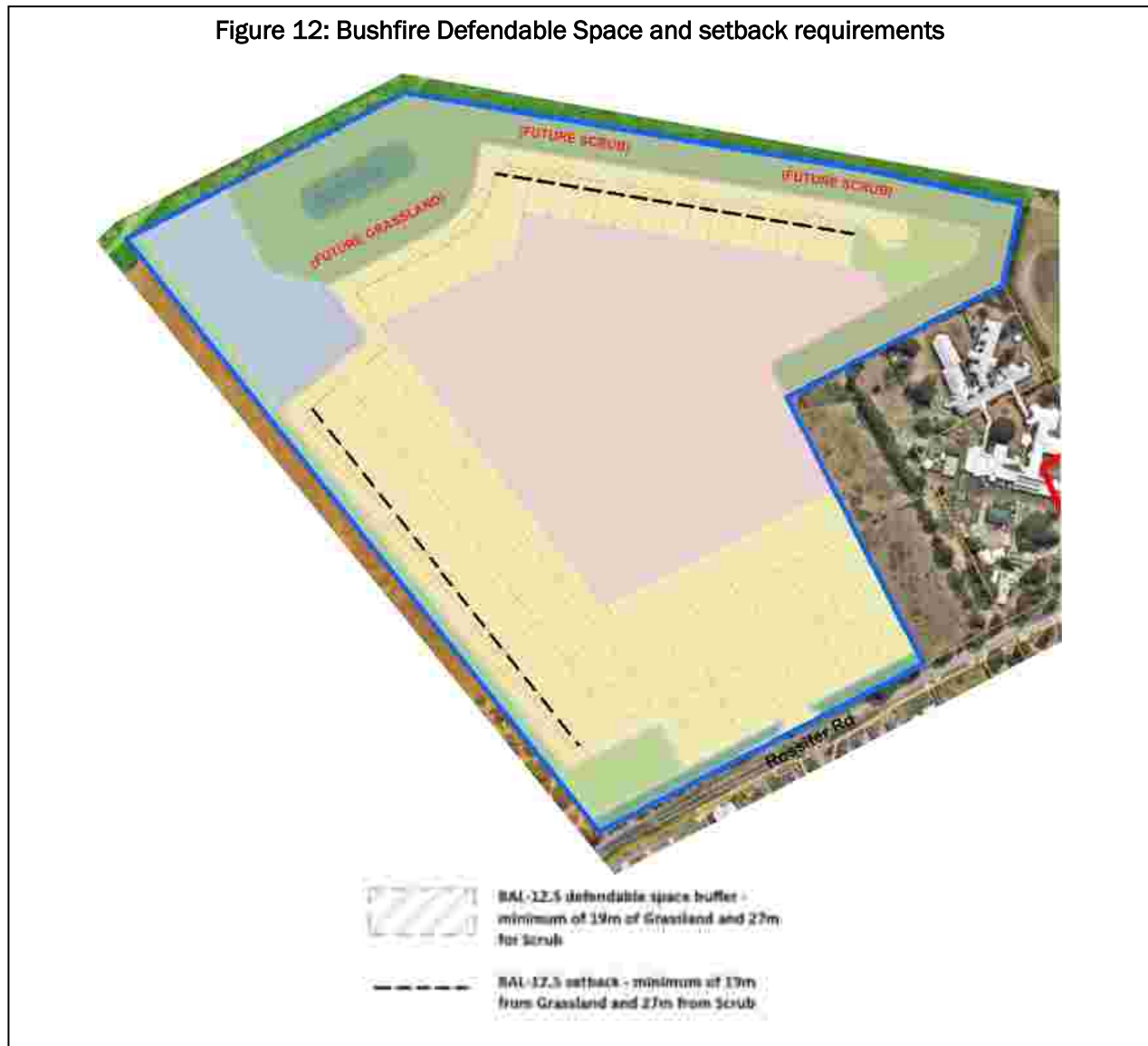
6.3 Bushfire Management

The subject site is identified as being located within the designated bushfire prone area, as demonstrated in the figure below. It is noted that the site is located outside of any Bushfire Management Overlay.

A Bushfire Assessment Report has been prepared by Nexus Planning (February 2026) which provides a response to relevant strategies of clause 13.02-1S and identifies that the proposed development plan can achieve the DPO22 requirement that proposed subdivision will be able to achieve a BAL-12.5 rating by implementing defendable space setbacks from the north, north-east and western boundaries. Please refer to the submitted Development Plan for the demonstrated defendable space areas. Refer Attachment 10 for reporting.

In addition, it is submitted that the land is mapped as being bushfire prone largely due to its historical zoning as farming land and its open, grassland context. However, akin to the land to the south of the subject site, it is considered that as the subject site is developed in accordance with its current residential land zoning, the site is likely to be removed from designated bushfire prone area mapping to then be consistent with the balance of Koo Wee Rup's urban, developed area.

Figure 12: Bushfire Defendable Space and setback requirements



Source: From Map 3: Bushfire Hazard Site Assessment Map, Bushfire Assessment Report, Nexus Planning, February 2026

6.4 Transport Impact Assessment

A Traffic Impact Assessment (“TIA”) has been prepared by Ratio (dated 24 July 2026) to demonstrate that the proposed street network, both internal and external to the site can accommodate the anticipated overall traffic volumes generated by the development, including the indicative residential village. The report considered the existing traffic conditions surrounding the site, parking demand likely to be generated by the proposed development, suitability of the proposed parking supply and layout, traffic generation, access arrangements and transport impacts on the surrounding road network. Refer Attachment 9.

Traffic Impact Assessment provides the following comments with regard to the proposed development plan:

- The proposed road hierarchy is generally consistent with relevant requirements of clause 56 of the Cardinia Planning Scheme, with a disparity proposed adjacent open space areas with a reduced road cross section of 14.5 metres being acceptable given that a portion of the verge being included in the reserve of the open space.

- Excellent pedestrian facilities have been provided via an internal pathway network that shows good connectivity to the wider area and crossings of internal roads for greater walkability.
- Shared pathways have been proposed along the boundary of the site which connects to open space in the north-eastern corner
- The development plan demonstrates a permeable movement network with excellent connectivity
- The proposed site entrance point via the proposed roundabout provides safe access for vehicles in the most appropriate location with respect to the existing access point of the adjoining residential estate
- Traffic volumes generated by the proposal are anticipated to be well under the maximum daily thresholds for the surrounding road network
- Traffic generated by the proposed development, together with an allowance for the future residential village, can be satisfactorily accommodated by the surrounding road network following construction of the proposed four-leg roundabout, without giving rise to adverse traffic safety or capacity impacts.

Additionally, as a number of the proposed roads within the development plan are in excess of 180m. As per the development plan requirement of DP022, traffic measures must be implemented. Ratio have recommended that traffic calming measures be implemented accordance with the following figure.

Figure 13: Proposed Locations for Traffic Calming Measures



Source: Traffic Impact Assessment, prepared by Ratio, dated 24 July 2026

The TIA includes comment regarding the site's access to public transport, specifically with regard to the requirements of Clause 56.03 Standard C2 of the Cardinia Planning Scheme that a subdivision application must include a plan that demonstrates the following street walking distances from existing and proposed public transport stops/station:

- Bus – 400m
- Tram – 600m
- Train – 800m

The closest bus stop is located 600m to the east of the site at the Koo Wee Rup Bus Interchange. As there are currently no public bus stops along Rossiter Road the proposal cannot meet this standard. Consequently, due to the growing residential nature of Koo Wee Rup Ratio recommends that *“further scoping investigations be undertaken by DoT in order to potentially provide a future bus route along Rossiter Road”*.

Traffic Generation for the residential subdivision is anticipated to generate approximately 69 vehicle movements during the AM and PM peak hour periods and 688 overall daily trips. Traffic generation estimates for the future residential village based on approximately 165 dwellings indicate 36 AM peak hour and 38 PM peak hour trips. The overall daily trips for the future residential is estimated at 380 trips. The overall development is anticipated to generate 105 AM peak hour trips, 107 PM peak hour trips and 1068 overall daily trips. The overall daily traffic volumes generated by the proposed development is well under maximum daily thresholds of 2000-3000 vehicles per day and can be accommodated by the proposed roundabout intersection with Rossiter Road.

6.5 Stormwater Management Strategy

Comprehensive reporting has been undertaken in relation to stormwater management. An initial Stormwater Management Strategy prepared by Stormy Water Solutions (dated 14 February 2022) has been supplemented by additional modelling and refined to reflect the layout required under the EPBC approval, having regard to Growling Grass Frog and Southern Brown Bandicoot habitat requirements.

The stormwater management documentation is summarised in the attached Executive Summary Memorandum prepared by KLM Spatial. Reporting has been prepared in consultation with Melbourne Water. Refer Attachments 14.1 to 14.4.

