



# Warragul and Drouin Precinct Structure Plans Review

2021



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## Glossary and Abbreviations

<b>BBSC</b>	Baw Baw Shire Council (also referred as the Council)
<b>BBPS</b>	Baw Baw Planning Scheme
<b>CFA</b>	Country Fire Authority
<b>DCP</b>	Development Contributions Plan
<b>DCPO</b>	Development Contributions Plan Overlay
<b>DELWP</b>	Department of Environment Land Water and Planning
<b>DoT</b>	Department of Transport
<b>ESO</b>	Environmental Significance Overlay (ESO4 is Schedule 4 to the overlay)
<b>FZ</b>	Farming Zone
<b>GGE</b>	Giant Gippsland Earthworm
<b>IDM</b>	Infrastructure Design Manual
<b>LDRZ</b>	Low Density Residential Zone
<b>MPA</b>	Metropolitan Planning Authority
<b>NDAR</b>	Net Developable Area Residential
<b>PSP</b>	Precinct Structure Plan
<b>RAZ</b>	Rural Activity Zone
<b>RLZ</b>	Rural Living Zone
<b>SMP</b>	(Baw Baw Shire) Settlement Management Plan, 2013
<b>VPA</b>	Victorian Planning Authority
<b>WBC</b>	Warragul Burrowing Crayfish
<b>WGCMA</b>	West Gippsland Catchment Management Authority
<b>UDF</b>	Urban Design Framework
<b>UGZ</b>	Urban Growth Zone

Warragul and Drouin PSPs can be accessed via the weblink below:

<https://www.bawbawshire.vic.gov.au/Plan-and-Build/Planning-Scheme-Amendments/Adopted-Amendments/Amendment-C108-Warragul-and-Drouin-Precinct-Structure-Plans>



## BACKGROUND

Precinct Structure Plans (PSPs) are higher-level masterplans for identified growth areas providing guidance for accommodating and managing growth. PSPs also inform long-term infrastructure investments and service provision required for the growing communities and neighbourhoods. The strategic framework outlined in PSPs inform the planning provisions in local planning schemes and guides land use and development that will occur over a long period of time within the PSP areas.

In addition to housing and infrastructure provision, PSPs consider and provide strategic directions for a range of aspects including township character, biodiversity, natural systems, bushfire management, open space, community facilities, transport and movement and utility provision. Further, PSPs set local employment targets and set aside land for activity centres that can generate local employment opportunities and provide service to new neighbourhoods.

PSPs for growth areas are accompanied by Development Contributions Plans (DCPs). DCPs identify contributions from developers (financial or works- in- kind) towards the provision of identified infrastructure projects in PSP areas to meet the needs of growing communities.

The Victorian Planning Authority (VPA) is the responsible authority for overseeing the preparation of PSPs and provide advice to the Minister for Planning on the approval of the PSP.

The Warragul and Drouin PSPs were prepared in consultation with Baw Baw Shire Council (the Council) and other stakeholders including relevant State agencies during 2013-14 by the Metropolitan Planning Authority (MPA - the predecessor to the current VPA). Council put the PSPs out for a four-week public consultation period between 18 June 2014 – 18 July 2014. This consultation included the following:

- direct mail to approximately 1200 landowners within and adjoining the Precinct Structure Plan areas;
- public notices in the local papers;
- social media, including notice on the Council Website and Facebook page;
- two drop-in sessions (one in Warragul and one in Drouin) , and
- one on one site meetings where requested.

The outcome of the above consultation was reported to Council at a Special Meeting on 6 August 2014. Reporting from that time indicated that *‘extensive media coverage of the process was also obtained through the local papers during the public consultation period’*. A total of 216 submissions were received with the majority reported as supporting the concept behind the PSPs and DCPs.

It is noted that part of Amendment C104 was adopted at the same Council Meeting ( 6 August 2014) which implemented the recommendations of the Baw Baw Shire Settlement Management

Plan, 2013 (SMP) into the Baw Baw Planning Scheme (BBPS). The outcomes of the SMP included the revision of the settlement boundaries for both Warragul and Drouin. The SMP went through a consultation process and the Amendment C104 was publicly exhibited and went to a Planning Panel Hearing for an independent review.

In October 2014, Amendment C108 to the Planning Scheme applied the Urban Growth Zone (UGZ) to the PSP areas. Ministerial intervention was undertaken for the Amendment under Section 20(4) of the Planning and Environment Act 1987, based on the extensive public consultation for the PSPs and DCPs and the consultation that occurred for Amendment C104.

Following the approval of the PSPs, in July 2015, through Baw Baw Planning Scheme Amendment C112, Schedules 2 and 3 to Development Contributions Plan Overlay were applied to the Warragul and Drouin PSP areas respectively.

Since the introduction of the PSPs and DCPs, development within the PSP areas of Warragul and Drouin has been occurring at a rapid

rate. The Warragul and Drouin PSP areas are set to deliver approximately 20,000 new homes over the next 20-30 years (12, 600 new homes in Warragul and 7,400 in Drouin), and that rate of growth will likely continue.

However, Council planners, relevant State agencies and other external stakeholders including developers, key landowners, consultants and contractors working within the PSP areas are not satisfied with the performance and efficiency of the PSPs guiding growth. Similarly, existing Baw Baw communities, especially those who live near the newly developed neighbourhoods, raised their concerns about the suburban type developments occurring in these areas and eroding Baw Baw's rural character.

Given the rapid rate of growth already occurring and the substandard development outcomes in some areas, the need to review the PSPs that provide directions for growth has become increasingly necessary. Council, through its Action Plan for implementing the current Council Plan 2017-2021, is committed to review Warragul and Drouin PSPs.

## METHODOLOGY

### Purpose and Scope

The purpose of the PSP Review (the Review) is to identify and document key issues and shortcomings of the PSPs so that they can better achieve the intended outcomes expected by the PSPs. The Review provides recommendations for improvements required to the PSPs to enhance the performance and efficiency of the documents and to achieve orderly development outcomes suitable for peri-urban context.

All the planning tools within both PSPs are reviewed to understand the improvements required to enhance the implementation of the PSPs. The planning tools include Requirements, Conditions, Guidelines, Plans, Tables and Appendixes which, among other things, include street cross-sections, land budget and design principles for neighbourhood centres. Each planning tool provides strategic directions under seven sub-sections to be considered when assessing permit applications for land within PSP areas.

While Council has limited powers to make significant changes to the PSPs, the Review documents all the changes required to enhance the efficiency of these strategic documents. While some of the changes required are not minor *policy neutral* changes, they do not change the strategic directions outlined in PSPs. The recommended changes are to strengthen the planning tools within the PSPs to enhance the implementation. Such changes require consent from the VPA, the State authority overseeing the PSPs.

The Review lists further works required to inform some of the gaps in both PSPs such as the lack of gateway strategies and preferred character and design guidelines. It develops an application checklist for internal and external use and identifies anomalies and errors to be corrected.

The Review did not analyse the strategic directions nor the reasons for such directions in PSPs, including the appropriateness of the Urban Growth Zone and its footprint. Similarly, it did not review issues within the DCPs applied to the PSP areas. They are reviewed separately by the Warragul and Drouin DCP Review project. On completion of the DCP Review relevant recommendations from the review will be incorporated into PSPs.

### Consultation

The PSP Review was completed by Council officers in consultation with internal teams and targeted external stakeholders, including relevant State agencies and development industry. It was also peer reviewed by a planning consultancy experienced in various PSPs across Victoria. Where necessary, site visits were undertaken to confirm issues. The initial consultation informed the draft Review Report.

A formal, widely advertised community and stakeholder consultation was then undertaken in the period between 15 June – 22 July 2020. The Review has been amended based on submissions received in that period.

## Initial Consultation

In order to inform the draft Review, the following targeted consultations were undertaken in the early 2020 with internal and external stakeholders:

- Initial one on one meetings were held with relevant State agencies. This included:
  - The former Regional Roads Victoria (currently an arm of the Department of Transport)
  - Gippsland Water Authority
  - West Gippsland Catchment Management Authority
  - Department of Transport
  - Melbourne Water, and
  - Projects briefs were sent to the Department of Environment Land Water and Planning (DELWP) and the VPA for review
- Mini-questionnaire survey was sent to all the invitees of the Baw Baw Development Forum held in November 2019.
- A detailed questionnaire survey was sent to all the invitees (approximately 73) of the above Development Forum, this include developers, consultants, real-estate agents, landowners State

agencies and utility providers – 18 external comments were received.

- One on one meetings and detailed questionnaire survey with relevant internal teams (Priority Development, Infrastructure Delivery, Recreation, Urban Operations, Infrastructure Planning and Growth, Drainage Infrastructure, Waste Management, Strategic Planning and Environment and Resource Recovery teams).
- One on one meetings with each of the Priority Development staff and a workshop with Priority Development Unit planners also held to obtain inputs to inform the review.

## Consultation on the Draft Review Report

A formal, widely advertised community and stakeholder consultation was undertaken in the period between 15 June – 22 July 2020. Stakeholder consultation was intended to be only for the recommended changes, not on the remainder of the PSPs, strategic directions nor the appropriateness of the PSPs and UGZ.

The feedback was as following:

- 26 submissions received via email and post.:
- 16 submissions from the wider community via the 'Have Your Say' online platform

The Review has been revised in light of some of the comments gathered during the exhibition.

## Peer Review

During the second round of consultation, Council appointed a planning consulting company, Echelon, to conduct the peer review and provide their advice and input into the recommended changes, given their extensive experience working with various PSPs across Victoria.

Echelon have not reviewed the submissions to the Review.

Echelon has prepared a peer review report and suggested some of the changes to the exhibited Review. These changes are shown in Attachment 7 of this report.

## Structure of the report

The report is arranged in the same order as the planning tools within the PSPs. Findings and recommendations are provided under major headings of the planning tools. Where assessments for both PSPs could be undertaken together, they are combined to avoid duplication; where findings needed to be documented separately, they were given in sub-sections within major sections.





# OBJECTIVES

## OBJECTIVES

There are 17 objectives in both PSPs, all of which are identical, except for the dwelling targets set in Objective 13 which refer to respective targets in both PSPs.

The Review does not analyse the appropriateness of the vision or the objectives set in the PSPs nor recommends any changes to these. Rather it checks whether there are sufficient strategies and tools within the PSPs to achieve the intended outcomes set in the objectives.

The table below provides the findings and offers recommendations where additional tools are required to achieve the objectives set out in both PSPs.

No	Objectives	Comments	Recommendation
1	<i>Preserve the rural character of the Baw Baw Shire by retaining significant elements of the landscape and maximizing views to the town's hinterland</i>	No design requirements or strategies outlined within the PSPs as to how to achieve this objective	It is recommended a Preferred Character and Design Guideline to be developed to provide design requirements to achieve this objective (and few other objectives below)
2	<i>Protect the identity of individual settlements by maintaining the integrity of existing green belts</i>	There are no declared green belts surrounding PSP areas of Baw Baw Shire. Instead, Warragul and Drouin PSP areas are surrounded by (external boundary) farming activities most of which are within either Farming Zone or Rural Activity Zone. Maintaining the integrity of these existing	Two new conditions are recommended to be included in both PSPs outlining interface treatments required with existing non-residential use boundaries.



No	Objectives	Comments	Recommendation
		uses and interface issues at boundaries should be addressed.  There are no specific strategies within PSPs to achieve this protection.	
3	<i>Use land intended for urban growth in an efficient manner to reduce pressure for further urban expansion into high-quality farmland</i>	There are sufficient Requirements within the PSPs to achieve this objective	No additional requirements needed
4	<i>Build a practical, viable and attractive interface between residential, existing low-density residential, industrial, commercial, and agricultural uses</i>	An appropriate objective, however, no specific treatment is provided within the PSPs to address the interface issues. Different treatments require between different interfaces	Two new Conditions are recommended to be included in both PSPs outlining treatments required at interfaces. The Preferred Character and Design Guidelines will also be able to contribute towards achieving this outcome.  Respective Requirement (R10) in both PSPs also strengthened to reflect the requirements in new conditions.
5	<i>Integrate new development with the existing township</i>	An appropriate objective, there are higher level directions within the PSPs to achieve this outcome	No additional requirements required.
6	<i>Respond to the existing topography of the land</i>	An appropriate objective, however, there are difficulties in achieving this objective with locations identified for some of the community facilities, roads and	Review of the locations for Sporting Reserves SR-02, SR-03 within the Warragul PSP, amend the encumbered Vegetation Reserve VR-SE-05 within the Drouin PSP and review the street layout and

No	Objectives	Comments	Recommendation
		intersections failed to fully understand the topographical and natural constraints in some areas	intersections along with some cross sections in both PSPs are recommended.  Recommended to include a note to Appendix B – Land Budget to consider alternative dwelling density for land with steep slope >10%.
7	<i>Preserve and enhance areas with high environmental value</i>	An appropriate objective. There are Requirements within both PSPs to address some of the environmental values. However, there are gaps and incorrect information in both PSPs need to be addressed	More emphasis on Plan 6 (Biodiversity) and in Requirement 29 in both PSPs are recommended to ensure required protection for Gippsland Giant Earthworm.  A new requirement to be included in Plans 3 and 6 and Table 7 of both PSPs to ensure protection for all significant vegetation that is not identified in PSPs
8	<i>Deliver an integrated network of local passive parks, active recreation reserves, community infrastructure, and schools that meet the needs and aspirations of the new community</i>	Appropriate objective. There are directions within the PSPs to achieve this objective. However, due to natural and site-specific constraints, locations identified for some of the facilities may require change	Plan 2 – Future Urban Structure plans in both PSPs required to be updated to reflect the changes made to date and to show the existing network of local active and passive recreational reserves and potential new linkages to be developed  Guideline 28 in both PSPs provide discretion for Responsible Authority to approve changes where appropriate and necessary.
9	<i>Achieve a diversity of streetscape and open space outcomes to</i>	An appropriate objective. There are directions within the PSPs including in	The above recommended Preferred Character and Design Guideline could include this aspect to

No	Objectives	Comments	Recommendation
	<i>enhance local distinctiveness and amenity</i>	Appendix A to achieve this outcome. However, more local and precinct specific design requirements may be required to fully realise the targeted outcome of this objective (i.e. "...to enhance local distinctiveness and amenity")	develop suitable design requirements to achieve this objective.
10	<i>Ensure that residents do not need to cross arterial roads, railway lines or waterways to access a local park</i>	An appropriate objective.  There are higher level directions within the PSPs to achieve this outcome	No additional requirement is required.
11	<i>Build a series of neighbourhoods with discernible character and a community focus</i>	No specific design requirement is outlined in the PSPs as to how to achieve this objective.	The Preferred Character Design Guidelines could provide design requirements to achieve this objective.
12	<i>Develop a slow-speed and permeable network of streets that link individual neighbourhoods.</i>	In most cases this can be achieved. However, reference in Plan 7 to King Parrot Boulevard (Drouin Southern Boulevard) within Drouin PSP as 'arterial road (existing)' should be changed to it as a connector street (consistent with reference in other Plans in the PSP). King Parrot Boulevard runs through a residential neighbourhood and should only be a slow-speed connector road	Amendment to Plan 7 within Drouin PSP to make changes to King Parrot Boulevard is recommended.
13	Objective 13 in Warragul PSP		No additional requirement is required.