- Executive Summary prepared by KLM Spatial outlining the necessary information to Stormwater Strategy dated 20 February 2026.
- Stormwater Management Strategy report prepared by Stormy Water Solutions Ref: 2154_A Version V1 dated 14 February 2022.
- Flood Impact Assessment Memo prepared by Stantec Ref: 300204282 dated 18 November 2025.
- Rossiter Road – WSUD Provisions Memo prepared by KLM Spatial Ref: 10323 dated 06 January 2026.
- Concept Plan and Drainage prepared by KLM Spatial Ref: E10323 CP01, Version: D, dated 22 December 2025

6.6 Acoustic Impact Assessment

An ‘Acoustic Design Report’ has been prepared by Resonate (M251022RP1 Rev. A dated 7 January 2026) to assess impacts of traffic noise levels from the existing Koo Wee Rup Bypass on the proposed development (future residential land and identify methods to address the amenity issues identified). The traffic noise prediction model for the Koo Wee Rup Bypass has been developed based on noise

monitoring and estimated traffic volumes. A traffic noise survey was conducted on subject property between 20 to 28 November 2025. Refer Attachment 3.

The averaged road traffic noise level $L_{A10,18\text{ hr}}$ at the subject property based on monitored noise levels and the monitored hourly noise levels is 56 decibels (dB). Further, the road traffic noise levels at the site have been predicted using an acoustic prediction software, SoundPLAN 9.0, implementing the Calculation of Road Traffic Noise (CoRTN) 1988 to calculate the $L_{A10,18\text{ hr}}$ traffic noise level. Comparison between the monitored and predicted road traffic noise levels determined the calibration factor of the model (+2dB), which has been implemented in the predicted model for the current project.

Figure 14: Calibration Factor used in the predicted model for the Development Plan

Table 4 Prediction model calibration factor		
Road traffic noise level, $L_{A10,18\text{ h}}$ dB		Model calibration factor, dB
Measured	Predicted	
56	54	+2

The calibration factor of +2 dB was implemented in the predicted model for the current project.

Figure 15: Predicted traffic noise levels at nearest allotments within the proposed development

Allotment ⁽¹⁾	Predicted traffic noise level, L _{10, 18hr} , dB(A)	Criteria, dB(A)	Compliance with noise criteria?
69 Ground Floor	56	63	✓
69 Level 1	58	63	✓
68 Ground Floor	56	63	✓
68 Level 1	58	63	✓
67 Ground Floor	56	63	✓
67 Level 1	58	63	✓
66 Ground Floor	57	63	✓
66 Level 1	58	63	✓
65 Ground Floor	57	63	✓
65 Level 1	59	63	✓
64 Ground Floor	57	63	✓
64 Level 1	59	63	✓
63 Ground Floor	57	63	✓
63 Level 1	59	63	✓
62 Ground Floor	57	63	✓
62 Level 1	59	63	✓
61 Ground Floor	57	63	✓
61 Level 1	59	63	✓
60 Ground Floor	57	63	✓
60 Level 1	58	63	✓
59 Ground Floor	56	63	✓
59 Level 1	58	63	✓
58 Ground Floor	56	63	✓
58 Level 1	58	63	✓

(1) The allotment number is shown in Figure 2.

Further, the report demonstrated that predicted traffic noise levels at nearest residential allotments meet the traffic noise assessment criteria of L_{10, 18hr} 63 dB(A) presented in the VicRoads document. The Predicted traffic noise levels for 2035 (in 10 years after finalization of the subdivision development) meet the requirement stated in the VicRoads document Requirements of Developers – Noise Sensitive Uses. The traffic noise criteria L_{10,18h} 63 dB(A) at the most exposed façade of the noise sensitive building has been achieved at all proposed allotments on ground floor and level 1 indicating that no additional acoustic treatments will be required.

7 Servicing Strategy

The development will be connected to the necessary range of infrastructure services as shown in the Servicing Plans prepared by KLM Spatial included in Attachment 13, including:

- potable water via the existing 150mm diameter water main located in Rossiter Road, and
- sewer via an existing 225mm diameter sewer at the Rossiter Road alignment

In terms of the electricity connection, it is noted that currently high voltage overhead power line exists along the length of the western boundary, setback between 17 metre – 40 metres from the boundary line. It is proposed that the high voltage overhead power line is relocated closer to the western boundary within the proposed ten (10) metre wide landscape buffer provided. Internal electricity power supply to the lots is proposed to be underground.

8 Cardinia Planning Scheme

8.1 Municipal Planning Strategy and Planning Policy Framework

The following Planning Policy Framework and Local Planning Policy Framework provisions are considered to be relevant to this Development Plan.

The proposed development plan is consistent with the relevant state planning policies by providing for future growth and development, by considering and respecting cultural significance of the area, by respecting immediate surrounds, environment (flora & fauna), open space and infrastructure. The proposed development plan is also consistent with the relevant objectives and requirements of local planning policies, zoning, overlays and provisions of Cardinia Planning Scheme.

These policies have been fully considered in the preparation of development plan for the subject property 145 Rossiter Road, Koo Wee Rup which integrates with the surrounding area to protect Koo Wee Rup's

environmental amenity (Growling Grass Frogs & Southern Brown Bandicoot), provide adequate landscaping, open space, pedestrian connectivity and to manage onsite stormwater.

Clause 02.03-1 Settlement – Rural Townships (Koo Wee Rup)

Koo Wee Rup has been identified as Large Rural Township and Cardinia Shire's strategic directions for Koo Wee Rup include to support as a focus for higher order commercial and community facilities and services; consolidate and activate Koo Wee Rup's Commercial & Civic Town Centre.

Clause 02-03-2 Environmental and Landscape Values:

The Shire contains a diverse environment with a wide range of native flora and fauna habitats and is known to contain State and Nationally significant rare and threatened species including the Southern Brown Bandicoot, Growling Grass Frog, Swamp Skink, Masked Owl, Helmeted Honeyeater, Powerful Owl, Dwarf Galaxias, Australian Grayling, Emerald Star Bush, Matted Flax-Lily and indigenous grasslands.

The decline and fragmentation of habitats resulting in the loss of biodiversity is a key issue. Over 75 per cent of the native vegetation in the Shire has been cleared leaving those areas of remnant vegetation of particular significance and value in terms of maintaining biodiversity.

Council's strategic directions for environmental and landscape values are to:

- *Protect the natural environment and character of rural townships including remnant vegetation in the hills townships.*
- *Protect the Koo Wee Rup swamp area that contains important groundwater reserves and horticultural soils in the Western Port basin.*
- *Maintain and re-establish wildlife corridors.*
- *Maintain biodiversity especially in areas of significance.*

Clause 02-03-3 Environmental Risks and Amenity

Bushfire risk is the product of several factors including fuel levels, slope, climatic conditions, population and the degree of preparation of individual property owners to cope with a fire. Other factors such as the accessibility of land to fire fighting vehicles and the availability of water will affect the risk levels for individual properties.

The municipality has wide areas that are liable to flooding, including the Koo Wee Rup Flood Protection District. Climate change will increase the risk from bushfires and flooding.

The Shire's other environmental risks include water catchment management, stormwater, salinity and soil erosion.

Water catchments are an integrated environmental system, and any development or actions undertaken in one part of a catchment may have an effect on other parts of the catchment. [21.02.1 KI 1] Stormwater quality in both urban and rural areas need to be managed to minimise the impact of development on the environment.

Council's strategic directions for environmental risks are to:

1. Minimise the potential risk to life, property and the environment from the effects of bushfire and flooding and inundation.
2. Mitigate the detrimental impacts of development on the operation and health of waterway systems and on stormwater quality.
3. Discourage development that will be at risk from salinity or soil erosion or that will potentially increase the risk or extent of impacts from salinity or soil erosion.

Clause 02.03-5 Built Environment and Heritage:

Heritage

The Shire contains Aboriginal heritage sites and places of cultural significance, some of which have been identified and formally recorded but many which have not. Council seeks to ensure heritage sites and places are preserved for current and future generations.

The rich and diverse cultural heritage of the Shire illustrates the historic use, development and occupation of the land. This history is demonstrated by a wide range of heritage places that include buildings and structures, monuments, trees, landscapes and archaeological sites. These places give Cardinia a sense of historic continuity as well as demonstrating the economic, social and political circumstances of the time.

Council's strategic directions for heritage are to:

1. Identify and protect sites of significant Aboriginal heritage.
2. Protect places of heritage significance including war memorials and avenues of honour.
3. Protect trees with heritage significance.

Clause 02.03-6 Housing

Housing within the Shire is currently dominated by detached dwellings in both urban and rural areas. The urban area includes the Urban Established Area and the Urban Growth Area, while the rural area comprises Townships and rural-residential development.

The urban area in the Shire will continue to attract predominantly young families into the foreseeable future. However, as the housing market progressively matures and the needs of households change there will be increasing demand for more diverse forms of housing.

Accommodation for older people in townships is important, particularly where the unavailability of such accommodation would lead to people being forced to leave a community with which they have a strong association.

Council's strategic directions for housing are to:

1. Provide for diversity of housing types and densities, including increased housing density around activity centres.
2. Provide opportunities for development of 'affordable housing'.
3. Integrate rural residential and rural living developments with an urban area or township.
4. Facilitate diversity of housing choices in rural townships while ensuring consistency with the character of the township.

5. Minimise the impacts of rural residential and rural living developments on the environmental characteristics and constraints of the area.
6. Minimise the encroachment of rural residential and rural living developments on agricultural land.

Clause 02.03-8 Transport

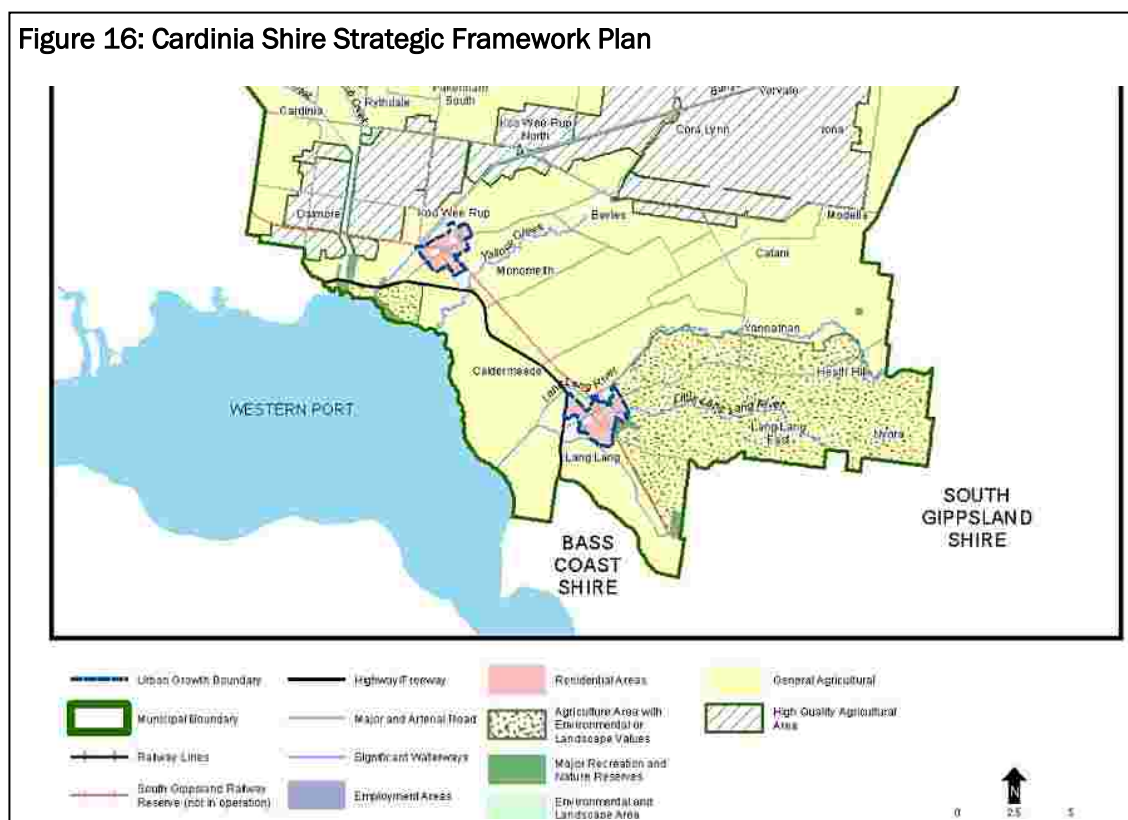
Pedestrian and cycling paths are important to support active lifestyles.

The sparse nature of settlement in the municipality affects the viability of providing public transport to all residents. The limited public transport services currently available is an issue of concern raised consistently by the community.

Council's strategic directions for transport linked to Koo Wee Rup are to:

1. Provide for the extension at Thompsons Road from Cranbourne through to Koo Wee Rup Road.
2. Encourage the integration of public transport linkages to improve access to higher education facilities outside of the municipality including Federation University and Chisholm TAFE.
3. Provide for greater connectivity and infrastructure that encourages physical activity (including walking, cycling and recreational horse riding).

Clause 02.04-1 Cardinia Shire Strategic framework plan seeks “to provide an overview of land use in the Cardinia Shire and to identify locations where specific land use outcomes will be supported and promoted.” The framework plan is included in the figure below, noting that the subject Development Plan site is identified as located within a “residential areas”:



Source: excerpt from Clause 02.04-1 Cardinia Shire Strategic framework plan, Cardinia Planning Scheme.

Response to Municipal Planning Strategy:

Koo Wee Rup has been identified as Large Rural Township and Cardinia Shire's strategic directions. Cardinia Shire Strategic Frame Plan identifies Koo Wee Rup as one of residential areas to the south surrounded agricultural areas.

The residential subdivision and future residential village proposal will address the housing supply demand by creating residential lots capable of accommodating housing diversity in rural townships, while ensuring consistency with the character of the large rural township. The habitat reserve areas proposed within the residential subdivision and development respect the surrounding environment by recognising and enabling the protection of nationally significant rare and threatened species (Southern Brown Bandicoot, Growling Grass Frog).

The proposal also identifies and addresses the environmental risks relating to flooding and bushfire prone areas by providing adequate drainage reserves and a layout design minimising the risks associated with bushfires to the future dwellings. The proposed residential development would also upgrade road network along the frontage of Rossiter Road to improve safety of the residents, while ensuring pedestrian connectivity to the surrounding parks and reserves.

The proposal is consistent with the Municipal Strategies and directions envisaged in the Local Planning Policy for Koo Wee Rup Rural Township.

Clause 11.01-1S Settlement seeks “to facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements” via the following relevant strategies:

- *Develop sustainable communities through a settlement framework offering a range of housing choices, convenient access to jobs, services, infrastructure and community facilities.*
- *Provide for growth in population and development of facilities and services across a regional or sub-regional network in accordance with housing targets.*
- *Plan for development and investment opportunities along existing and planned transport infrastructure.*
- *Facilitate environmentally resilient settlements by integrating the management of water resources into the urban environment in a way that supports water security, public health, environment and amenity outcomes, minimising exposure to natural hazards etc.*
- *Manage the expansion of settlements by limiting urban sprawl and direct growth into existing settlements, ensuring land that may be required for future urban expansion is not compromised.*

Clause 11.02-1S Development Capacity seeks “to ensure sufficient development opportunities are available to meet the needs of current and future Victorians” via the following relevant strategies:

- *Ensure the ongoing development opportunities and supporting infrastructure are available to support sustainable urban development.*
- *Ensure that at least a 15-year supply of land and development capacity is available to meet housing targets.*
- *Plan to accommodate housing targets and provide clear direction on the locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.*

Clause 11.03-6S Regional and local places seeks “to facilitate integrated place-based planning” via the following strategies:

- *Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.*
- *Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.*

Response to Clause 11 - Settlement:

The proposed subdivision development provides for growth in population, increases development capacities to meet housing targets near supporting infrastructure within proximity. The subdivision design caters for an environmentally resilient settlement by creating reserves and habitat protection areas for Growling Grass & Southern Brown Bandicoot.

Clause 12.01-1S Protection of biodiversity seeks “to protect and enhance Victoria’s biodiversity” via the following relevant strategies:

- *Use biodiversity information to identify important areas of biodiversity, including key habitat for rare or threatened species and communities, and strategically valuable biodiversity sites.*
- *Strategically plan for the protection and conservation of Victoria’s important areas of biodiversity.*
- *Ensure that decision making takes into account the impacts of land use and development on Victoria’s biodiversity, including consideration of:*
 - *Cumulative impacts.*
 - *Fragmentation of habitat.*
 - *The spread of pest plants, animals and pathogens into natural ecosystems.*
- *Avoid impacts of land use and development on important areas of biodiversity.*
- *Assist in the identification, protection and management of important areas of biodiversity.*
- *Assist in the establishment, protection and re-establishment of links between important areas of biodiversity, including through a network of green spaces and large-scale native vegetation corridor projects.*
- *Support land use and development that contributes to protecting and enhancing habitat for indigenous plants and animals in urban areas.*

Clause 12.01-2S Native vegetation management seeks “to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation” via the following strategies:

- *Ensure decisions that involve, or will lead to, the removal, destruction or lopping of native vegetation, apply the three-step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017):*
 - *Avoid the removal, destruction or lopping of native vegetation.*
 - *Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
 - *Provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.*

Response to Clause 12 – Environmental and Landscape Values:

The subdivision is designed to acknowledge and respect the environmental and landscape values of Koo Wee Rup township. Generous open space is provided on site totalling over 7.2ha of nearly 30% of the site area. The open space on site includes:

- Two (2) public open spaces areas totalling 8000m² (each public open space would be 4000 m² in size) are proposed adjacent to Cochrane Park and at the site entrance. Both open space areas have road frontage and passive surveillance from adjoining houses.
- A 1.418-hectare drainage reserve is proposed along the northwest corner of the property as proposed under the drainage strategy and required by Melbourne Water.
- A 1.8ha habitat area, including a purpose-built wetland/pond is proposed adjacent to the northern boundary for Growling Grass Frog to accord with the recent EPBC approval. This will provide new

high-quality habitat within the subdivision area, exceeding the quality of that currently present on site.