No	Objectives	Comments	Recommendation
	<p><i>Respond to demand for new homes by delivering a minimum of 12,574 lots within the PSP area</i></p> <p>Objective 13 in Drouin PSP</p> <p><i>Respond to demand for new homes by delivering a minimum of 7,418 lots within the PSP area.</i></p>	Both PSPs set the minimum lots per Net Developable Area (Residential - NDAR) targets to achieve this outcome. A range of lot sizes are encouraged to achieve high, medium and low-density residential outcomes.	Confusion around dwelling targets per Net Developable Area – Residential (NDAR) to achieve this outcome is discussed under Table and Appendices sections.
14	<p><i>Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies and densities</i></p>	The PSPs provide higher level directions to achieve this objective. However, in order to fully achieve the expected outcome a practical mechanism is required	An appropriate mechanism/approach to be developed to achieve this objective, especially lot sizes set in Table 1 and housing diversity expected through Table 2. The mechanism should ensure multi-lot subdivisions within PSP areas proportionately contributes to achieve this objective (The need to develop a mechanism to achieve this is included in the 'Further Works Required' section).
15	<p><i>Provide for local retail opportunities through a series of</i></p>	PSPs provide directions to achieve this objective. However, Appendix C in the PSPs that provides design principles for the	Amendment to Requirement 14 and a complete rewrite of Appendix C are required

No	Objectives	Comments	Recommendation
	<i>neighbourhood and village convenience centres</i>	neighbourhood centres require a rewrite (a detailed discussion on the issues with Appendix C is in Appendices section).  In addition, Requirement 14 in both PSPs requires amending to include a requirement to prepare a masterplan before developing an urban design framework for respective centres.	
16	<i>Attract a diversity of different businesses and generate a variety of local job with high-amenity employment Areas</i>	PSPs provide directions to achieve this objective.	No additional requirement is required.
17	<i>Co-ordinate development sequencing and staging with the delivery of key infrastructure</i>	PSPs provide higher level directions to achieve this objective, DCPs are used for the provision of key infrastructure.	Issues with DCPs applied to the Warragul and Drouin PSP areas (DCPO Schedule 1 and 2) are currently being reviewed.



# REQUIREMENTS



## REQUIREMENTS

Requirements within both PSPs are mandatory strategic directions that are to be adhered to in land use and developments within PSP areas. There are 67 Requirements within Warragul PSP and 71 Requirements in the Drouin PSP. Requirements should be read in conjunction with plans, tables and information in appendices as relevant. Requirements in both PSPs are outlined under sub-sections listed below:

- Township character, housing and landscape
- Neighbourhood centres and employment
- Open space and community facilities
- Biodiversity and bushfire management
- Transport and movement
- Integrated water management and utilities
- Sequencing, staging and infrastructure delivery

Most of the requirements in both PSPs are identical, with the exception of the following:

- The Biodiversity and Bushfire Management sub-section in the Drouin PSP contains a specific requirement relating to the protection of the Southern Brown Bandicoot.
- The Integrated Water Management and Utilities sub-section in the Warragul PSP contains five requirements whereas the same sub-section within Drouin PSP contains eight requirements including three additional requirements from Melbourne Water. Both PSPs contain a requirement for the protection of waterway

corridors with a slightly different approach. In the same sub-section, the Warragul PSP contains a requirement outlining specifications for using existing dams or basins for stormwater retardation or other purposes.

- The last requirement in both PSPs under the sub-section Sequencing, Staging and Infrastructure Delivery relates to open space provision in residential and low-density residential developments. The Warragul PSP contains additional requirements for open space delivery in business and industrial areas as well.

Most of the requirements in both PSPs are relevant and should be kept with no changes. However, some of the requirements require further strengthening to achieve the intended outcomes. Some requirements could be combined with relevant guidelines given in the same sub-section. Some requirements need minor amendments to correct anomalies, or to provide reference to new clause numbers within the Baw Baw Planning Scheme. There are some minor typing / interpunction errors which are to be corrected as well.

This section highlights the requirements that require changes. Given the identical nature of most of the requirements in both PSPs, issues and recommended changes applied to requirements that are identical in both PSPs are discussed together to avoid repetition. Requirements that are different or specific to only one PSP are discussed accordingly.

Requirements that do not require any changes are noted as 'no changes required'.

Reference	Current requirement	Justification	Recommended Requirement								
Requirement 1 (same in both PSPs)	<p><i>Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the guidance below unless otherwise agreed by the responsible authority.</i></p> <table><tr><th><b>AVERAGE PLANTING INTERVAL</b></th><th><b>TREE SIZE AT MATURITY</b></th></tr><tr><td>8 – 10 metres</td><td><i>Small trees (less than 10 metre canopy)</i></td></tr><tr><td>10 – 12 metres</td><td><i>Medium trees (10 – 15 metre canopy)</i></td></tr><tr><td>12 – 15 metres</td><td><i>Large trees (Canopy larger than 15 metres)</i></td></tr></table>	<b>AVERAGE PLANTING INTERVAL</b>	<b>TREE SIZE AT MATURITY</b>	8 – 10 metres	<i>Small trees (less than 10 metre canopy)</i>	10 – 12 metres	<i>Medium trees (10 – 15 metre canopy)</i>	12 – 15 metres	<i>Large trees (Canopy larger than 15 metres)</i>		Keep the requirement, no changes required.
<b>AVERAGE PLANTING INTERVAL</b>	<b>TREE SIZE AT MATURITY</b>										
8 – 10 metres	<i>Small trees (less than 10 metre canopy)</i>										
10 – 12 metres	<i>Medium trees (10 – 15 metre canopy)</i>										
12 – 15 metres	<i>Large trees (Canopy larger than 15 metres)</i>										
Requirement 2 (same in both PSPs)	<p><i>Street trees must be planted:</i></p> <ul style="list-style-type: none"><li><i>In modified and improved soil as required to support tree longevity.</i></li><li><i>Consistent with the Baw Baw Tree Selection, Planting and Maintenance Policy and any guidance provided on the relevant cross section within this Precinct Structure Plan.</i></li></ul>		Keep the requirement, no changes required.								
Requirement 3 (same in both PSPs)	<p><i>Streets must be aligned to protect short vistas to waterways, open space, and surrounding landscape where shown on Plan 3.</i></p>		Keep the requirement, no changes required.								
Requirement 4 (same in both PSPs)	<p><i>Development must address prominent sections of the township boundary, as illustrated on Plan 3, with public streets or direct building frontages.</i></p>	Following the consideration of community consultation submissions it was decided that the	Development must address prominent sections of the township boundary, as illustrated on Plan 3, with public streets or landscaped setbacks.								



Reference	Current requirement	Justification	Recommended Requirement
		<p>proposed approach to the rural-urban interface be supported by further information / justification.</p> <p>However, it is considered likely that any future changes to proposed interface treatments will involve some form of landscaped setbacks and as such the changes proposed by the Peer Review will be implemented.</p>	
Requirement 5 (same in both PSPs)	<i>Where lots directly adjoin the township boundary, lot and street layout must not prejudice the ability for that boundary to be extended and to effectively integrate any future development.</i>		Keep the requirement, no changes required.
Requirement 6 (same in both PSPs)	<i>Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types.</i>		Keep the requirement, no changes required.
Requirement 7 (same in both PSPs)	<i>Residential subdivision applications must demonstrate how they will contribute to the satisfaction of the overall dwelling yield in the PSP area (refer Table 11 - Summary land budget) and address the objective for the efficient use of land intended for urban growth</i>	<p>Correct the table number reference to the Summary Land Budget table to Table 12 in both PSPs.</p> <p>Issues associated with residential density are discussed under Table and Appendices sections.</p>	<p><u>Corrected Requirement 7</u></p> <p>Residential subdivision applications must demonstrate how they will contribute to the satisfaction of the overall dwelling yield in the PSP area (refer Table 12 - Summary land budget) and address the objective for the efficient use of land intended for urban growth.</p>
Requirement 8 (same in both PSPs)	<p><i>Lots must front or side:</i></p> <ul style="list-style-type: none"> <li>• All public open space, including waterways and parks</li> <li>• Utility easements that form part of the open space network</li> <li>• Connector roads</li> <li>• Arterial roads.</li> </ul>	<p>The requirement seeks that lots front and side to public open space, waterways and parks. Lots fronting to open spaces will provide passive surveillance and enhance the perception of safety of parks and open spaces.</p> <p>However, lots siding to open spaces will not achieve any benefit as most of the side boundaries to lots are fenced. Thus, the requirement will state that 'the siding</p>	<p><u>Recommended revised Requirement 8:</u></p> <p>Lots and dwellings must front or side:</p> <ul style="list-style-type: none"> <li>• All public open space, including waterways and parks</li> <li>• Utility easements that form part of the open space network</li> <li>• Connector roads</li> <li>• Arterial roads.</li> </ul>

Reference	Current requirement	Justification	Recommended Requirement
		of lots to waterways, open space and primary street frontages must be kept to a minimum.	The siding of lots to waterways, open space and primary street frontages must be kept to a minimum.
Requirement 9 (same in both PSPs)	<p><i>Residential subdivision applications must demonstrate how lots intended for median-density, high-density, or integrated housing can be practically developed by providing indicative layouts that suitably demonstrate:</i></p> <ul style="list-style-type: none"> <li>• <i>Connections to and active interfaces with adjacent streets, open space and waterways.</i></li> <li>• <i>Safe and effective internal vehicle and pedestrian circulation.</i></li> </ul> <p><i>Unless otherwise agreed by the responsible authority.</i></p>	Keep the requirement as is with a slight modification to correct a typographical error by replacing 'median' with 'medium'.	<p><u>Corrected Requirement 9:</u></p> <p>Residential subdivision applications must demonstrate how lots intended for medium-density, high-density, or integrated housing can be practically developed by providing indicative layouts that suitably demonstrate:</p> <ul style="list-style-type: none"> <li>• Connections to and active interfaces with adjacent streets, open space and waterways.</li> <li>• Safe and effective internal vehicle and pedestrian circulation.</li> </ul> <p>Unless otherwise agreed by the responsible authority.</p>
Requirement 10 (same in both PSPs)	<p><i>Residential subdivision applications must demonstrate how the subdivision has been designed to minimise adverse amenity impacts on any existing low-density lots directly abutting the development, as appropriate.</i></p>	<p>Initially, this Review proposed changes to this requirement by combining it with Guideline 13 and then proposing further provisions relating to landscape buffers, fencing and vegetation. The Review also proposed that the Requirement be extended to include areas that abut land in all surrounding zones.</p> <p>Following the consideration of submissions from the community consultation it has been determined that the proposed approach to the rural-urban interface be supported by further information / justification. However, it is considered likely that any future changes to proposed interface treatments will involve some form of landscaped setbacks.</p>	<p><u>Recommended revised Requirement 10:</u></p> <p>Development applications for land abutting existing Low Density Residential Zone (LDRZ), Rural Living Zone (RLZ) and Farming Zone (FZ) must demonstrate measures undertaken to address the interface issues with existing LDRZ, RLZ and FZ areas to the satisfaction of the Responsible Authority.</p> <p>Measures must consider and demonstrate, but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• The existing use and operations on adjoining land within LDRZ, RLZ and FZ are not</li> </ul>