- A 30 metre wide South Brown Bandicoot corridor along the north and east boundary. A total of 2.276 hectares of land area is reserved within the property for the protection of the species and will be suitably landscaped.
- Limited native vegetation has been identified on site, including a relatively small patch in the south-western corner within an existing dam. Additional vegetation on site was deemed to provide little ecological value due to domination of introduced species and environmental weeds. The EPBC approval supported removal of the dam and vegetation in favour of establishing new Growling Grass Frog habitat to the north of the site.

The location of the Growling Grass Frog Pond has been sited to ensure it is sufficiently setback from roadways, pedestrian pathways and other infrastructure. The landscaped open space areas are conveniently located around the subdivision to provide a high level of amenity and access for future residents of both the residential lots and residential village. The proposed subdivision development is consistent with the objectives of Environmental and Landscape Values.

Clause 13.03-1S Floodplain management seeks “to assist the protection of:

- *Life, property and community infrastructure from flood hazard, including coastal inundation, riverine and overland flows.*
- *The natural flood carrying capacity of rivers, streams and floodways.*
- *The flood storage function of floodplains and waterways.*
- *Floodplain areas of environmental significance or of importance to river, wetland or coastal health.*

Clause 13.02-1S Bushfire Planning seeks “to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life” via the following overarching strategies:

- *Protection of human life*
- *Bushfire hazard identification and assessment*
- *Settlement planning*
- *Areas of biodiversity conservation value*
 - *Ensure settlement growth and development approvals can implement bushfire protection measures without unacceptable biodiversity impacts by discouraging settlement growth and development in bushfire affected areas that are important areas of biodiversity*
- *Use and development control in a Bushfire Prone Area*
 - *In a bushfire prone area designated in accordance with regulations made under the Building Act 1993, bushfire risk should be considered when assessing planning applications for Subdivisions of more than 10 lots, among other uses and development.*

Clause 13.05-1S Noise management seeks “to assist the management of noise effects on sensitive land uses” via the following strategies:

- *Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.*
- *Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or*

hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Response to Clause 13 – Environmental Risks and Amenity:

The Bushfire Policy at 13.02-1S prioritises the protection of human life from bushfire over all other policy considerations. The subject site is designated as a Bushfire Prone Area but is not located within or adjacent to a higher risk Bushfire Management Overlay. The State policy encourages directing population growth to low-risk areas, avoiding any increase in bushfire risk and wherever possible decreasing bushfire risk. Bushfire risk must be considered for Accommodation uses in a Bushfire Prone Area. A Bushfire Development Report is submitted with the application identifying the surrounding bushfire risk and illustrating the BAL-12.5 standard can be met for all dwellings.

Sensitive uses including accommodation must be protected from contaminated land. The policy requires consideration of the potential for contamination by undertaking where considered relevant, either a suitable assessment, preliminary risk screen assessment or environmental audit. A Preliminary Site Investigations including soil testing finds there has been a lack of contaminating activities and the site is suitable for residential use and no further investigations are required.

The Noise Management policy at Clause 13.05-1S seeks to protect sensitive residential uses from noise exposure near the transport system (and other noise emissions) through suitable building siting and design. The submitted Road Noise Assessment determines that the dwellings will meet the relevant standards for traffic noise for residential developments near freeways.

Clause 15.01-3S Subdivision design seeks “to ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods” via the following strategies:

- *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:*
 - *Creating compact neighbourhoods that have walkable distances between activities.*
 - *Creating urban places with a strong sense of place that are functional, safe and attractive.*
 - *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.*
 - *Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.*
 - *Protecting and enhancing habitat for native flora and fauna, and providing opportunities for people to experience nature in urban areas.*
 - *Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.*
 - *Reduce car dependency by allowing for:*
 - *Convenient and safe public transport.*
 - *Safe and attractive spaces and networks for walking and cycling.*
 - *Subdivision layouts that allow easy movement within and between neighbourhoods.*
 - *A convenient and safe road network.*
 - *Minimising exposure of sensitive uses to air and noise pollution from the transport system.*

- *Being accessible to people with disabilities.*
- *Creating an urban structure that:*
 - *Responds to climate related hazards.*
 - *Incorporates integrated water management, including sustainable irrigation of open space.*
 - *Minimises peak demand on the electricity network.*
 - *Supports energy efficiency and solar energy generation through urban layout and lot orientation.*
 - *Supports waste minimisation and increased resource recovery.*
- *Providing all-electric lots.*

Clause 15.01-4S Health neighbourhoods seek “to achieve neighbourhoods that foster healthy and active living and community wellbeing” via the following strategies:

- *Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:*
 - *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
 - *Streets with direct, safe and convenient access to destinations.*
 - *Conveniently located public spaces for active recreation and leisure.*
 - *Accessibly located public transport stops.*
 - *Amenities and protection to support physical activity in all weather conditions.*

Clause 15.03-2S Aboriginal cultural heritage seeks “to ensure the protection and conservation of places of Aboriginal cultural heritage significance” via the following strategies:

- *Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.*
- *Provide for the protection and conservation of pre-contact and post-contact Aboriginal cultural heritage places.*
- *Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006.*

Response to Clause 15 – Built Environment & Heritage:

The subdivision design integrates and provides connectivity within the proposed subdivision with the open spaces provided on the site and adjacent Cochrane Park and the rail trail. The subdivision will provide for larger residential lots and a residential village overlooking significant landscape buffers, drainage and reserve areas provided to protect Growling Grass Frog and Southern Brown Bandicoot habitats.

A Cultural Heritage Management Plan (“CHMP”) has been prepared and approved pursuant to section 65(2) of the Aboriginal Heritage Act 2006 on 5th June 2018. A complex assessment of the site was carried out in late 2016 and 2017 which recorded the presence of artefacts and as a result a specific management condition of the CHMP requires archaeological salvage to occur prior to ground disturbance works occurring. The salvage identified will be conducted prior to any soil disturbance within the activity area and will be conducted in accordance with the conditions of the CHMP. The proposed development will be consistent with the objective of Built Environment and Heritage.

Clause 16.01-1S Housing supply seeks “to facilitate well-located, integrated and diverse housing that meets community needs” via the following relevant strategies:

- Plan to accommodate housing targets specified in this clause by ensuring zones and overlays deliver sufficient realisable development capacity.
- Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.
- Increase the proportion of housing in urban areas with good access to opportunities and servicing (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.
- Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.
- Support opportunities for a range of income groups to choose housing in well-serviced locations.
- Encourage the development of well-designed housing that:
 - Provides a high level of internal and external amenity.
 - Incorporates universal design and adaptable internal dwelling design

Response to Clause 16 - Housing:

Both State and local housing policies seek to provide a diversity of housing types and tenure, improve housing affordability, and acknowledge the need for a suitable housing supply for older people. The proposed development caters for varied lot sizes that can accommodate different housing typologies.

The future residential village development will support and provide housing options suitable for older people and supported accommodation for people with disability. The proposed development will be consistent with objectives of State Housing policies and objectives.

Clause 18.02-1S Walking seeks “to facilitate an efficient and safe walking network and increase the proportion of trips made by walking” via the following relevant strategies:

- Plan and develop walking networks to:
 - Provide pedestrian routes that are safe, direct and comfortable to use.
 - Enable walking as a part of everyday life.
 - Enable people to meet more of their needs locally and rely less on their cars.
 - Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.
- Design direct, comfortable and connected walking infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.
- Develop principal pedestrian networks for local areas that link with the transport system.
- Design walking routes to be comfortable by providing shelter from the sun through canopy trees, verandahs and other structures

Clause 18.02-2S Cycling seeks “to facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling” via the following relevant strategies:

- *Plan and develop cycling networks to:*
 - *Provide routes that are safe, comfortable, low-stress and well connected.*
 - *Enable cycling as a part of everyday life.*
 - *Enable people to meet more of their needs locally by cycling and to rely less on their cars.*
 - *Accommodate emerging forms of low emission, low and moderate speed personal transport.*

Clause 18.02-4S Roads seeks “to facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure” via the following relevant strategies:

- *Plan and develop the road network to:*
 - *Provide high mobility for through traffic and the efficient movement of freight by facilitating adequate movement capacity and speeds.*
 - *Ensure people are safe on and around roads.*
 - *Improve people’s perceptions of safety on and around roads.*
 - *Improve road connections for all road users.*
 - *Facilitate the use of public transport, cycling and walking.*
 - *Integrate new and emerging technologies into road design, including the increasing connectivity and automation of vehicles.*
 - *Accommodate the expansion of the High Productivity Freight Vehicle Network, and oversize and overmass vehicles.*
- *Design roads to facilitate the safe movement of people and goods while providing places for people to interact and gather in high pedestrian areas like activity centres, around schools and around community facilities.*
- *Plan an adequate supply of car parking that is designed and located to:*
 - *Protect the role and function of nearby roads.*
 - *Enable the efficient movement and delivery of goods.*
 - *Facilitate the use of public transport.*
 - *Maintain journey times and the reliability of the on-road public transport network.*
 - *Protect residential areas from the effects of road congestion created by on-street parking.*
 - *Enable easy and efficient use.*
 - *Achieve a high standard of urban design.*
 - *Protect the amenity of the locality, including the amenity of pedestrians and other road users.*
 - *Create a safe environment, particularly at night.*

Response to Clause 18 - Transport:

The proposed street network for the development, both internal and external to the site can accommodate the anticipated overall traffic volumes generated by the development, including the indicative residential village. The TIA report considered the existing traffic conditions surrounding the site, parking demand likely to be generated by the proposed development, suitability of the proposed parking supply and layout, traffic generation, access arrangements and transport impacts on the surrounding road network.