Reference	Current requirement	Justification	Recommended Requirement
		<p>There are several options that could address issues surrounding the interface areas of the PSPs. Adopting a one size fits all approach to all interface areas may lead to outcomes that are problematic and not suitable in some instances. Further work will be undertaken to consider different options and then develop appropriate requirements accordingly.</p> <p>Thus, Requirement 10 will not be amended at this stage to include landscape buffer or fencing provisions. Instead, it is proposed that the Requirement be amended to account for all surrounding areas and to minimise the effect that new residential development has on these areas.</p>	<p>undermined by the new developments within the UGZ.</p> <ul style="list-style-type: none"> <li>Design and layout of residential subdivisions abutting existing LDRZ, RLZ and FZ land should minimise the number of new lots abutting them.</li> <li>That amenity and interface issues are addressed by new developments and mitigation measures are contained within UGZ areas.</li> </ul>
Requirement 11 (same in both PSPs)	<p><i>Subdivision applications must demonstrate how the proposal will respond to natural topography by minimising the extent of modification to existing ground levels and the risk of erosion through consideration of:</i></p> <ul style="list-style-type: none"> <li><i>Alignment of roads and streets.</i></li> <li><i>Orientation and size of lots.</i></li> </ul> <p><i>Location and design of any open space.</i></p>		Keep the requirement, no changes required.
Requirement 12 (same in both PSPs)	<p><i>Subdivision applications for land of a slope greater than 10-per-cent must be accompanied by the following information, as appropriate:</i></p> <ul style="list-style-type: none"> <li><i>A plan showing lot boundaries, contours, and slope.</i></li> <li><i>An indication of the type, location and approximate depth of any proposed earthworks.</i></li> <li><i>An indication of the type, location and approximate height for proposed retaining structures.</i></li> <li><i>Design concept plans, prepared by a suitably qualified engineer, addressing the appropriateness of the depth of proposed earthworks and use of retaining structures where</i></li> </ul>	<p>Keep the requirement as is with the following non-technical correction:</p> <p>Replace '10-per-cent' with '10 percent'.</p>	<p><u>Corrected Requirement 12:</u></p> <p>Subdivision applications for land of a slope greater than 10 percent must be accompanied by the following information, as appropriate:</p> <ul style="list-style-type: none"> <li>A plan showing lot boundaries, contours, and slope.</li> </ul>

Reference	Current requirement	Justification	Recommended Requirement
	<p><i>they are to exceed 1.0 metres in height. The location and approximate grade of any proposed roads and paths.</i></p> <ul style="list-style-type: none"> <li>• <i>Indicative building envelopes.</i></li> <li>• <i>Indicative lot access arrangements consistent with Council standards for crossover design.</i></li> </ul>		<ul style="list-style-type: none"> <li>• An indication of the type, location and approximate depth of any proposed earthworks.</li> <li>• An indication of the type, location and approximate height for proposed retaining structures.</li> <li>• Design concept plans, prepared by a suitably qualified engineer, addressing the appropriateness of the depth of proposed earthworks and use of retaining structures where they are to exceed 1.0 metres in height. The location and approximate grade of any proposed roads and paths.</li> <li>• Indicative building envelopes.</li> <li>• Indicative lot access arrangements consistent with Council standards for crossover design.</li> </ul>
Requirement 13 (same in both PSPs)	Any vertical retaining structures in public places (with the exception of those that are part of building walls) must be no more than 1.0 metres in height, unless otherwise agreed by the responsible authority.		Keep the requirement, no changes required.
Requirement 14 to Requirement 20 – Commercial Centres and Industry			
Requirement 14 (same in both PSPs)	Permit applications for retail or commercial uses associated with a neighbourhood centre must be accompanied by an Urban Design Framework (UDF) that responds to the performance criteria included in Appendix C. (A UDF should be concise and predominantly plan / drawing based documents that should not unnecessarily repeat text and guidance already included within the PSP)		Keep the requirement, no changes required.
Requirement 15 (same in both PSPs)	Provision of retail floor space within a neighbourhood centre must not exceed 5,000m <sup>2</sup> (without a planning permit).		Keep the requirement, no changes required.

Reference	Current requirement	Justification	Recommended Requirement
Requirement 16 (same in both PSPs)	<i>Permit applications for retail or commercial uses associated with a village convenience centre must be accompanied by an Urban Design Framework (UDF) that responds to the performance criteria included in Appendix C. (A UDF should be concise and predominantly plan / drawing based documents that should not unnecessarily repeat text and guidance already included within the PSP)</i>		Keep the requirement, no changes required.
Requirement 17 (same in both PSPs)	<i>Provision of retail floor space within a village convenience centre must not exceed 1,500m<sup>2</sup> (without a planning permit).</i>		Keep the requirement, no changes required.
<b>Requirement 18 to Requirement 20 – Business and Industry Uses</b>			
Requirement 18 (same in both PSPs)	<i>Allocation of land uses, building design, and interface treatment must minimise negative impacts on the amenity of adjacent sensitive uses.</i>	Keep the requirement, no changes required. These issues will be addressed by the masterplan and the urban design framework as required above in Requirements 14 and 16.  It is noted the sub-title provided for this section 'Employment' is not appropriate for the requirements outlined it is recommended that the title be changed to <b>'Business and Industry Uses'</b> .	Keep the requirement, no changes required.
Requirement 19 (same in both PSPs)	<i>Development must integrate with surrounding neighbourhoods including the provision of convenient connections to the shared path network.</i>		Keep the requirement, no changes required.
Requirement 20 (same in both PSPs)	<i>Buildings must create a positive address to all public streets, public open space, and waterways.</i>	Amend the Requirement to include 'where possible' in brackets after the word 'must' to accommodate circumstances where creating positive address to all public streets, public open space, and waterways may not be practically possible.  It is considered that further guidance can be provided to users of the PSP by suggesting that the use of glazing and other architectural treatments can achieve this requirement.	<u>Recommended amended Requirement 20:</u>  Buildings must (where possible) create a positive address to all public streets, public open space, and waterways. This can be achieved through the use of glazing and other architectural treatments.



Reference	Current requirement	Justification	Recommended Requirement
<b>Requirement 21 to Requirement 28 – Open Space and Community Facilities</b>			
<b>Requirement 21</b> (same in both PSPs)	<i>All neighbourhood parks and sporting reserves must be located, designed and developed generally in accordance with Plan 2 and the relevant description in Table 6 unless otherwise agreed by the responsible authority. The area of the park may vary so long as it remains inside the guidance for the relevant type of park. Where a park is smaller than that outlined in the table, the land must added to another park or used to create a new park in addition to those outlined on Plan 2. Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation.</i>	Amend to reference the correct Plan – replace “Plan 2” with “Plan 5” and correct a small typographical error by inserting the word ‘be’.	<u>Corrected errors in Requirement 21:</u>  All neighbourhood parks and sporting reserves must be located, designed and developed generally in accordance with Plan 5 and the relevant description in Table 6 unless otherwise agreed by the responsible authority. The area of the park may vary so long as it remains inside the guidance for the relevant type of park. Where a park is smaller than that outlined in the table, the land must <b>be</b> added to another park or used to create a new park in addition to those outlined on Plan 5. Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation.
<b>Requirement 22</b> (same in both PSPs)	<i>All public landscaped areas must be designed and constructed to enable practical maintenance and planted suitable to the local climate and soil conditions.</i>		Keep the requirement, no changes required.
<b>Requirement 23</b> (same in both PSPs)	<i>Where a neighbourhood park shown on Plan 5 spans across multiple properties, the first development proponent to lodge a permit application must provide an indicative concept master plan for the entire park unless otherwise agreed by the responsible authority.</i>		Keep the requirement, no changes required.
<b>Requirement 24</b> (same in both PSPs)	<i>Lots directly fronting a neighbourhood park or sporting reserve must provide for a primary point of access from footpath or shared path proximate the lot boundary.</i>		<u>Corrected typographical error in Requirement 24 by inserting the word ‘with’.</u>

Reference	Current requirement	Justification	Recommended Requirement
			Lots directly fronting a neighbourhood park or sporting reserve must provide for a primary point of access from footpath or shared path proximate <b>with</b> the lot boundary.
Requirement 25 (same in both PSPs)	<i>Any fencing of open space, whether encumbered or unencumbered, must be low scale (less than 1.2 metres in height) and visually permeable to facilitate public safety and surveillance.</i>		Keep the requirement, no changes required.
Requirement 26 (same in both PSPs)	<i>Large neighbourhood parks and sporting reserves must be developed in accordance with a master plan adopted by or prepared to the satisfaction of the responsible authority, unless otherwise agreed by the responsible authority.</i>		Keep the requirement, no changes required.
Requirement 27 (same in both PSPs)	<i>Where the responsible authority is satisfied that land shown as a potential government or nongovernment school site is unlikely to be used for that purpose, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.</i>		Keep the requirement, no changes required.
Requirement 28 (same in both PSPs)	<i>Schools and community centres must be designed to front and be directly accessed from a public street with off-street car parks located away from the main building entry. Site design must ensure that any other adjoining streets or public spaces are positively addressed and the use of fencing is minimised.</i>	This requirement should be strengthened by a DoT request to provide access from service roads in case that the school is adjacent to an arterial road.	<p><u>Recommended revised Requirement R28:</u></p> <p>Schools and community centres must be designed to front and be directly accessed from a public street with off-street car parks located away from the main building entry. Site design must ensure that any other adjoining streets or public spaces are positively addressed and the use of fencing is minimised.</p> <p>Where a school is adjacent to an arterial road, vehicular access must be via service roads.</p>
Requirement 29 to Requirement 37/38 – Biodiversity and Bushfire Management			

Reference	Current requirement	Justification	Recommended Requirement
Requirement 29 (same in both PSPs)	<i>Development applications for land covered by Giant Gippsland Earthworm (GGE) Environmental Significance Overlay 4 (ESO4) must be accompanied by an assessment of the potential impact on GGE habitat, following the requirements of Schedule 4 to the ESO. For land where GGE is either confirmed or assumed to be present, applications must indicate how negative impact on GGE habitat has been avoided, minimised or offset. The GGE Reference Document to the ESO4 can be used to assist applications in assessing impact and for identifying measures to mitigate negative impact on GGE habitat.</i>	<p>The requirement should be corrected in both PSPs to remove the reference to Environmental Significance Overlay – Schedule 4 (ESO4). ESO4 is no longer applied to PSP/UGZ areas within the Baw Baw Planning Scheme. However, the requirements within the Schedule 4 to the ESO could be referred to so that they can be considered as relevant to applications to ensure appropriate protection for the Gippsland Giant Earthworm.</p> <p>Plan 6 in both PSPs shows potential GGE habitat areas which should be referred in the requirement. Further, this requirement provides an offset option which is not appropriate in the context of protecting the GGE, and the option to offset should be removed. Lastly, the first sentence of the requirement should be slightly changed to more precise terminology.</p>	<p><u>Recommended revised Requirement 29:</u></p> <p>Development applications for land within the potential Giant Gippsland Earthworm (GGE) habitat area as shown in Plan 6 – Biodiversity must be accompanied by an assessment of the potential impact on GGE habitat.</p> <p>The assessment must consider all the relevant requirements outlined in Schedule 4 to the Environmental Significance Overlay (ESO4) within the Baw Baw Planning Scheme, and any assessment should be undertaken by a suitably qualified person and in accordance with the Reference Document Giant Gippsland Earthworm Environmental Significance Overlay, 2011 to the satisfaction of the Responsible Authority. For land where GGE is either confirmed or assumed to be present, applications must indicate how negative impacts on GGE habitat have been avoided or minimised.</p>
Requirement 30 (same in both PSPs)	<i>Development applications for land covered by natural waterways, drainage lines or seepages must be accompanied by an assessment of the potential impact of the development on the habitat of Warragul Burrowing Crayfish (WBC). For land where WBC is either confirmed or assumed to be present, applications must indicate how negative impact on WBC habitat has been avoided, minimised or offset.</i>	<p>The Requirement is appropriate and to be kept. However, it provides offset options which is not appropriate in the context of protecting the Warragul Burrowing Crayfish. The option to offset is to be removed.</p> <p>It is noted that while this requirement is sufficient to recognise the potential habitat areas of WBC, not all waterways are mapped in PSPs which compromise the opportunity to provide the required protection, and also causes delays in the permit application process.</p>	<p><u>Recommended revised Requirement 30:</u></p> <p>Development applications for land covered by natural waterways, drainage lines or seepages must be accompanied by an assessment of the potential impact of the development on the habitat of Warragul Burrowing Crayfish (WBC). For land where WBC is either confirmed or assumed to be present, applications must indicate how negative impacts on WBC habitat has been avoided or minimised.</p>