Traffic generated by the proposed development, together with an allowance for the future residential village, can be satisfactorily accommodated by the surrounding road network following construction of the proposed four-leg roundabout, without giving rise to adverse traffic safety or capacity impacts. The roundabout is anticipated to operate under ‘excellent’ conditions with minimal queuing and waiting times.

Clause 19.02-4S Social and cultural infrastructure seeks “to provide fairer distribution of and access to, social and cultural infrastructure” via the following relevant strategies:

- *Identify and address gaps and deficiencies in social and cultural infrastructure, including additional regionally significant cultural and sporting facilities.*
- *Ensure social infrastructure is designed to be accessible.*
- *Plan and design community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge.*

Clause 19.02-6S Open space seeks “to establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community” via the following strategies:

- *Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.*
- *Ensure that open space networks:*
 - *Are linked, including through the provision of walking and cycling trails.*
 - *Are integrated with open space from abutting subdivisions.*
 - *Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest.*
 - *Maintain public accessibility on public land immediately adjoining waterways and coasts.*
- *Create opportunities to enhance open space networks within and between settlements.*
- *Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.*
- *Improve the quality and distribution of open space and ensure long-term protection.*
- *Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and peace and solitude.*
- *Ensure open space provision is fair and equitable with the aim of providing access that meets the needs of all members of the community, regardless of age, gender, ability or a person’s location.*
- *Develop open space to maintain wildlife corridors and greenhouse sinks.*

Clause 19.03-3S Integrated water management seeks “to sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach” via the following relevant strategies:

- *Plan and coordinate integrated water management, bringing together stormwater, wastewater, drainage, water supply, water treatment and re-use, to:*
 - *Take into account the catchment context.*
 - *Protect downstream environments, waterways and bays.*
 - *Manage and use potable water efficiently.*
 - *Reduce pressure on Victoria’s drinking water supplies.*
 - *Minimise drainage, water or wastewater infrastructure and operational costs.*
 - *Minimise flood risks.*
 - *Provide urban environments that are more resilient to the effects of climate change.*
- *Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.*
- *Facilitate use of alternative water sources such as rainwater, stormwater, recycled water and run-off from irrigated farmland.*

- *Ensure that development protects and improves the health of water bodies including creeks, rivers, wetlands, estuaries and bays by:*
 - *Minimising stormwater quality and quantity related impacts.*
 - *Filtering sediment and waste from stormwater prior to discharge from a site.*
 - *Managing industrial and commercial toxicants in an appropriate way.*
 - *Requiring appropriate measures to mitigate litter, sediment and other discharges from construction sites.*
- *Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.*
- *Provide for sewerage at the time of subdivision or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.*
- *Ensure land is set aside for water management infrastructure at the subdivision design stage.*
- *Minimise the potential impacts of water, sewerage and drainage assets on the environment.*
- *Ensure that the use and development of land identifies and appropriately responds to potential environmental risks, and contributes to maintaining or improving the environmental quality of water and groundwater.*

Response to Clause 19 - Infrastructure

The proposed subdivision is consistent with the relevant water and stormwater management objectives, policies and standards. The proposed drainage reserve will have the capacity to incorporate stormwater retention and treatment drainage network is also designed to cater to additional flows during significant drainage events.

Comprehensive reporting has been undertaken in relation to stormwater management. An initial Stormwater Management Strategy prepared by Stormy Water Solutions (dated 14 February 2022) has been supplemented by additional modelling and refined to reflect the layout required under the EPBC approval, having regard to Growling Grass Frog and Southern Brown Bandicoot habitat requirements.

8.2 Zoning

The development plan area has been rezoned from Farm Zone (FZ) to Neighbourhood Residential Zone, Schedule 1 (NRZ1), and had the Development Plan Overlay, Schedule 22 (DPO22) applied in accordance with Planning Scheme Amendment C235. Ministerial approval of amendment C235 was gazetted on 30 July 2020.

In accordance with the above, the subject site is currently zoned Neighbourhood Residential Zone, Schedule 1 (NRZ1) within the Cardinia Planning Scheme. The purpose of the NRZ is as follows:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To recognise areas of predominantly single and double storey residential development.*
- *To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Schedule 1 to the NRZ does not include any specified requirements with regard to neighbourhood character objectives, minimum subdivision area, application requirements or decision guidelines.

8.3 Overlays

The development plan area is covered by the following overlays within the Cardinia Planning Scheme:

Land Subject to Inundation Overlay

The purpose of this overlay is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To minimise the potential flood risk to life, health and safety associated with development.*
- *To reflect a declaration under Division 4 of Part 10 of the Water Act, 1989.*
- *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*
- *To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health.*

Development Plan Overlay, Schedule 22

The purpose, objectives and development plan requirements of DPO22 are discussed subsequently at part 5 of this report.

8.4 Particular provisions

Clause 52.17 Native Vegetation

The purpose of this clause is:

- *To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):*
 - 1. Avoid the removal, destruction or lopping of native vegetation.*
 - 2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
 - 3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.*
- *To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.*

This will be assessed as part of a planning permit application in due course.

9 Conclusion

A comprehensive, collaborative and cohesive Development Plan for residential development (subdivision and residential village) at 145 Rossiter Road, Koo Wee Rup has been prepared considering the surrounding neighbourhood, existing networks and environment (flora and fauna) in consultation with Cardinia Shire Council.

The Development Plan incorporates the provisions of the Development Plan Overlay Schedule 22 (DPO22), and as such, is in accordance with State and Local policies, and achieves key objectives and requirements of the Neighbourhood Residential Zone, and Land Subject to Inundation Overlay (LSIO). The proposed Development Plan is consistent with the requirements of the Australian Government's Department of Climate Change, Energy, the Environment and Water approval under Environmental Protection and Biodiversity Conservation Act 1999 ("EPBC Act") issued on 21 October 2025.

The Development Plan proposes a community of larger residential lots and a residential village overlooking significant landscape buffers, drainage and reserve areas provided to protect Growling Grass Frog and Southern Brown Bandicoot habitats. Extensive supporting studies and reports relating to environment (flora & fauna) impact assessment, bushfire management, traffic impact and acoustic assessments, stormwater management strategy, flood impact assessment, servicing strategy, open space and landscaping plans have been prepared and inform the comprehensive Development Plan.

10 Appendix

Clause 56 Assessment for the proposed subdivision:

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

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

Neighbourhood & Site Description & Design Response	Clause 56.01
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Clause 56.01 -1 Subdivision Site and Context Description The site and context description may use a site plan, photographs or other techniques and must accurately describe: • In relation to the site: • Site shape, size, dimensions and orientation. • Levels and contours of the site. • Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops. • The siting and use of existing buildings and structures. • Street frontage features such as poles, street trees and kerb crossovers. • Access points. • Location of drainage and other utilities. • Easements. • Any identified natural or cultural features of the site. • Significant views to and from the site. • Noise and odour sources or other external influences. • Soil conditions, including any land affected by contamination, erosion, salinity, acid. • sulphate soils or fill. • Any other notable features or characteristics of the site. • Adjacent uses. • Any other factor affecting the capacity to develop the site including whether the site is affected by inundation. An application for subdivision of 60 or more lots must also describe in relation to the surrounding area: • Location, distance and type of any nearby public open space and recreational facilities. • Direction and distances to local shops and community facilities. • Directions and walking distances to public transport routes and stops • Direction and walking distances to existing neighbourhood, major and principal activity centres and major employment areas. • Existing transport routes, including freeways, arterial roads and streets connecting neighbourhoods. • Local street network including potential connections to adjacent subdivisions. • Traffic volumes and movements on adjacent roads and streets. • Pedestrian, bicycle and shared paths identifying whether their primary role is neighbourhood or regional access. • Any places of cultural significance. • Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops. • Proximity of any fire threats. • Pattern of ownership of adjoining lots. If in the opinion of the responsible authority a requirement of the site and context description is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.	Refer to Development Plan attachments
Clause 56.01 -2 Subdivision Design Response • The design response must explain how the proposed design: • Derives from and responds to the site and context description. • Responds to any site and context features for the area identified in a local planning policy or a Neighbourhood Character Overlay. • Responds to any relevant objective, policy, strategy or plan set out for the area in this scheme. • Meets the relevant objectives of Clause 56.	– Achieved Comments: Refer to the planning submission made in support of the application, accompanying reports, plans and titles which detail the layout of the proposed subdivision, including lot dimensions, and natural and man-made features on site such as vegetation, existing structures and the location of drainage and other utilities and easements.