Reference	Current requirement	Justification	Recommended Requirement
		Opportunity to introduce a formal policy for the protection of the Warragul Burrowing Crayfish may be considered (this task is included in the Further Works Required section).	
Requirement 31 (same in both PSPs)	<i>Development applications which include the upgrading, modification or construction of wetland and/or retardation basins must be accompanied by a plan that examines the feasibility of incorporating threatened species habitat requirements (e.g., Dwarf Galaxias, Growling Grass Frog) into the wetland/retardation basin design. Habitat construction guidelines for threatened species can be obtained from the responsible authority.</i>		Keep the requirement, no changes required.
Requirement 32 (in Drouin PSP only)	<i>Development applications for land containing potential habitat for Southern Brown Bandicoot (SBB) must be accompanied by an assessment of the potential impact of the development on SBB habitat and mitigation measures to avoid, mitigate, or offset those impacts.</i>		This is a requirement unique for Drouin PSP. Keep the requirement, no changes required.
Requirement 32 (in Warragul PSP) and Requirement 33 (in Drouin PSP):	<i>Any public infrastructure to be located adjacent to retained biodiversity assets must be designed and located in a manner so as to avoid or minimise current and future negative impacts.</i>		Keep the requirement, no changes required.
Requirement 33 (in Warragul PSP) and Requirement 34 (in Drouin PSP):	<i>To evaluate the success of approved building or works within or adjacent to biodiversity assets, threatened species monitoring/management must be undertaken at specific locations, at the discretion of the responsible authority.</i>	<p>This Requirement is not strong enough to achieve the intended protection for the biodiversity assets and threatened species. It should be amended to include the following additional requirements:</p> <ul style="list-style-type: none"> <li>Require that public infrastructure must be located away from bio-diversity areas such as natural waterways, drainage lines or seepages including any encumbered land contained environmental significance</li> </ul>	<p><u>Recommended revised Requirement 33 (in Warragul PSP) and Requirement 34 (in Drouin PSP):</u></p> <p>All buildings and works including public infrastructure must, where possible, be located appropriately away from bio-diversity areas such as but not limited to natural waterways, drainage lines or seepages and any encumbered land containing environmental significance to avoid or minimise negative impacts to the satisfaction of the Responsible Authority.</p> <p>Public Infrastructure Plan/s for the entire subdivision must be provided upfront with the</p>

Reference	Current requirement	Justification	Recommended Requirement
		<ul style="list-style-type: none"> <li>Public Infrastructure Plan/s for the entire subdivision should be provided upfront with the application, and</li> <li>Amend the current requirement to include 'including infrastructure works'</li> </ul>	<p>application and must be approved by the Responsible Authority prior to the commence of any works associated with the provision of any infrastructure including clearing the site and preparing for construction works.</p> <p>To evaluate the success of approved building or works including infrastructure works within or adjacent to biodiversity assets, threatened species monitoring/management must be undertaken at specific locations, at the discretion of the Responsible Authority.</p>
Requirement 34 (in Warragul PSP) and Requirement 35 (in Drouin PSP):	<i>When relevant, developers must take into consideration Significant Impact Guidelines and mitigation measures for nationally threatened species listed under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (Strzelecki Gum, Giant Gippsland Earthworm, Growling Grass Frog, Dwarf Galaxias, Southern Brown Bandicoot).</i>		Keep the requirements, no changes required.
Requirement 35 (in Warragul PSP) and Requirement 36 (in Drouin PSP):	<i>Development adjacent to retained native vegetation or species habitat must be located and designed in a manner so as to avoid or minimise negative impacts. Permanent buffers must be established around all retained native vegetation, including buffers to ensure the protection of trees (Tree Protection Zone) and those to protect residents and assets from potential tree failure (Tree Safety Buffer). Tree Protection Zones must follow the Australian Standard for the protection of trees on development sites (AS 4970- 2009), unless otherwise agreed by the responsible authority. Adequate Tree Safety Buffer distances can be obtained from the responsible authority.</i>	<p>The requirement needs to be amended to remove reference to "Tree Safety Buffer" as it is not a defined term within PSPs; and Council does not have information to provide Tree Safety Buffer distances.</p> <p>The Tree Protection Zone (TPZs) referred in this requirement is to be secured by the inclusion of Condition 5 in both PSPs. This condition could be strengthened to be comprehensive and effective. A revised condition is recommended in Conditions section to replace Condition 5 in both PSPs.</p>	<p><u>Recommended Revised Requirement 35 (in Warragul PSP) and Requirement 36 (in Drouin PSP):</u></p> <p>Development adjacent to retained native vegetation or species habitat must be located and designed in a manner to avoid or minimise negative impacts. Permanent buffers must be established around all retained native vegetation, including buffers to provide for the protection of trees (Tree Protection Zone) and to protect residents and/or assets from potential tree failure. Tree Protection Zones must follow the Australian Standard for the protection of trees on development sites (AS 4970-2009), unless otherwise agreed by the Responsible Authority. Establishing buffers to address the potential future failure of retained trees (tree or</p>

Reference	Current requirement	Justification	Recommended Requirement
			limb fall) must have regard to the subject tree species and its known average mature height.
Requirement 36 (in Warragul PSP) and Requirement 37 (in Drouin PSP)	<p><i>For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</i></p> <ul style="list-style-type: none"> <li>• <i>Constructed roads must be a minimum of 7.3 metres trafficable width where cars park on both sides, or:</i> <ul style="list-style-type: none"> <li>➤ <i>A minimum of 5.4 metres in trafficable width where cars may park on one side only.</i></li> <li>➤ <i>A minimum of 3.5 metres width no parking and 0.5 metres clearance to structures on either side, and if this width applies, there must be passing bays of at least 20 metres long, 6.0 metres wide and located not more than 200 metres apart.</i></li> </ul> </li> <li>• <i>Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width.</i></li> <li>• <i>The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°).</i></li> <li>• <i>The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing</i></li> <li>• <i>for no more than 50 metres at any one point.</i></li> <li>• <i>Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle.</i></li> <li>• <i>Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8.0 metres (including roll over curbs if they are provided).</i></li> </ul>		This is to meet CFA requirements, keep the requirements, no changes required.
<b>Requirement 38/39 to Requirement 51/52 – Transport and Movement</b>			
Requirement 37 (in Warragul PSP) and Requirement 38 (in Drouin PSP)	<p><i>Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the Responsible Authority and the CFA. The Construction Management Plan must specify, amongst other things:</i></p>		This is to meet CFA requirements, keep the requirements, no changes required.

Reference	Current requirement	Justification	Recommended Requirement
	<ul style="list-style-type: none"> <li>- Measures to reduce the risk from fire within the surrounding rural landscape and protect residents</li> <li>- from the threat of fire.</li> <li>- A separation buffer, consistent with the separation distances specified in AS3959-2009, between the</li> <li>- edge of development and non-urban areas.</li> <li>- How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.</li> </ul>		
Requirement 38 (in Warragul PSP) and Requirement 39 (in Drouin PSP)	Subdivision layouts must form a permeable local street network that provides convenient access to local open space and allows for the effective integration with neighbouring properties and wider urban area.		Keep the requirements, no changes required.
Requirement 39 (in Warragul PSP) and Requirement 40 (in Drouin PSP)	The gradient of a street must not exceed the limitations for the relevant standard outlined in Table 8.	This requirement needs to be amended. Officers are aware of a actual example where the maximum absolute requirement has resulted in preventing a practical solution due to the extreme site constraints (existing gradient and location of a waterway). A small amount of flexibility should be added where severe site constraints exist. The requirement is required to be read in conjunction with Table 8.	<p><u>Recommended revised Requirement 39 (in Warragul PSP) and Requirement 40 (in Drouin PSP)</u></p> <p>The average gradient of a street must not exceed the limitations for the maximum slope absolute outlined in Table 8. For applications which demonstrate, to the satisfaction of the Responsible Authority, that the maximum slope absolute gradients are impractical to achieve, the maximum slope absolute gradient can be varied up to a maximum distance of 33% of the total road length.</p>
Requirement 40 (in Warragul PSP) and Requirement 41 (in Drouin PSP)	Approximately 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix F.		Keep the requirements, no changes required.



Reference	Current requirement	Justification	Recommended Requirement
	<p><i>Examples of potential variations are provided in Appendix F, which include but are not limited to:</i></p> <ul style="list-style-type: none"> <li>• <i>Varied street tree placement</i></li> <li>• <i>Varied footpath or carriageway placement</i></li> <li>• <i>Introduction of elements to create a boulevard effect</i></li> <li>• <i>Differing tree outstand treatments</i></li> </ul> <p><i>For the purposes of this requirement, changes to street tree species between or within streets does not constitute a variation. Alternative cross section must ensure that:</i></p> <ul style="list-style-type: none"> <li>• <i>Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of</i></li> <li>• <i>emergency vehicles on all streets as well as buses on connector streets.</i></li> <li>• <i>The performance characteristics of standard cross sections as they relate to pedestrian and cycle use</i></li> <li>• <i>are maintained.</i></li> </ul> <p><i>Relevant minimum road reserve widths for the type of street (illustrated in Appendix F) are maintained.</i></p>		
Requirement 41 (in Warragul PSP) and Requirement 42 (in Drouin PSP)	<p><i>Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made.</i></p>		Keep the requirements, no changes required.
Requirement 42 (within Warragul PSP)	<p><i>Vehicle access to lots must be provided from a service road, local road or rear lane only where fronting:</i></p> <ul style="list-style-type: none"> <li>• <i>Queen Street.</i></li> <li>• <i>Brandy Creek Road.</i></li> <li>• <i>Warragul-Korumburra Road.</i></li> <li>• <i>Bloomfield Road.</i></li> <li>• <i>Lillico Road</i></li> </ul> <p><i>All to the satisfaction of the coordinating roads authority.</i></p>	<p>The above Requirement 42 within Warragul PSP specifies only five connector roads. This should be amended to include other connector roads that are relevant so that an additional dot point is included on the list to state: Any other connector roads as deemed necessary by the Responsible Authority and coordinating road authority (where relevant).</p> <p>The last statement on the requirement should be amended to include 'Responsible Authority' with the coordinating road authority.</p>	<p><u>Recommended revised Requirement 42 in Warragul PSP:</u></p> <p>Vehicle access to lots must be provided from a service road, local road or rear lane where fronting:</p> <ul style="list-style-type: none"> <li>• Queen Street</li> <li>• Brandy Creek Road</li> <li>• Warragul-Korumburra Road</li> </ul>

Reference	Current requirement	Justification	Recommended Requirement
		<p>The word "only" in the opening sentence of the requirement to be removed.</p> <p>Revising this Requirement will also address the issues with lots fronting to connector and arterial roads as discussed in Requirement 8 above (i.e. connector and arterial roads were removed from Requirement 8)</p>	<ul style="list-style-type: none"> <li>• Bloomfield Road</li> <li>• Lillico Road, and</li> <li>• Any other connector road as deemed necessary by the Responsible Authority and coordinating roads authority (where relevant).</li> </ul> <p>All to the satisfaction of the Responsible Authority and coordinating roads authority (where relevant).</p>
<p>Requirement 43 within in Drouin PSP</p>	<p><i>Vehicle access to lots must be provided from a service road, local road or rear lane only where fronting:</i></p> <ul style="list-style-type: none"> <li>• Main South Road</li> <li>• Princes Way</li> <li>• Longwarry-Drouin Road</li> <li>• Buln Buln Road</li> </ul> <p><i>All to the satisfaction of the coordinating roads authority.</i></p>	<p>Requirement 42 in Warragul PSP is identical to the Requirement 43 in Drouin PSP with the exception of street names within Drouin PSP areas. As such the issues discussed and changes recommended for Requirement 42 in Warragul PSP above are same for Requirement 43 in Drouin PSP also.</p>	<p>Recommended revised Requirement 43 in Drouin PSP:</p> <p>Vehicle access to lots must be provided from a service road, local road or rear lane where fronting:</p> <ul style="list-style-type: none"> <li>• Main South Road</li> <li>• Princes Way</li> <li>• Longwarry-Drouin Road</li> <li>• Buln Buln Road, and</li> <li>• Any other connector road as deemed necessary by the Responsible Authority and coordinating roads authority (where relevant).</li> </ul> <p>All to the satisfaction of the Responsible Authority and coordinating roads authority (where relevant).</p>
<p>Requirement 43 (in Warragul PSP) and Requirement 44 (in Drouin PSP)</p>	<p><i>Vehicle access to a lot that is six metres or less in width must be via rear laneway unless otherwise agreed by the responsible authority. Configuration of vehicle access to all other lots must ensure that there is sufficient separation between crossovers to allow for:</i></p>		

Reference	Current requirement	Justification	Recommended Requirement
	<ul style="list-style-type: none"> <li>A minimum of one on-street car park for every two residential lots.</li> <li>The planting of street trees in accordance with the objectives and requirements of this document.</li> </ul>		
Requirement 44 (in Warragul PSP) and Requirement 45 (in Drouin PSP)	Any connector road or access street abutting a school, neighbourhood centre, village convenience centre, or sporting reserve must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.		
Requirement 45 (in Warragul PSP) and Requirement 46 (in Drouin PSP)	The width of streets within subdivisions must be consistent with the minimum dimensions provided on the relevant cross section included within this document, unless otherwise agreed by the responsible authority. Where existing vegetation is to be retained in a street, reserve widths may need to be widened to ensure that the provision of footpaths, services, and drainage does compromise the health of that vegetation.	<p>Several corrections are proposed:</p> <ul style="list-style-type: none"> <li>The above requirement in both PSPs to be strengthened by adding the additional requirements listed below: <ul style="list-style-type: none"> <li>Subdivision layout must not impact on any vegetation to be retained within existing road reserve without encroaching on more than 10% of the tree protection zone;</li> <li>Any additional areas required to preserve existing vegetation adjacent to any proposed road must be designed to protect the existing vegetation. The protected vegetated area should be vested to Council at no cost to Council; and</li> <li>An additional sentence at the end of the Requirement to state: 'Laneways must not be used as principal access to any lot and must be designed in accordance with the requirements and standards of the Local Governments Infrastructure Design Manual (version 5.3,</li> </ul> </li> </ul>	<p><u>Recommended revised Requirement 45 (in Warragul PSP) and Requirement 46 (in Drouin PSP)</u></p> <p>The width of streets within subdivisions must be consistent with the minimum dimensions provided on the relevant cross section included within this document, unless otherwise agreed by the Responsible Authority. Where existing vegetation is to be retained in a street, reserve widths may need to be widened to ensure that the provision of footpaths, services, and drainage does not compromise the health of that vegetation.</p> <p>Subdivision layouts must not impact on any vegetation to be retained within the existing road reserve and must not encroach on more than 10% of the tree protection zone.</p> <p>Any additional areas required to preserve existing vegetation adjacent to any proposed road must be designed to protect the existing vegetation. The protected vegetated area should be vested to Council at no cost to Council.</p>

Reference	Current requirement	Justification	Recommended Requirement
		<p>2020 or as revised thereafter) to the satisfaction of the Responsible Authority’.</p> <ul style="list-style-type: none"> <li>• Correct the spelling error with the word “...mininum...” to minimum in the requirement in both PSPs.</li> <li>• Remove the double negative in the same sentence by rephrasing the expression “Without encroaching”.</li> <li>• Add the missing word 'not' in the last sentence in the requirement in both PSPs which should read “Where existing vegetation is to be retained in a street, reserve widths may need to be widened to ensure that the provision of footpaths, services, and drainage does not compromise the health of that vegetation.”</li> </ul>	<p>Laneways must not be used as principal access to any lot and must be designed in accordance with the requirements and standards of the Local Governments Infrastructure Design Manual (version 5.3, 2020 or as revised thereafter) to the satisfaction of the Responsible Authority.</p>
<p>Requirement 46 (in Warragul PSP) and Requirement 47 (in Drouin PSP)</p>	<p><i>Subdivision applications must be accompanied by a Transport Impact Assessment that considers the current and future speed environment of any existing roads interfacing with the development.</i></p>	<p>The Requirement is not comprehensive and should be revised in both PSPs to provide a detailed scope for the Transport Impact Assessment.</p>	<p><u>Revised recommended Requirement 46 (in Warragul PSP) and Requirement 47 (in Drouin PSP)</u></p> <p>Subdivision applications must be accompanied by a Transport Impact Assessment that addresses the following but not limited to:</p> <ul style="list-style-type: none"> <li>• Traffic generated by the proposal and its impact on the existing and adjacent road network including from sporting reserves, schools and Neighbourhood Activity Centres, as applicable. (Current traffic volumes to be taken as a base point for the calculation of expected traffic volumes when all of these</li> </ul>

Reference	Current requirement	Justification	Recommended Requirement
			<p>facilities and the subdivision are fully developed and function at capacity)</p> <ul style="list-style-type: none"> <li>• Current and future speed environments of existing and future roads interfacing with the development including future neighbouring proposals as per the PSP</li> <li>• Transport Network Review (Proposed Road Network Layout &amp; Hierarchy including cross-sections, Public Transport Review, Path Network Review)</li> <li>• Recommendations for traffic network improvements and mitigation measures if required</li> <li>• Sight distance requirements for internal and external roads and accessways</li> <li>• Traffic calming measures and recommended location and type of Local Area Traffic Management Infrastructure/Devices</li> <li>• Intersection Performance assessment with recommended treatments</li> <li>• Any proposed interim staging arrangements of the development, and</li> <li>• Any other information deemed necessary by the Responsible Authority.</li> </ul>
Requirement 47 (in Warragul PSP) and	Any roundabouts on roads shown as 'bus capable' on Plan 8 must be constructed to accommodate ultralow-		Keep the requirements, no changes required.



Reference	Current requirement	Justification	Recommended Requirement
Requirement 48 (in Drouin PSP)	floor buses in accordance with the <i>Public Transport Guidelines for Land Use and Development</i> .		
Requirement 48 (in Warragul PSP) and Requirement 49 (in Drouin PSP)	<i>Bus stop facilities must be designed as an integral part of neighbourhood and village centres and any other activity generating land uses such as schools, sports fields and employment areas.</i>	<p>This requirement is identical in both PSPs, however reference to village centres is missing in Requirement 49 within <b>Drouin PSP</b>.</p> <p>DoT has also proposed strengthening of the requirement to clearly outline DoT as the approval authority.</p>	<p><u>Revised recommended Requirement 48 (in Warragul PSP) and Requirement 49 (in Drouin PSP)</u></p> <p>Bus stop facilities must be designed as an integral part of neighbourhood and village centres and any other activity generating land uses such as schools, sports fields and employment areas, as requested/approved by the Department of Transport. Bus stops must only be constructed at the request of, or with the approval of Department of Transport</p>
Requirement 49 (in Warragul PSP) and Requirement 50 (in Drouin PSP)	<p><i>Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</i></p> <ul style="list-style-type: none"> <li><i>Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP.</i></li> <li><i>Shared paths or bicycle paths where shown on Plan 8, included in the relevant cross section, or specified by another requirement in the PSP (Shared or bicycle paths must be a minimum of 2.5 metres in width unless otherwise specified).</i></li> <li><i>Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines.</i></li> <li><i>Pedestrian priority crossings on all slip lanes.</i></li> <li><i>Safe and convenient transition between on and off-road bicycle networks.</i></li> </ul> <p><i>All to the satisfaction of the responsible authority.</i></p>	<p>Amend the Requirement to correct two typographical errors by amending 'minnum' to 'minimum' and 'specified' to 'specified'.</p> <p>Department of Transport requested removal of reference to arterial roads from this requirement as there will be no arterial roads designed and constructed with the PSP development.</p>	<p>Recommended revised Requirement 49 (in Warragul PSP) and Requirement 50 (in Drouin PSP)</p> <p>Design of all streets must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> <li>Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP.</li> <li>Shared paths or bicycle paths where shown on Plan 8, included in the relevant cross section, or specified by another requirement in the PSP (shared or bicycle paths must be a minimum of 2.5 metres in width unless otherwise specified).</li> </ul>

Reference	Current requirement	Justification	Recommended Requirement
			<ul style="list-style-type: none"> <li>Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines.</li> <li>Pedestrian priority crossings on all slip lanes.</li> <li>Safe and convenient transition between on and off-road bicycle networks.</li> </ul> <p>All to the satisfaction of the responsible authority.</p>
Requirement 50 (in Warragul PSP) and Requirement 51 (in Drouin PSP)			<p>Keep the requirements, no changes required.</p> <p>Note: These requirements should be amended if any changes made to the cross sections are applicable to these requirements.</p>
Requirement 51 (in Warragul PSP) and Requirement 52 (in Drouin PSP)	<p><i>Shared and pedestrian paths along waterways must:</i></p> <ul style="list-style-type: none"> <li><i>Be delivered by development proponents consistent with the network shown on Plan 8.</i></li> <li><i>Be above 1:10 year flood level with any crossing of the waterway designed to maintain hydraulic function of the waterway.</i></li> <li><i>Be constructed to a standard that satisfies the requirements of the Responsible Authority and the Catchment Management Authority.</i></li> <li><i>Where a shared path is to be delivered on one side of a minor waterway as outlined in Plan 8, a path is also to be delivered on the other side of the waterway but may be constructed to a lesser width (min. 1.8 metres) and standard (such as granitic gravel) where it does not form part of the wider shared-path network.</i></li> </ul> <p><i>All to the satisfaction of the responsible authority and catchment management authority.</i></p>		<p>Keep the requirements, no changes required.</p>

Reference	Current requirement	Justification	Recommended Requirement
New requirement (same in both PSPs):		This requirement has been included as per the request of the Department of Transport:	Residential developments, neighbourhood centres, commercial centres and parks must provide appropriate access for kerbside collection service trucks and emergency vehicles.
Two new requirements (in Drouin PSP):		The following requirements, requested by Department of Transport, only apply in Drouin as it relates to railway crossings. There are no PSP areas adjoining the rail tracks in Warragul, only in Drouin.	<ol style="list-style-type: none"> <li>1) Proposed new railway crossings (vehicle, pedestrian &amp; bicycle) must provide for grade separation except with the approval of the Minister for Transport.</li> <li>2) Consider VicTrack Rail Development Interface Guidelines for all rail interface buildings and works.</li> </ol>
<b>Requirement 52/57 to Requirement 61/65 – Integrated Water Management and Utilities</b>			
<p><b>Note:</b>  This sub-section includes two separate themes i.e. Integrated Water Management and Utilities. Under Integrated Water Management section there are eight requirements in Drouin PSP and five requirements within Warragul PSP. Drouin PSP contains four additional requirements from Melbourne Water. Warragul PSP contains one additional requirement relates to existing dams and basins to be retained for retardation or any other purposes.</p> <p>Because of these additional requirements, requirement numbers change again in both PSPs. Requirements that are specific to only one PSP or similar in both PSPs are referred accordingly.</p>			
Requirement 52 (in Warragul PSP) and Requirement 57 (in Drouin PSP)	<i>Final design of constructed waterways (including widths), drainage corridors, retarding basins, wetlands, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of the catchment management authority and the responsible authority.</i>	These requirements in both PSPs are similar with added requirements and reference to Melbourne Water in Drouin PSP	Keep the requirements, no changes required.
Requirement 53 (in Warragul PSP) and Requirement 56 (in Drouin PSP)	<p><i>For waterways shown on Plan 9, development works must ensure:</i></p> <ul style="list-style-type: none"> <li>• <i>Waterways and integrated water management design maximise land available to be used for multiple recreation and environmental purposes.</i></li> </ul>	The strategic intent of these requirements in both PSPs are similar aiming for the protection of waterways from developments and works undertaken. However, the outlined protection requirements are different in both PSPs as required by the Catchment Management Authority in Warragul PSP and Melbourne Water in Drouin PSP. However, the	Keep the requirements, no changes required.

Reference	Current requirement	Justification	Recommended Requirement
	<ul style="list-style-type: none"> <li>Overland flow paths and piping within road reserves will be connected and integrated across property / parcel boundaries.</li> <li>Any freeboard requirements for overland flow paths will be adequately contained within road reserves.</li> </ul> <p>All to the satisfaction of the catchment management authority and the responsible authority.</p>	requirements are appropriate, and no changes required.	
Requirement 54 (in Warragul PSP) and Requirement 58 (in Drouin PSP)	<p>Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater prior to discharge from the development and how this will enable delivery of an ultimate drainage solution, to the satisfaction of the catchment management authority and the responsible authority.</p>	<p>These requirements in both PSPs are similar except for reference to the Catchment Management Authority in Warragul PSP and Melbourne Water in Drouin PSP.</p> <p>There is a typo to be corrected in Requirement 54 in Warragul PSP to the word 'Management' in the last sentence which currently reads as "...aanagement...".</p>	<p>Recommendation:</p> <ul style="list-style-type: none"> <li>Correct the typo in Requirement 54 in Warragul PSP as shown below</li> <li>Keep Requirement 58 in Drouin PSP, no changes required</li> </ul> <p><u>Corrected Requirement 54 in Warragul PSP</u></p> <p>Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater prior to discharge from the development and how this will enable delivery of an ultimate drainage solution, to the satisfaction of the Catchment Management Authority and the Responsible Authority</p>
Requirement 55 (in Warragul PSP only)	<p>Where existing dams or basins are to be retained for stormwater retardation or any other purpose, development proponents should provide a geotechnical report from a suitably qualified engineer demonstrating how any walls or mounds:</p> <ul style="list-style-type: none"> <li>Are capable of managing any alterations to stormwater volumes or velocity as a result of urban development.</li> <li>Are to be augmented or adjusted to achieve the above.</li> <li>Do not pose a downstream risk to life or property in the event of a failure.</li> </ul>	This is an additional requirement only in Warragul PSP that relates to existing dams and basins to be retained for retardation or any other purposes. The requirement is appropriate.	Keep the Requirement 55 in Warragul PSP, no changes required.