Policy Implementation	Clause 56.02
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Title & Objective A development <u>must</u> meet all these objectives	Standards A development <u>should</u> meet all these standards.	Assessment
Clause 56.02 -1 Strategic Implementation To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.	C1 An application must be accompanied by a written statement that describes how the subdivision is consistent with and implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.	– Achieved Comments: The proposed subdivision for 88 lots is prepared in accordance with the Development Plan Overlay Schedule 22 requirements for the property addressing minimum lot sizes and setbacks, landscape buffers, open space reserves, fauna conservation areas, internal road network and infrastructure improvements along Rossiter Road. Refer to the documentation submitted with application.

Liveable and Sustainable Communities		Clause 56.03
Title & Objective	Standards	Assessment
A development <u>must</u> meet all these objectives	A development <u>should</u> meet all these standards.	
Clause 56.03-1 Compact and Walkable Neighbourhoods - To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport. - To allow easy movement through and between neighbourhoods for all people.	C2 A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme. An application for subdivision must include a plan of the layout of the subdivision that: - Meets the objectives (if relevant to the class of subdivision specified in the zone) of: - Clause 56.03-2 Activity centres - Clause 56.03-3 Planning for community facilities - Clause 56.04-1 Lot diversity and distribution - Clause 56.06-2 Walking and cycling network - Clause 56.06-3 Public transport network - Clause 56.06-4 Neighbourhood street network - Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or proposed railway station and shows the estimated number of dwellings within those distances. - Shows the layout of the subdivision in relation to the surrounding area. - Is designed to be accessible for people with disabilities.	– Achieved Comments: The proposed property is located within Development Plan Overlay Schedule 22. The key objectives of the DPO22 is to integrate with the surrounding area by responding to existing neighbouring character, enhancing the public realms and existing networks; to provide landscaping, open space, recreation and pedestrian/bicycle path facilities that is well connected, sustainable and meets the needs of the local residents; to create a subdivision layout and residential layout and residential dwellings that protects Koo Wee Rup's environmental amenity; and to ensure the stormwater is managed onsite up to the 1 in 100 year average recurrence interval storm event to pre-development flow rates. The proposed staged multi-lot subdivision would have 87 lots with varied lot sizes (612 m² to 1153 m²) yielding an average lot size of 769 m² and Lot A or Lot 88 for future residential village yielding approximately 170 dwellings. The subject property abuts Bunyip River to the north and habitats Growling Grass Frogs and Southern Bandicoots. The proposed subdivision layout encourages the preservation of the habitat by integrating a 1.845 hectare Growling Grass Frog Habitat area and 2.27-hectare Southern Bandicoot corridor to the north. The subdivision layout proposes two open space reserves of 4000 square metres each along the southwest corner and northeast corner of the site. Further, 1.418 hectares of drainage reserve along northwest boundary and a landscape buffer area of 10 metres in width is provided along the western boundary. The subdivision provides a 2.5-metre-wide shared path to be constructed within the proposed subdivision connecting Rossiter Road frontage, open space areas, internal road network, drainage reserves, habitat reserve and Cochranes Park. Koo Wee Rup is small peripheral suburb with limited public transport connectivity. The nearest bus stop in approximately 900 metres to the north of Rossiter Road

Clause 56.03-2 Activity Centre Objective To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.	C3 A subdivision <u>should</u> implement any relevant activity centre strategy, plan or policy for the area set out in this scheme. Subdivision should be supported by activity centres that are: - Accessible by neighbourhood and regional walking and cycling networks. - Served by public transport that is connected to the regional public transport network. - Located at public transport interchange points for the convenience of passengers and easy connections between public transport services. - Located on arterial roads or connector streets. - Of appropriate size to accommodate a mix of uses that meet local community needs. - frontages, support street-based community interaction and pedestrian safety.	– Not Applicable Comments: The proposed subdivision layout or Development Plan overlay does not identify any activity centers near the site.
Clause 56.03-3 Planning for Community Facilities To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.	C4 A subdivision should: - Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme. - Locate community facilities on sites that are in or near activity centres and public transport. School sites <u>should</u>: - Be integrated with the neighbourhood and located near activity centres. - Be located on walking and cycling networks. - Have a bus stop located along the school site boundary. - Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets. - Adjoin the public open space network and community sporting and other recreation facilities. - Be integrated with community facilities. - Be located on land that is not affected by physical, environmental or other constraints. Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne. Primary schools should be located on connector streets and not on arterial roads. New State Government school sites <u>must</u> meet the requirements of the Department of Education and Training and abut at least two streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.	– Achieved Comments: Within proximity of the subject property, the proposed subdivision will have access to Cochrane's Park, Koo Wee Rup and District Memorial Swimming Pool, Police Station, Koo Wee Rup Memorial Hall (Heritage listing building), Bus Interchange terminal, Aged care facility etc.

Clause 56.03-4 Built Environment Objective To create urban places with identity and character.	C5 The built environment <u>should</u>: - Implement any relevant urban design strategy, plan or policy for the area set out in this scheme. - Provide living and working environments that are functional, safe and attractive. - Provide an integrated layout, built form and urban landscape. - Contribute to a sense of place and cultural identity. An application <u>should</u> describe the identity and character to be achieved and the elements that contribute to that identity and character.	– Achieved Comments: The urban design and character requirements of DPO22 include configuring dwellings to maximize retention vegetation and allow only one access driveway to a lot; avoid front fences. If lots are fenced, provide low front fences no more than 1.2 metres high; respect and be sympathetic to the existing character consistent with the Koo Wee Rup Township Strategy; provide footpaths with a minimum width of 1.8 metres; lots interfacing Rossiter Road should provide active frontages facing Rossiter Road. - The proposed lots of the subdivision will have one access driveway to a lot. A notation has been shown on the indicative lot layout plan that only one crossover per lot. - If lots are fenced, the front fences will be limited to 1.2 metres in height. These could be regulated through Memorandum of Common Provisions (MCPs). - Footpaths shown on street cross-sections will be 1.8 metres in width. - Four lots (1, 10,11 & 18) would abut Rossiter Road and would have the ability to design a building façade fronting Rossiter Road with side-loading garages accessed from internal streets. The creation of a predominately grid layout with lots facing roads and open space areas will provide a functional, safe and attractive living environment. Moreover, future landscaping will enhance areas and create a sense of identity.
Clause 56.03-5 Neighbourhood Character Objective To design subdivisions that respond to neighbourhood character.	C6 Subdivision should: - Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme. - Respond to and integrate with the surrounding urban environment. - Protect significant vegetation and site features.	– Achieved Comments: The subdivision would have more than 80% of the lots with lot sizes greater than 700 square metres to accommodate single dwellings like the residential development to the south. Lot size accords with the DPO22. The proposed pedestrian connection network within the subdivision would connect to Cochrane Park located along the northeast corner of the property. The subdivision would also protect the Grass Frog Habitat & Southern Bandicoot by providing habitat areas along the northern boundaries.

Lot Design		Clause 56.04
Title & Objective	Standards	Assessment
A development <u>must</u> meet all these objectives	A development <u>should</u> meet all these standards.	
Clause 56.04-1 Lot Diversity and Distribution Objective - To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services. - To provide higher housing densities within walking distance of neighbourhood centres. - To achieve increased housing densities in designated growth areas. - To provide a range of lot sizes to suit a variety of dwelling and household types.	C7 A subdivision <u>should</u> implement any relevant housing strategy, plan or policy for the area set out in this scheme. Lot sizes and mix <u>should</u> achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme. A range and mix of lot sizes <u>should</u> be provided including lots suitable for the development of: - Single dwellings. - Two dwellings or more. - Higher density housing. - Residential buildings and Retirement villages. Unless the site is constrained by topography or other site conditions, lot distribution <u>should</u> provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station. Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages <u>should</u> be located in and within 400 metres street walking distance of an activity centre.	– Achieved Comments: The proposed subdivision density is generally in accordance with the Neighborhood Residential Zone and DPO22 that requires at least 80% of the lots to have lot sizes greater than 700 square metres. The lots sizes ranging between 612 m2 to 1153m² provides for singles dwellings in-line with that envisaged for the area. Lot A for future residential village of approximately 170 dwellings would allow multiple dwelling typologies. The site is well serviced by essential services and facilities.