Reference	Current requirement	Justification	Recommended Requirement
<a href="#">Requirement 56 (in Warragul PSP)</a> and <a href="#">Requirement 60 (in Drouin PSP)</a>	<i>Development must positively address all waterways through the use of frontage roads or lots with a direct frontage, to the satisfaction of catchment management authority and the responsible authority.</i>		Keep the requirements, no changes required.
<a href="#">Requirement 53 (in Drouin PSP only)</a>	<i>Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme (DSS), to the satisfaction of Melbourne Water. Where a DSS is not in place, development may not proceed without the preparation of an interim drainage strategy that is approved by both Melbourne Water and the responsible authority.</i>	<p>This is an additional requirement only in Drouin PSP specifying Melbourne Water requirements.</p> <p>There is a typo to be corrected in this Requirement to the word in the last sentence which currently reads as "...authorirty...".</p>	This is an additional requirement only in Drouin PSP specifying Melbourne Water requirements. Keep Requirement 53 in <a href="#">Drouin PSP</a> , correct the last word of the sentence to correct spelling of the word "authority".
<a href="#">Requirement 54 (in Drouin PSP only)</a>	<i>Consistent with Clause 56.01-2 and Clause 56.07 of the Baw Baw Planning Scheme, a subdivision application of 60 or more lots must include an Integrated Water Management Plan.</i>	This is an additional requirement only in Drouin PSP specifying Melbourne Water requirements.	Keep Requirement 54 in <a href="#">Drouin PSP</a> , no changes required.
<a href="#">Requirement 55 (in Drouin PSP only)</a>	<i>Development must meet or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways as outlined on Plan 9, unless otherwise approved by Melbourne Water and the responsible authority.</i>	This is an additional requirement only in Drouin PSP specifying Melbourne Water requirements.	Keep Requirement 55 in <a href="#">Drouin PSP</a> , no changes required.
<a href="#">Requirement 59 (in Drouin PSP only)</a>	<i>Design and layout of waterway corridors must maximise the potential for the integration or recreation uses, utility infrastructure and stormwater quality treatment assets, where this does not conflict with the primary function of the land.</i>	This is an additional requirement only in Drouin PSP specifying Melbourne Water requirements.	Keep Requirement 59 in <a href="#">Drouin PSP</a> , no changes required.
<a href="#">Requirement 57 (in Warragul PSP)</a> and <a href="#">Requirement 61 (in Drouin PSP)</a>	<i>Trunk services are to be installed generally in accordance with the schematic alignments shown on Plan 10.</i>		Keep the requirements, no changes required.
<a href="#">Requirement 58 (in Warragul PSP)</a> and	<i>Utilities must be placed outside any areas shown as 'retained native vegetation' on Plan 6. Utilities must also be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing native vegetation,</i>	The Requirement should be amended to ensure it is comprehensive to cover and protect all vegetation and habitat of endangered species (as appropriate).	<p>Recommended revised Requirement 58 (<a href="#">in Warragul PSP</a>) and Requirement 62 (<a href="#">in Drouin PSP</a>)</p> <p>Utilities must be placed outside any areas shown as</p>



Reference	Current requirement	Justification	Recommended Requirement
Requirement 62 (in Drouin PSP)	<i>significant landform features (eg rock outcrops) and heritage sites, to the satisfaction of the responsible authority and catchment management authority.</i>		'retained native vegetation' on Plan 6. Utilities must also be placed outside of natural waterway corridors or on the outer edges to these corridors to avoid disturbance to existing native and other vegetation, habitat of endangered species, significant landform features (e.g. rock outcrops) and heritage sites to the satisfaction of the Responsible Authority and relevant Catchment Management Authority.
Requirement 59 (in Warragul PSP) and Requirement 63 (in Drouin PSP)	<p><i>Before development commences on a property, functional layout plans are to be submitted of the road network showing the location of all:</i></p> <ul style="list-style-type: none"> <li><i>Underground services</i></li> <li><i>Driveways/crossovers</i></li> <li><i>Street lights</i></li> <li><i>Street trees</i></li> <li><i>A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees.</i></li> </ul> <p><i>The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP) and accommodate the minimum level of street tree planting (as outlined in this PSP). If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the Responsible Authority and all relevant service authorities before development commences.</i></p>		Keep the requirements, no changes required.
Requirement 60 (in Warragul PSP) and Requirement 64 (in Drouin PSP)	<i>Above-ground utilities (such as electricity substations and sewer pump stations) must be identified at the subdivision design stage to enable their appropriate integration into the subdivision layout and minimise any adverse amenity impacts.</i>		Keep the requirements, no changes required.

Reference	Current requirement	Justification	Recommended Requirement
Requirement 61 (in Warragul PSP) and Requirement 65 (in Drouin PSP)	<p><i>Residential subdivision proposing any unsewered low-density lots must:</i></p> <ul style="list-style-type: none"> <li>• Obtain the consent of both Gippsland Water and Council.</li> <li>• Demonstrate how groundwater and surface water will be protected from contamination.</li> <li>• Demonstrate how the design of the subdivision allows for the efficient future resubidivision should sewer become available.</li> <li>• Demonstrate how the development complies with the development sequencing requirements in this PSP.</li> </ul>	There is a typo to be corrected to the word in the third bullet point which currently reads as "...resubdivision...".	<p>Keep the requirements, no changes required.</p> <p>Correct the misspelled word to "resubdivision".</p>
<b>Requirement 62/66 to Requirement 67/71 – Sequencing, Staging and Infrastructure Delivery</b>			
Requirement 62 (in Warragul PSP) and Requirement 66 (in Drouin PSP)	<p><i>Development sequencing will largely be determined by the ability to appropriately access and service land. Within this context, the following must be achieved:</i></p> <ul style="list-style-type: none"> <li>• Development staging must provide for the early delivery of neighbourhood parks or other local amenity for new residents where parks are not otherwise easily accessible</li> <li>• Access to each new lot must be via a sealed road constructed to an appropriate standard</li> <li>• Each new lot must be sewerred unless the area of the lot exceeds 4,000m2 and is approved by Gippsland Water and the responsible authority</li> <li>• Each new lot must be connected to a potable water supply</li> <li>• Where not directly adjoining existing development, new development should provide for onward connections to existing walking and cycling paths to facilitate access to the town and nearby facilities.</li> </ul> <p><i>Where there is a need for works to satisfy this requirement, those works must be undertaken at the full cost of the development proponent. Works may constitute Works In Kind for projects included in the DCP, however Council will not be obliged to satisfy any liability until contributions sufficient to cover the cost of that liability have been received and projects deemed to</i></p>	The requirement is appropriate, but needs to be strengthened by changing the word "should" in the last dot point to 'must', and add an additional point at the end of the requirement to state 'All to the satisfaction of the Responsible Authority'.	<p><u>Recommended revised Requirement 62 (in Warragul PSP) and Requirement 66 (in Drouin PSP)</u></p> <p>Development sequencing will largely be determined by the ability to appropriately access and service land. Within this context, the following must be achieved:</p> <ul style="list-style-type: none"> <li>• Development staging must provide for the early delivery of neighbourhood parks or other local amenity for new residents where parks are not otherwise easily accessible;</li> <li>• Access to each new lot must be via a sealed road constructed to an appropriate standard</li> <li>• Each new lot must be sewerred unless the area of the lot exceeds 4,000sqm and is approved by Gippsland Water and the responsible authority;</li> <li>• Each new lot must be connected to a potable water supply</li> <li>• Where not directly adjoining existing development, new development must provide</li> </ul>

Reference	Current requirement	Justification	Recommended Requirement
	<i>be of a higher priority in the DCP have been fully funded or constructed.</i>		<p>for onward connections to existing walking and cycling paths to facilitate access to the town and nearby facilities.</p> <p>All to the satisfaction of the Responsible Authority.</p> <p>Where there is a need for works to satisfy this requirement, those works must be undertaken at the full cost of the development proponent. Works may constitute Works In Kind for projects included in the DCP, however Council will not be obliged to satisfy any liability until contributions sufficient to cover the cost of that liability have been received and projects deemed to be of a higher priority in the DCP have been fully funded or constructed.</p> <p>Keep the requirements, no changes required.</p>
Requirement 63 (in Warragul PSP) and Requirement 67 (in Drouin PSP)	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the responsible authority.		
Requirement 64 (in Warragul PSP) and Requirement 68 (in Drouin PSP)	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure where not included in the DCP, funded through an alternative mechanism or outlined as the responsibility of another agency in the Precinct Infrastructure Plan:</p> <ul style="list-style-type: none"> <li>• Connector streets and local streets.</li> <li>• Tree planting and landscaping in all streets.</li> <li>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets.</li> <li>• Council approved fencing and landscaping (where required) along arterial roads.</li> <li>• Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria).</li> </ul>	<p>The requirement should be revised as follows:</p> <ul style="list-style-type: none"> <li>• replace the reference to Public Transport Victoria with Head, Transport for Victoria”;</li> <li>• request level crossing infrastructure and risk assessment to the satisfaction of rail authorities, as per DoT request,</li> <li>• request fencing of land adjacent to the rail in accordance with standards, as per DoT request.</li> </ul>	<p><u>Recommended revised Requirement 64 (in Warragul PSP) and Requirement 68 (in Drouin PSP)</u></p> <p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure where not included in the DCP, funded through an alternative mechanism or outlined as the responsibility of another agency in the Precinct Infrastructure Plan:</p> <ul style="list-style-type: none"> <li>• Connector streets and local streets.</li> <li>• Tree planting and landscaping in all streets.</li> </ul>

Reference	Current requirement	Justification	Recommended Requirement
	<ul style="list-style-type: none"> <li>Shared, pedestrian and bicycle paths along streets, and waterways and within parks including bridges and other waterway crossings.</li> <li>Appropriately scaled lighting along all roads and bicycle, shared, or pedestrian paths as required by this PSP.</li> <li>Bicycle parking as required in this PSP.</li> <li>Basic improvements to local parks and open space (refer open space delivery below).</li> <li>Local drainage system.</li> <li>Infrastructure as required by utility services providers including water, sewerage, electricity, gas, and telecommunications.</li> </ul>		<ul style="list-style-type: none"> <li>Intersection works and traffic management measures along arterial roads, connector streets, and local streets.</li> <li>Council approved fencing and landscaping (where required) along arterial roads.</li> <li>Local bus stops and associated infrastructure (where locations have been agreed in writing by Head, Transport for Victoria).</li> <li>Shared, pedestrian and bicycle paths along streets and waterways and within parks including bridges and other waterway crossings.</li> <li>Appropriately scaled lighting along all roads and bicycle, shared, or pedestrian paths as required by this PSP.</li> <li>Bicycle parking as required in this PSP.</li> <li>Basic improvements to local parks and open space (refer open space delivery below).</li> <li>Local drainage system.</li> <li>Infrastructure as required by utility services providers including water, sewerage, electricity, gas, and telecommunications.</li> <li>Level crossing infrastructure and risk assessments e.g. ALCAM (to the satisfaction of VicTrack and the Rail Operator).</li> <li>Fencing of land adjacent to the rail corridor in accordance with the Rail Operator's relevant standard fencing requirements.</li> </ul>
<a href="#">Requirement 65 (in Warragul PSP)</a> and <a href="#">Requirement 69 (in Drouin PSP)</a>	<p>All local level neighborhood parks must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including:</p> <ul style="list-style-type: none"> <li>Removal of all existing and disused structures, foundations, pipelines, and stockpiles.</li> </ul>	<p>All local level neighbourhood parks must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including:</p> <ul style="list-style-type: none"> <li>Removal of all existing and disused structures, foundations, pipelines, and stockpiles</li> </ul>	<p><u><a href="#">Recommended revised Requirement 65 (in Warragul PSP)</a> and <a href="#">Requirement 69 (in Drouin PSP)</a></u></p> <p>All local level neighbourhood parks must be finished to a standard that satisfies the requirements of the responsible authority prior to</p>

Reference	Current requirement	Justification	Recommended Requirement
	<ul style="list-style-type: none"> <li>Clearing of rubbish and weeds, leveled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise).</li> <li>Provision of water tapping, potable and recycled water connection points. Sewer and gas connection points must also be provided to land identified as a sporting reserve.</li> <li>Planting of trees and shrubs.</li> <li>Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points.</li> <li>Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 6).</li> </ul>	<ul style="list-style-type: none"> <li>Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise)</li> <li>Provision of water tapping, potable and recycled water connection points</li> <li>Sewer and gas connection points must also be provided to land identified as a sporting reserve</li> <li>Planting of trees and shrubs</li> <li>Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points</li> <li>Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 6)</li> </ul> <p>The requirement is appropriate to be retained. However, it is recommended to amend it to include bicycle hoops, recycle bins and other park furniture and equipment as relevant. Department of Transport also requires the provision of off-street parking for neighbourhood parks next to arterial roads.</p> <p>There is a typo to be corrected to the word in the first bullet point which currently reads as "...leveled...".</p>	<p>the transfer of the public open space, including:</p> <ul style="list-style-type: none"> <li>Removal of all existing and disused structures, foundations, pipelines, and stockpiles;</li> <li>Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise);</li> <li>Provision of water tapping, potable and recycled water connection points;</li> <li>Sewer and gas connection points must also be provided to land identified as a sporting reserve;</li> <li>Planting of trees and shrubs;</li> <li>Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points;</li> <li>Provision of bicycle hoops in locations suitable for bicycle riders</li> <li>Installation of park furniture and equipment including but not limited to park furniture, barbeques, shelters, seats, bench, picnic tables, park platforms and other furniture, rubbish and recycle bins, bin enclosures, light poles and lights, drinking fountains, plaques, hand rails, electrical outlet points, bollards, fences, gates, local scale playground equipment, local scale play areas, outdoor exercise equipment, bicycle hoop, signs and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 6).</li> <li>Provision of off-street parking in neighbourhood parks adjacent to arterial roads.</li> </ul>



Reference	Current requirement	Justification	Recommended Requirement
			<p>Note that Table 6 referred in the requirement does not provide enough details regarding Council's standards and requirements for the installation of park furniture and equipment listed above. As such, a guideline should be developed outlining Council's standards and requirements for installing furniture and equipment in open space and parks identified within the PSP areas. After Council adopted the guideline it should be referred in Table 6 in both PSPs and in Requirement 65 (in Warragul PSP) and Requirement 69 (in Drouin PSP).</p> <p>The need to develop a guideline is included in 'Further Works Required' section.</p>
Requirement 66 (in Warragul PSP) and Requirement 70 (in Drouin PSP)			Keep the requirements, no changes required.
Requirement 67 (in Warragul PSP) and Requirement 71 (in Drouin PSP)	<p>With respect to the public open space contribution required by Clause 52.01 of the <i>Baw Baw Planning Scheme</i>, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>All land owners within a residential or low-density residential area must provide a public open space contribution equal to 4.5-per-cent of the Net Developable Area Residential (NDAR) upon subdivision of land in accordance with the following:</p> <ul style="list-style-type: none"> <li>Where land is required for unencumbered open space (neighbourhood park) purposes as shown on Plan 2 and specified in Table 13 and is equal to 4.5-per-cent of NDA that land is to be transferred to</li> </ul>	<p>These requirements are similar in both PSPs relate to open space provision in residential and low-density residential developments. However, Requirement 67 in Warragul PSP contains additional requirements for open space delivery in business and industrial areas as well. The requirements are appropriate, and no changes are required.</p>	Keep the requirements, no changes required.