Clause 56.04-2 Lot Area and Building Envelopes Objective To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.	C8 An application to subdivide land that creates lots of less than 300 square metres <u>should</u> be accompanied by information that shows: - That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or - That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. Lots of between 300 square metres and 500 square metres <u>should</u>: - Contain a building envelope that is consistent with a development of the lot approved under this scheme, or - If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope. If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots <u>should</u> be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve. Lots greater than 500 square metres <u>should</u> be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope. A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement <u>should</u> meet the relevant standards of Clause 54, unless: - The objectives of the relevant standards are met, and - The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act. Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope: - The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and - The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement.	– Achieved Comments: The proposed subdivision will be consistent with the indicative building envelopes required under DPO22. Each lot will provide a minimum front setback of seven (7) metres and minimum side setbacks of 2.5 metres. All lots are greater than 600 square metres in size and are capable of providing an envelope of 10 metres by 15 metres.
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	Lot dimensions and building envelopes should protect: • Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. • Existing or proposed easements on lots. • Significant vegetation and site features.	
Clause 56.04-3 Solar Orientation of Lots Objective • To provide good solar orientation of lots and solar access for future dwellings.	C9 Unless the site is constrained by topography or other site conditions, at least 70 percent of lots <u>should</u> have appropriate solar orientation. • Lots have appropriate solar orientation when: • The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south. • Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots <u>should</u> be within 30 degrees east and 20 degrees west of north. • Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.	– Achieved Comments: 80.45 % of the lots are greater than 700 square metres in size and are capable of complying with solar access requirements.
Clause 56.04-4 Street Orientation Objective • To provide a lot layout that contributes to community social interaction, personal safety and property security.	C10 Subdivision should increase visibility and surveillance by: • Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. • Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space. • Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. • Providing roads and streets along public open space boundaries.	– Achieved Comments: Lots have been designed to front roads and open space to increase visibility and passive surveillance of these areas.
Clause 56.04-5 Common Area Objective • To identify common areas and the purpose for which the area is commonly held. • To ensure the provision of common area is appropriate and that necessary management arrangements are in place. • To maintain direct public access throughout the neighbourhood street network.	C11 An application to subdivide land that creates common land must be accompanied by a plan and a report identifying: • The common area to be owned by the body corporate, including any streets and open space. • The reasons why the area should be commonly held. • Lots participating in the body corporate. The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.	– Not Applicable Comments: The proposal does not include any common property.

Urban Landscape		Clause 56.05
Title & Objective	Standards	Assessment
A development <u>must</u> meet all these objectives	A development <u>should</u> meet all these standards.	
Clause 56.05-1 Integrated Urban Landscape Objectives - To provide attractive and continuous landscaping in streets and public open spaces that contributes to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas. - To incorporate natural and cultural features in the design of streets and public open space where appropriate. - To protect and enhance native habitat and discourage the planting and spread of noxious weeds. - To provide for integrated water management systems and contribute to drinking water conservation.	C12 An application for subdivision that creates streets or public open space <u>should</u> be accompanied by a landscape design. The landscape design <u>should</u>: - Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. - Create attractive landscapes that visually emphasise streets and public open spaces. - Respond to the site and context description for the site and surrounding area. - Maintain significant vegetation where possible within an urban context. - Take account of the physical features of the land including landform, soil and climate. - Protect and enhance any significant natural and cultural features. - Protect and link areas of significant local habitat where appropriate. - Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space. - Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment. - Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. - Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. - Provide for walking and cycling networks that link with community facilities. - Provide appropriate pathways, signage, fencing, public lighting and street furniture. - Create low maintenance, durable landscapes that are capable of a long life. - The landscape design <u>must</u> include a maintenance plan that sets out maintenance responsibilities, requirements and costs.	– Achieved Comments: All streets within the subdivision will be provided with street trees which will enhance and define the landscape character of the area. Detailed landscaping master plans are provided with the application documentation. The development provides walking and cycling facilities which link residential lots up with proposed areas of open space and connecting to the Cochrane Park to the northeast of the site.

Clause 56.05-2 Public Open Space Provision Objectives - To provide a variety of open spaces with links to other open spaces and regional parks where possible. - To ensure that public open space of appropriate quality and quantity is provided in convenient locations to meet the recreational and social needs of the community. - To support active and healthy communities.	C13 The provision of public open space should: - Implement any relevant open space plan, strategy or policy for the area set out in this scheme. - Provide a network of well-distributed neighbourhood public open space that includes: - Local parks within 400 metres safe walking distance of at least 95 percent of all dwellings. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for their intended use and to allow easy adaptation in response to changing community preferences. - Additional small local parks or public squares in activity centres and higher density residential areas. - Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is: - Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space. - Sufficient to incorporate two football/cricket ovals. Appropriate for the intended use in terms of quality and orientation. - Located on flat land (which can be cost effectively graded). - Located with access to, or making provision for, a recycled or sustainable water supply. - Adjoin schools and other community facilities where practical. - Designed to achieve sharing of space between sports. - Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings. Public open space should: - Be provided along foreshores, streams and permanent water bodies. - Be linked to existing or proposed future public open spaces where appropriate. - Be integrated with floodways and encumbered land that is accessible for public recreation. - Be suitable for the intended use. - Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences. - Maximise passive surveillance. - Be integrated with urban water management systems, waterways and other water bodies. - Incorporate natural and cultural features where appropriate.	– Achieved Comments: Two (2) public open space reserves of 4000 square metres each (totalling 8000 square metres) are proposed along the southwestern and northeastern boundaries. Pedestrian pathway connects the open space reserve along the southwest corner from Rossiter Road to the drainage reserve, Growling Grass Frog Habitat Reserve, Southern Bandicoot Habitat reserve and finally connecting to Cochranes Park to the northeast corner of the site. Overall, about 22 per cent of the site has open space reserves and habitat areas protecting the ecological significant fauna species. The proposed subdivision meets the objectives of Public Open Space provision objectives.
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Access and Mobility Management		Clause 56.06
Title & Objective	Standards	Assessment
A development <u>must</u> meet all these objectives	A development <u>should</u> meet all these standards.	
Clause 56.06-1 Integrated Mobility Objectives - To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne. - To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner. - To contribute to reduced car dependence, improved energy efficiency, reduced greenhouse gas emissions and reduced air pollution.	C14 An application for a subdivision <u>must</u> include a plan of the layout of the neighbourhood that meets the objectives of: - Clause 56.06-2 Walking and cycling network. - Clause 56.06-3 Public transport network. - Clause 56.06-4 Neighbourhood street network.	– Achieved Comments: The proposed subdivision road network designed to improve and integrate mobility by creating strong linkages to neighbouring land parcels. The objectives of the clause 55.06-1 of Cardinia Planning Scheme are met.
Clause 56.06-2 Walking and Cycling Network Objectives - To contribute to community health and well-being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors. - To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists. - To reduce car use, greenhouse gas emissions and air pollution.	C15 The walking and cycling network should be designed to: - Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. - Link to any existing pedestrian and cycling networks. - Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. - Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces. - Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. - Ensure safe street and road crossings including the provision of traffic controls where required. - Provide an appropriate level of priority for pedestrians and cyclists. - Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. - Be accessible to people with disabilities.	– Achieved Comments: The proposed road network provides good connectivity throughout the estate and to the adjacent land uses. Footpaths are provided on both sides of the road for vast majority of street, to facilitate pedestrian movements. A shared path is provided around the estate. The proposal complies with the objectives of Clause 56.06-2.