Reference	Current requirement	Justification	Recommended Requirement
	<p>Council at no cost.</p> <ul style="list-style-type: none"> <li>Where no land or less than 4.5-per-cent of NDA is shown on Plan 2 and specified in Table 13, as required for unencumbered open space (neighbourhood park) purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 4.5-per-cent of NDA of that site.</li> <li>Where land required for unencumbered open space (neighbourhood park) purpose as shown on Plan 2 and specified in Table 13 is more than 4.5-per-cent of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development.</li> </ul> <p>The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the <i>Subdivision Act 1988</i>.</p>		
New Requirement		<p>As discussed in <b>Guideline 52 (Warragul)</b> and <b>Guideline 54 (Drouin)</b> on page 53, the current guideline constitutes an important requirement in ensuring the timely provision of the above infrastructure, which should be better suited as a new Requirement to give more effect.</p>	<p><i>Development staging must provide for the timely connection of:</i></p> <ul style="list-style-type: none"> <li><i>Road links between properties.</i></li> <li><i>Road links to the wider connector and arterial network.</i></li> <li><i>Pedestrian and cyclist links to the off-road pedestrian and bicycle network.</i></li> <li><i>Delivery of upgrades to existing infrastructure identified within the DCP.</i></li> </ul> <p><i>All to the satisfaction of the Responsible Authority.</i></p>





# GUIDELINES



## GUIDELINES

There are 53 guidelines within the Warragul PSP and 55 guidelines in Drouin PSP. Like the requirements in PSPs, guidelines are set under relevant themes and referred in plans and tables throughout. Guidelines provide additional strategies to achieve intended outcomes set under relevant themes. However, unlike requirements, guidelines are not mandatory and allow for Council to consider alternative approaches where relevant to reach similar outcomes.

The first 44 guidelines in both PSPs are identical; guidelines within Drouin PSP under subsections Biodiversity and Bushfire Management, Integrated Water Management and Utilities include some different guidelines from Melbourne Water.

Most of the guidelines are appropriate and work well. Some of the guidelines could be moved as requirements to achieve better outcomes. For example, Guideline 20 under Neighbourhood Centres and Employment subsection in both PSPs suggests car parking and loading facilities to be located either to the side or rear of any buildings. This is an important strategy in achieving amenity outcomes in commercial developments. As such moving this as a

new requirement will give more strength to the measures and achieve better outcomes.

Similarly, there are few guidelines that could be combined with relevant requirements within the same subsection to further strengthen the measures in requirements. For example, Requirement 10 and Guideline 13 in both PSPs emphasise the need to maintain sensitive interfaces with existing low-density areas. This requirement and guideline could be combined to achieve better outcome.

There are a few anomalies and typos that are also identified to be corrected.

The section identifies and documents only the guidelines that either require changes or to be moved into new requirements in both PSPs. The guidelines that are appropriate and do not require any changes are not referenced in this section as they are to be kept with no changes.

Reference	Current Guideline	Justification	Recommendation
<b>G1 to G44 – Guidelines identical in both PSPs</b>			
Guideline 8	<i>Development fronting a prominent town gateway should contribute toward the creation of a positive sense of arrival into the town and be consistent with any local gateway strategies.</i>	The Guideline is appropriate; however, it needs to be moved as a new requirement under Township Character, Housing, Landscape and Topography subsection to give more effect to the requirement in the guideline. It also refers to local gateway strategies, there is no gateway strategy currently available. It is also recommended a Gateway Strategy to be developed.	<u>Recommendation:</u> <ul style="list-style-type: none"> <li>Move Guideline 8 as a new Requirement to give more effect.</li> <li>A Gateway Strategy to be developed to address design and treatment requirements to the identified gateways in both PSPs.</li> </ul>
Guideline 9	<i>Development should address any of the relevant local design considerations included in Appendix A.</i>	No changes required to this guideline. However, it is noted that Appendix A referenced in this guideline provides a higher-level local design consideration, which does not add much value to improve design outcomes. The Review recommends Preferred Design and Character Guidelines be developed which among other things could provide suitable design requirements at local/ precinct level.	<u>Recommendation:</u> <ul style="list-style-type: none"> <li>Preferred Character Guidelines to be developed. The guidelines among other things need to consider precinct specific urban design requirements for non-residential developments and public areas.</li> <li>Appendix A to be replaced with the approved Preferred Design &amp; Character Guidelines.</li> </ul>
Guideline 28	<i>The indicative location and layout of community facilities and schools as illustrated in Plan 2 may be altered to the satisfaction of the responsible authority.</i>	Appropriate guideline that allows discretion for Council when necessary and appropriate to alter the identified locations for community facilities and schools.	
Guideline 36	<i>The alignment and layout of streets as illustrated in Plan 2 may be adjusted so long as connectivity and function are maintained, the satisfaction of the Responsible Authority.</i>	<p>There are couple of minor non-technical anomalies to be corrected with this guideline:</p> <ul style="list-style-type: none"> <li>the guideline refers to Plan 2 as opposed to Plan 7 – Street network</li> <li>the missing word ‘to’ to be added to the last statement to read “...to the satisfaction of the Responsible Authority”</li> </ul>	<u>Corrected Guideline 36:</u> The alignment and layout of streets as illustrated in Plan 7 may be adjusted so long as connectivity and function are maintained to the satisfaction of the Responsible Authority and, for changes impacting the arterial road network, the coordinating Road Authority.

Reference	Current Guideline	Justification	Recommendation
Guideline 37	<i>Subdivisions adjacent existing low-density areas should consider how additional street or pedestrian connections can be delivered in the long-term to improve permeability and integration should those low-density areas redevelop</i>	A minor non-technical anomaly to be corrected in the guideline to add the word 'to' after adjacent in the beginning of the sentence.	<u>Corrected Guidelines 37:</u> Subdivisions adjacent to existing low-density areas should consider how additional street or pedestrian connections can be delivered in the long-term to improve permeability and integration should those low-density areas redevelop
Guideline 40	<i>Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes, to the satisfaction of the coordinating roads authority.</i>	Not all the roads are managed by coordinating roads authority as referenced in this guideline. This should be amended to include reference to the 'responsible authority' and to correct the reference to 'coordinating roads authority' with extra wording 'where relevant' to accurately reflect share of road responsibilities between Council and the Department of Transport.	<u>Recommended Amended Guideline 40:</u> Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes, to the satisfaction of the Responsible Authority and to the coordinating roads authority where relevant.
Guideline 42	<i>The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) or verges where existing vegetation is to be retained should be minimised through the use of a combination of:</i> <ul style="list-style-type: none"> <li><i>Rear loaded lots with laneway access.</i></li> <li><i>Vehicular access from the side of a lot.</i></li> <li><i>Vehicular access via a service lane.</i></li> <li><i>Combined or grouped crossovers.</i></li> <li><i>Increased lot widths.</i></li> </ul>	This is an important requirement. It should be moved as a new Requirement to make it more effective under Street Network section of the Warragul PSP. The word 'should' to be changed to 'must' to ensure the requirements are achieved.	<u>Recommended changes to Guideline 42 to move as a new Requirement:</u> The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) or verges where existing vegetation is to be retained must be minimised through the use of a combination of: <ul style="list-style-type: none"> <li>Rear loaded lots with laneway access.</li> <li>Vehicular access from the side of a lot.</li> <li>Vehicular access via a service lane.</li> <li>Combined or grouped crossovers.</li> <li>Increased lot widths.</li> </ul>
<b>G45 TO G53 – Guidelines specific to Warragul PSP</b>			
Guideline 45	<i>Waterways corridors should be an average of 60 metres in width. However, variations in width along the length of the corridor are encouraged and the width may be reduced to less than 60 metres</i>	A minor typological error in the first word 'Waterways' to be corrected by removing the letter 's' at the end of the word.	<u>Corrected Guideline 45:</u> Waterway corridors should be an average of 60 metres in width. However, variations in width along



Reference	Current Guideline	Justification	Recommendation
	<i>where agreed by the catchment management authority and responsible authority.</i>		the length of the corridor are encouraged and the width may be reduced to less than 60 metres where agreed by the Catchment Management Authority and the Responsible Authority.
Guideline 48	<i>Above-ground utilities should be located outside of prominent view lines and screened with vegetation as appropriate.</i>	This is an appropriate amenity measure, need to move this as a new Requirement under <i>Utilities</i> section.	<u>Recommendation:</u> <ul style="list-style-type: none"> <li>Move Guideline 48 within Warragul PSP as a new Requirement under Integrated Water Management and Utilities section</li> </ul>
Guideline 52	<i>Development staging should provide for the timely connection of:</i> <ul style="list-style-type: none"> <li><i>Road links between properties.</i></li> <li><i>Road links to the wider connector and arterial network.</i></li> <li><i>Pedestrian and cyclist links to the off-road pedestrian and bicycle network.</i></li> </ul>	This is an important requirement in ensuring the timely provision of the above infrastructure. Should be moved as a new Requirement to give more effect.	<u>Recommendation:</u> <ul style="list-style-type: none"> <li>Move Guideline 52 in Warragul PSP as a new Requirement under Development Sequencing and Staging section.</li> <li>Add the following as per DoT submission: <ul style="list-style-type: none"> <li><i>Delivery of upgrades to existing infrastructure identified within the DCP.</i></li> </ul> </li> </ul>
<b>G45 to G55 – Guidelines specific to Drouin PSP</b>			
New guideline to be included in the Drouin PSP		Guideline 45 within the Warragul PSP refers to the required width of the waterway corridors. Drouin PSP does not have this guideline; it should be included as a new guideline within the Drouin PSP under the Integrated Water Management and Utilities section. Reference to Melbourne Water and South East Water authorities should also be added in this new guideline in Drouin PSP along with the reference to the Catchment Management Authority and Responsible Authority that are already included in the guideline in Warragul PSP. <u>Recommendation:</u>	<u>Recommended new guideline to be included within Drouin PSP</u> (under Integrated Water Management and Utilities section): <i>Waterway corridors should be an average of 60 metres in width. However, variations in width along the length of the corridor are encouraged and the width may be reduced to less than 60 metres where agreed by the Catchment Management Authority (including Melbourne Water and South East Water authorities where relevant) and the Responsible Authority.</i>

Reference	Current Guideline	Justification	Recommendation
		Include the corrected Guideline 45 from the Warragul PSP as a new guideline in Drouin PSP under the Integrated Water Management and Utilities section and add reference to Melbourne Water and South East Water authorities.	
Guideline 45			No changes required. The conditions required in this guideline are similar to the conditions required in Guideline 46 within the Warragul PSP. It is an appropriate guideline and to be kept, no changes required.
Guideline 50	<i>Above-ground utilities should be located outside of prominent view lines and screened with vegetation as appropriate.</i>	This is an important amenity measure, need to move this as a new Requirement under Integrated Water Management and Utilities section.	<u>Recommendation:</u> <ul style="list-style-type: none"> <li>Move Guideline 50 within Drouin PSP as a new Requirement under <i>Integrated Water Management and Utilities</i> section</li> </ul>
Guideline 54	<i>Development staging should provide for the timely connection of:</i> <ul style="list-style-type: none"> <li><i>Road links between properties.</i></li> <li><i>Road links to the wider connector and arterial network.</i></li> <li><i>Pedestrian and cyclist links to the off-road pedestrian and bicycle network.</i></li> </ul> <i>All to the satisfaction of the Responsible Authority.</i>	This is an important requirement in ensuring timely provision of the above infrastructure. Should be moved as a new Requirement to give more effect.	<u>Recommendation:</u> <p>Move Guideline 54 in Drouin PSP as a new Requirement under <i>Development Sequencing and Staging</i> section and add the following as per DoT submission:</p> <ul style="list-style-type: none"> <li><i>Delivery of upgrades to existing infrastructure identified within the DCP</i></li> </ul>





# CONDITIONS



## CONDITIONS

### Recommended revised conditions

There are seven mandatory Conditions in both PSPs required to be included in planning permits as relevant. In addition to these seven mandatory conditions, Council can include other conditions on permits, as required.

Conditions in both PSPs are identical except that Conditions 2, 3 and 6 in the Warragul PSP refer to Warragul Precinct Structure Plan and Warragul Development Contributions Plan and similar references in same conditions in the Drouin PSP to Drouin Precinct Structure Plan and Drouin Development Contributions Plan.

Most of the Conditions are appropriate and to be kept with no changes. Condition 1 in both PSPs refers to the previous Clause 81 of the Baw Baw Planning Scheme. In the new format of the planning scheme Clause 72.04 contains the Incorporated Documents.

Condition 1 requires this minor amendment. Condition 4 under Biodiversity and Natural Systems section requires changes to the title which refers to the removed Environmental Significance Overlay – Schedule 4. Condition 5 in both PSPs requires a separate title and further strengthening to ensure protection for retained vegetation.

Two new conditions are recommended to be included in both PSPs to address the interface issues with existing Farming Zone, Rural Living Zone, Low-Density Residential Zone and Industrial Zone land abutting to or surrounding PSP areas.