Clause 56.06-3 Public Transport Network Objectives • To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system. • To encourage maximum use of public transport.	C16 The public transport network should be designed to: • Implement any relevant public transport strategy, plan or policy for the area set out in this scheme. • Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority. • Provide public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne. • Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide: - Safe and direct movement between activity centres without complicated turning manoeuvres. - Direct travel between neighbourhoods and neighbourhood activity centres. • A short and safe walk to a public transport stop from most dwellings.	– Achieved Comments: The internal street network has been designed to provide convenient pedestrian access to the town centre, and nearby bus route. The above is identified within Section 4.1 of TIA report prepared by Ratio Consulting and as such, the objectives of Clauses 56.06 - 3 & 6 of the Cardinia Planning Scheme are considered to be met.
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Clause 56.06-4 Neighbourhood Street Network Objective To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.	C17 The neighbourhood street network must: - Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle paths, footpaths and public transport routes. - Provide clear physical distinctions between arterial roads and neighbourhood street types. - Comply with the Roads Corporation's arterial road access management policies. - Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. - Provide safe and efficient access to activity centres for commercial and freight vehicles. - Provide safe and efficient access to all lots for service and emergency vehicles. - Provide safe movement for all vehicles. - Incorporate any necessary traffic control measures and traffic management infrastructure. The neighborhood street network should be designed to: - Implement any relevant transport strategy, plan or policy for the area set out in this scheme. - Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand. - Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. - Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. - Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles. - Provide an appropriate level of local traffic dispersal. - Indicate the appropriate street type. - Provide a speed environment that is appropriate to the street type. - Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). - Encourage appropriate and safe pedestrian, cyclist and driver behaviour. - Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.	– Achieved Comments: The subdivision has been designed with a permeable road network allowing excellent connectivity throughout the proposed development. Several slow points are proposed on the longer streets in the estate. The above is identified within Section 3.5 of TIA report prepared by Ratio Consultants and as such, the objectives of Clauses 56.06 - 4 & 7 of the Cardinia Planning Scheme are considered to be met.
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	• Minimise the provision of cul-de-sac. • Provide for service and emergency vehicles to safely turn at the end of a dead-end street. • Facilitate solar orientation of lots. • Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. • Contribute to the area's character and identity. • Take account of any identified significant features.	
Clause 56.06-5 Walking and Cycling Network Detail Objectives • To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well-constructed and accessible for people with disabilities. • To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.	C18 Footpaths, shared paths, cycle paths and cycle lanes <u>should</u> be designed to: • Be part of a comprehensive design of the road or street reservation. • Be continuous and connect. • Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. • Accommodate projected user volumes and mix. • Meet the requirements of Table C1. • Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound. • Provide appropriate signage. • Be constructed to allow access to lots without damage to the footpath or shared path surfaces. • Be constructed with a durable, non-skid surface. • Be of quality and durability to ensure: - Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. - Discharge of urban run-off. - Preservation of all-weather access. - Maintenance of a reasonable, comfortable riding quality. - A minimum 20 year life span. • Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.	– Achieved Comments: The proposed road network provides good connectivity throughout the estate and to the adjacent land uses. Footpaths are provided on both sides of the road for vast majority of street, to facilitate pedestrian movements. The proposal complies with the objectives of Clause 56.06-2.

Clause 56.06-6 Public Transport Network Detail Objectives - To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users. - To provide public transport stops that are accessible to people with disabilities.	C19 Bus priority measures <u>must</u> be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority. Road alignment and geometry along bus routes <u>should</u> provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers. The design of public transport stops <u>should</u> not impede the movement of pedestrians. Bus and tram stops <u>should</u> have: - Surveillance from streets and adjacent lots. - Safe street crossing conditions for pedestrians and cyclists. - Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority. - Continuous hard pavement from the footpath to the kerb. - Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage. - Appropriate signage. Public transport stops and associated waiting areas <u>should</u> be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.	– Achieved Comments: The internal street network has been designed to provide convenient pedestrian access to future bus routes, in the event that they are provided.
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Clause 56.06-7 Neighbourhood Street Network Detail Objective To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.	C20 The design of streets and roads <u>should</u>: - Meet the requirements of Table C1. Where the widths of access lanes, access places and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. - Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed. - Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs. - Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users. - Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay. - Provide a safe environment for all street users applying speed control measures where appropriate. - Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles. - Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners. - Ensure streets are of sufficient strength to: - Enable the carriage of vehicles. - Avoid damage by construction vehicles and equipment. - Ensure street pavements are of sufficient quality and durability for the: - Safe passage of pedestrians, cyclists and vehicles. - Discharge of urban run-off. - Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. - Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. - Ensure carriageways of neighbourhood streets are designed for a minimum 20-year life span. - Provide pavement edges, kerbs, channel and crossover details designed to: - Perform the required integrated water management functions. - Delineate the edge of the carriageway for all street users.	– Achieved Comments: The subdivision has been designed with a permeable road network allowing excellent connectivity throughout the proposed development. The above is identified within Section 3.5 of TIA report prepared by Ratio Consultants and as such, the objectives of Clauses 56.06 - 4 & 7 of the Cardinia Planning Scheme are considered to be met.
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	- Provide efficient and comfortable access to abutting lots at appropriate locations. - Contribute to streetscape design. • Provide for the safe and efficient collection of waste and recycling materials from lots. • Be accessible to people with disabilities. A street detail plan should be prepared that shows, as appropriate: • The street hierarchy and typical cross-sections for all street types. • Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. • Water sensitive urban design features. • Location and species of proposed street trees and other vegetation. • Location of existing vegetation to be retained and proposed treatment to ensure its health. • Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.	
Clause 56.06-8 Lot Access Objective • To provide for safe vehicle access between roads and lots.	C21 Vehicle access to lots abutting arterial roads <u>should</u> be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority. Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less <u>should</u> be provided via rear or side access lanes, places or streets. The design and construction of a crossover <u>should</u> meet the requirements of the relevant road authority.	– Achieved Comments: The site access is sufficiently setback from Rossiter Road, with no internal conflict points for vehicles.

Integrated Water Management		Clause 56.07
Title & Objective	Standards	Assessment
A development <u>must</u> meet all these objectives Clause 56.07-1 Drinking Water Supply Objectives • To reduce the use of drinking water. • To provide an adequate, cost-effective supply of drinking water.	A development <u>should</u> meet all these standards. C22 The supply of drinking water must be: • Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. • Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.	– Achieved Comments: A reticulated water supply will be provided in accordance with the requirements of the relevant authority.

Clause 56.07-2 Reused and Recycled Water Objective To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.	C23 Reused and recycled water supply systems must be: - Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services. - Provided to the boundary of all lots in the subdivision where required by the relevant water authority.	– Achieved Comments: Provision will be made for recycled water as available by the water authority.
Clause 56.07-3 Waste Water Management Objective To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.	C24 Waste water systems <u>must</u> be: - Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. - Consistent with any relevant approved domestic waste water management plan. Reticulated waste water systems <u>must</u> be provided to the boundary of all lots in the subdivision where required by the relevant sewerage authority.	– Achieved Comments: A reticulated water connection point will be made available to each lot in accordance with the requirements of the Responsible Authority.

Clause 56.07-4 Stormwater Management Objectives - To minimise damage to properties and inconvenience to residents from stormwater. - To ensure that the street operates adequately during major storm events and provides for public safety. - To minimise increases in stormwater and protect the environmental values and physical characteristics of receiving waters from degradation by stormwater. - To encourage stormwater management that maximises the retention and reuse of stormwater. - To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.	C25 The stormwater management system must be: - Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. - Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of stormwater is proposed. - Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). - Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts. - Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces. The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design. For all storm events up to and including the 20% Average Exceedance Probability (AEP) standard: - Stormwater flows should be contained within the drainage system to the requirements of the relevant authority. - Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. For storm events greater than 20% AEP and up to and including 1% AEP standard: - Provision must be made for the safe and effective passage of stormwater flows. - All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority. - Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria - Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35 \text{ m}^2/\text{s}$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second).	– Achieved Comments: A 1.418 hectares drainage reserve is proposed with sediment basin, grassed dewatering area to achieve stormwater management objectives. It is considered that the drainage as part of the proposed development will be designed and managed to the satisfaction of Council and Melb Water. It is considered appropriate for a condition on permit to provide for an appropriate detailed drainage design.
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Site Management		Clause 56.08
Title & Objective A development <u>must</u> meet all these objectives	Standards A development <u>should</u> meet all these standards.	Assessment

Clause 56.08-1 Site Management Objectives - To protect drainage infrastructure and receiving waters from sedimentation and contamination. - To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works. - To encourage the reuse of materials from the site and recycled materials in the construction of subdivisions where practical.	C26 A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing: - Erosion and sediment. - Dust. - Run-off - Litter, concrete and other construction wastes. - Chemical contamination. - Vegetation and natural features planned for retention. Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.	– Achieved / Variation Sought / Not Applicable Comments: A suitable construction management plan is submitted for review. Once approved it will be prepared by the appointed contractor prior to the commencement of any construction works.
Clause 56.09-1 Shared Trenching Objectives - To maximise the opportunities for shared trenching. - To minimise constraints on landscaping within street reserves.	C27 Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.	– Achieved Comments: Shred trenching will be employed where possible.
Clause 56.09-2 Electricity, Telecommunications and Gas Objectives - To provide public utilities to each lot in a timely, efficient and cost effective manner. - To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.	C28 The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority. Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged. The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority. Where available, the reticulated gas supply system <u>must</u> be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.	– Achieved Comments: Reticulated forms of services will be provided for each lot within the subdivision including electricity and telecommunications.
Clause 56.09-3 Fire Hydrants Objective To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.	C29 Fire hydrants should be provided: - A maximum distance of 120 metres from the rear of the each lot. - No more than 200 metres apart. Hydrants and fire plugs <u>must</u> be compatible with the relevant fire service equipment.	– Achieved Comments: Fire hydrants will be provided in accordance with the requirements of the Responsible Authority.

Clause 56.09-4 Public Lighting Objective • To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles. • To provide pedestrians with a sense of personal safety at night. • To contribute to reducing greenhouse gas emissions and to saving energy.	C30 Public lighting <u>should</u> be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles. Public lighting <u>should</u> be designed in accordance with the relevant Australian Standards. Public lighting <u>should</u> be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.	– Achieved Comments: Public lighting will be provided in accordance with the standards of the Responsible Authority.
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