This section provides the changes required to the existing conditions in both PSPs and the details of the recommended new conditions.

Since all the conditions in both PSPs are identical with the exception to reference to respective PSPs and DCPs, comments on the conditions in both PSPs are combined to avoid repetitions.

Reference	Current condition	Justification	Recommendation
<b>Condition 1:</b> (Condition 1 in both PSPs are identical)	<p><i>Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:</i></p> <ul style="list-style-type: none"> <li><i>Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the Responsible Authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the Small Lot Housing Code incorporated pursuant to Clause 81 of the Baw Baw Planning Scheme; and</i></li> </ul> <p><i>The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the responsible authority</i></p>	<p>The condition is appropriate. No technical changes required to the condition. Reference to the previous Clause 81 (Documents Incorporated to the Baw Baw Planning Scheme) to be changed to the new clause number Clause 72.04.</p>	<p><u>Recommended Revised Condition 1:</u>  <b>Conditions for subdivision permits that allow for the creation of a lot of less than 300 square metres</b></p> <p>Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:</p> <ul style="list-style-type: none"> <li>Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the Responsible Authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the Small Lot Housing Code incorporated pursuant to Clause 72.04 of the Baw Baw Planning Scheme; and</li> <li>The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the responsible authority.</li> </ul>
<b>Condition 2:</b> (Condition 2 in both PSPs is identical except for the reference to respective PSPs and DCPs)	<p>Condition 2 in Warragul PSP</p> <p><b>Conditions for subdivision or building and works permits where land is required for public open space</b></p> <ul style="list-style-type: none"> <li><i>Land required for public open space as a local or district park, as set out in the Warragul Precinct Structure Plan or the Warragul Development Contributions Plan must be transferred to or vested in Council at no cost to Council</i></li> </ul>		<p>Condition 2 in both PSPs are appropriate, no changes required.</p>

Reference	Current condition	Justification	Recommendation
Condition 2 in Warragul PSP	<p><i>unless the acquisition of the land is funded through a development contributions plan.</i></p> <p>Condition 2 in Drouin PSP</p> <p><b>Conditions for subdivision or building and works permits where land is required for public open space</b></p> <ul style="list-style-type: none"> <li>Land required for public open space as a local or district park, as set out in the Drouin Precinct Structure Plan or the Drouin Development Contributions Plan must be transferred to or vested in Council at no cost to Council unless the acquisition of the land is funded through a development contributions plan</li> </ul>		
<p><b>Condition 3:</b> (Condition 3 in both PSPs is identical except for the reference to respective PSPs and DCPs)</p>	<p>Condition 3 in Warragul PSP</p> <p><b>Conditions for subdivision or building and works permits where land is required for community facilities</b></p> <ul style="list-style-type: none"> <li>Land required for community facilities, as set out in the Warragul Precinct Structure Plan or the Warragul Development Contributions Plan, must be transferred to or vested in Council at no cost to Council unless the acquisition of the land is funded through a development contributions plan.</li> </ul> <p>Condition 3 in Drouin PSP</p> <p><b>Conditions for subdivision or building and works permits where land is required for community facilities</b></p> <ul style="list-style-type: none"> <li>Land required for community facilities, as set out in the Drouin Precinct Structure Plan or the Drouin Development Contributions Plan, must be transferred to or vested in Council at no cost to Council unless the acquisition of the land is funded through a development contributions plan.</li> </ul>		Condition 3 in both PSPs is appropriate, no changes required.



Reference	Current condition	Justification	Recommendation
<p><b>Conditions 4 and 5</b> (Conditions 4 and 5 in both PSPs are identical)</p>	<p><b>Conditions for subdivision or building works permits where land is covered by Environmental Significance Overlay Schedule 4</b></p> <p><b>Condition 4</b> <i>Prior to the commencement of any works in a stage of subdivision a Giant Gippsland Earthworm Management Plan must be submitted for approval to the Department of Environment and Primary Industries. The plan must include:</i></p> <ul style="list-style-type: none"> <li>Strategies (e.g. staging) to avoid altering the Giant Gippsland Earthworm habitat drainage.</li> <li>Management solutions and actions to respond to the protection of Giant Gippsland Earthworm populations in an area with no reasonable likelihood of their continued safe existence.</li> </ul> <p><i>For land where Gippsland Earthworm (GGE) is confirmed or assumed to be present, revegetation standards must follow the State Government's Guidelines for revegetation of GGE habitat.</i></p> <p><b>Condition 5</b></p> <p><i>A Vegetation Protection Zone (VPZ) must be established around all retained vegetation or biodiversity assets prior to commencement of building or works. The VPZ must be established at a distance of 2.0 metres or greater from the retained vegetation, or if trees are present, be based on the Tree Protection Zone (12 x the diameter at breast height) identified in the Australian Standard for the protection of trees (AS 4970-2009). The VPZ must be fenced with highly visible, durable fencing and include a notice on the fence advising of the purpose of the Zone and the need to retain and maintain the fence. Fenced Vegetation</i></p>	<p>Condition 4 is appropriate. However, the title to the condition refers to the Environmental Significance Overlay Schedule 4 (ESO4) which needs to be amended to remove reference to ESO4 as the overlay no longer applies to the PSP areas.</p> <p>Amendment C108 to the Baw Baw Planning Scheme that introduced Urban Growth Zone to the PSP areas also removed ESO4 from UGZ areas. Reference to ESO4 in the condition is an error. Similar errors are observed in Requirement 29 and Plan 6 (Biodiversity) in both PSPs.</p> <p>Although ESO4 has been removed from both PSP areas, Plan 6 in both PSPs shows the areas previously affected by ESO4 as "potential earthworm habitat (ESO4)". While reference to ESO4 on the plan is incorrect (which is also recommended to be removed), mapping of the potential earthworm habitat areas shown on the plan could be referred in the title to Condition 4. Accordingly, it is recommended the title to Condition 4 to be amended as below:</p> <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> <li>Keep Condition 4 with no changes in both PSPs.</li> <li>Amend the title for Condition 4 as shown below under Recommended Revised title for Condition 4 in both PSPs.</li> </ul> <p>Condition 5 is located under the same title as Condition 4 in both PSPs. However, Condition 5 relates to vegetation protection and safety, it does not fit under the same title for Condition 4 above (which is also amended). Condition 5 requires a separate title in both PSPs.</p>	<p><u>Recommended Revised title for Condition 4 in both PSPs:</u></p> <p><b>Condition for subdivision or building works permits where land is identified as potential earthworm habitat areas on Plan 6 of this Precinct Structure Plan.</b></p> <p><u>Recommended New Title and Revised Condition 5 to be replaced in both PSPs</u></p> <p><b>Conditions for subdivision or building works permits where vegetation, trees or biodiversity assets are retained</b></p> <p>Prior to the commencement of any works including any demolition, site preparation and establishment or before any machinery or materials are brought on site, a tree protection zone must be established to protect retained vegetation, trees and biodiversity assets. Fencing around vegetation, trees or biodiversity assets should be installed in accordance with the Tree Protection Zone and relevant permit conditions and should remain until the completion of works.</p> <p>All tree protective measures must (follow the recommendations of the Arborist Report where Arborist Report is required and) be in accordance with the <i>Australian Standard for the protection of trees on development sites</i> (AS 4970-2009) and any permit conditions. Where an Arborist Report is obtained the fencing should be approved by the</p>

Reference	Current condition	Justification	Recommendation
	<p><i>Protection Zones must be maintained until works on the land are completed.</i></p>	<p>In addition, as discussed within Requirements section, this condition relates to the protection for retained trees (refer Requirement 35 in Warragul PSP and Requirement 36 in Drouin PSP). The condition requires further strengthening to be comprehensive and effective, and a correct title of the relevant Standard. A revised condition with new title is recommended below to replace Condition 5 in both PSPs.</p> <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> <li>Replace Condition 5 in both PSPs with the revised condition and the new title provided below.</li> </ul>	<p>Arborist to ensure compliance with relevant permit conditions.</p> <p>If tree protection fencing is to be constructed for works associated with the construction of a dwelling that does not require a planning permit, a suitable area to fence around a tree can be determined using the Tree Protection Zone calculation during the subdivision stage. For applications that do not require an Arborist report the recommended protection area is:</p> <ul style="list-style-type: none"> <li>A radius of 12 times the diameter of the tree trunk at a height of 1.4 metres to a maximum of 15 metres but no less than 2 metres from the base of the trunk of the tree.</li> </ul> <p><u>Note:</u></p> <p>The Responsible Authority may vary this requirement as necessary to suit individual circumstance including but not limited to topography, soil and site conditions.</p> <p>Tree protection fencing must comply with the following requirements:</p> <ul style="list-style-type: none"> <li>Fence post supports (e.g. star pickets) should have a diameter greater than 20 mm and should not impact surface tree roots;</li> <li>Fencing height minimum of 1.8 m;</li> <li>Shade cloth, paraweb, wire mesh panels or similar should be attached to the fencing posts</li> </ul>

Reference	Current condition	Justification	Recommendation
			<ul style="list-style-type: none"> <li>Signage should be installed stating “Vegetation Protection Zone - No Entry”;</li> <li>The tree protection fencing must remain in place until construction is completed;</li> <li>No vehicular or pedestrian access, trenching or soil excavation is to occur within the Tree Protection Zone; and</li> <li>No storage or dumping of tools, equipment or waste is to occur within the Tree Protection Zone.</li> </ul> <p><u>Note:</u> The Responsible Authority may vary this requirement as necessary to suit individual circumstance including but not limited to topography, soil and site conditions.</p> <ul style="list-style-type: none"> <li>Protective fencing must be removed, and the site should be reinstated after the completion of works to the satisfaction of the Responsible Authority</li> <li>All the above must be to the satisfaction of the Responsible Authority.</li> </ul> <p><u>Recommendations:</u></p> <ul style="list-style-type: none"> <li>Replace Condition 5 in both PSPs with the above revised condition and new title.</li> </ul>
<b>Condition 6</b> (Condition 6 in both PSPs are identical)	Condition 6 in Warragul PSP <b><i>Conditions for subdivision or building and works permits where land is required for road widening</i></b>		Condition 6 in both PSPs is appropriate, no changes required.

Reference	Current condition	Justification	Recommendation
except for the reference to respective DCPs)	<p><i>Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Warragul Development Contributions Plan.</i></p> <p>Condition 6 in Drouin PSP</p> <p><b>Conditions for subdivision or building and works permits where land is required for road widening</b></p> <p><i>Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Drouin Development Contributions Plan.</i></p>		
<p><b>Condition 7</b> (Condition 7 in both PSPs is identical)</p>	<p><b>Public transport</b></p> <p><i>Unless otherwise agreed by Public Transport Victoria, prior to the issue of a Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:</i></p> <ul style="list-style-type: none"> <li><i>In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.</i></li> </ul>	<p>Condition 7 in both PSPs is generally appropriate; however, it will be strengthened by the additional requirements as per Department of Transport's submission.</p>	<p><u>Recommendation</u></p> <p>Replace Condition 7 in both PSPs with the below revised condition:</p> <p>Unless otherwise agreed by the Head, Transport for Victoria, prior to the issue of a Statement of Compliance for any subdivision stage, bus stop hard stands (or indented bays where relevant) with direct and safe pedestrian access to a pedestrian path must be constructed at no cost to the Head, Transport for Victoria:</p> <ul style="list-style-type: none"> <li>Along arterial roads at locations approved by the Head, Transport for Victoria.</li> </ul>

Reference	Current condition	Justification	Recommendation
	<ul style="list-style-type: none"> <li>At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria, and to the satisfaction of Public Transport Victoria.</li> </ul>		<ul style="list-style-type: none"> <li>In accordance with the Public Transport Guidelines for Land Use and Development.</li> </ul> <p>Bus stops must be compliant with the Disability Discrimination Act - Disability Standards for Accessible Public Transport 2002 and be to the satisfaction of the Head, Transport for Victoria</p>







## PLANS

There are 14 plans in both PSPs with identical information relevant to respective PSP areas. Plan 1 provides location and existing features. Plan 2 to 10 contain information and strategic directions relevant to the respective themes. Requirements and Guidelines within the PSPs should be read in conjunction with these plans as relevant. The list below shows the details of the plans in both PSPs.

- Plan 1 - Precinct location and features
- Plan 2 - Future urban structure
- Plan 3 - Township character and housing
- Plan 4 - Sloping land
- Plan 5 - Open space
- Plan 6 - Biodiversity
- Plan 7 - Street network
- Plan 8 - Public transport and path network
- Plan 9 - Integrated water management, and
- Plan 10 - Utilities

Plans 11-14 provided in Appendix A in both PSPs contain four plans dividing each PSP area into four sub-sections i.e. North West, North

East, South West and South East. These plans provide more details to some of the information provided in Plan 2 – Future Urban Structure. Changes made to Plan 2 and other plans in PSPs should be made to these plans as relevant to maintain consistency. These plans also provide higher level local design considerations for each of the sub-sections to be considered in assessments. Changes required to these Plans 11-14 are discussed in Appendices section.

Most of the plans provide valuable information guiding future land use and developments and environmental protection within PSP areas. However, there are changes required to some of the plans either to strengthen the information and directions in the plans or to update or correct information. There is also a need to include a note in all plans to state, 'indicative only, not to scale'. While these plans contain measurements and scale, they do not seem appropriate to measure details accurately at site level.

This section identifies and document amendments required to plans in both PSPs.

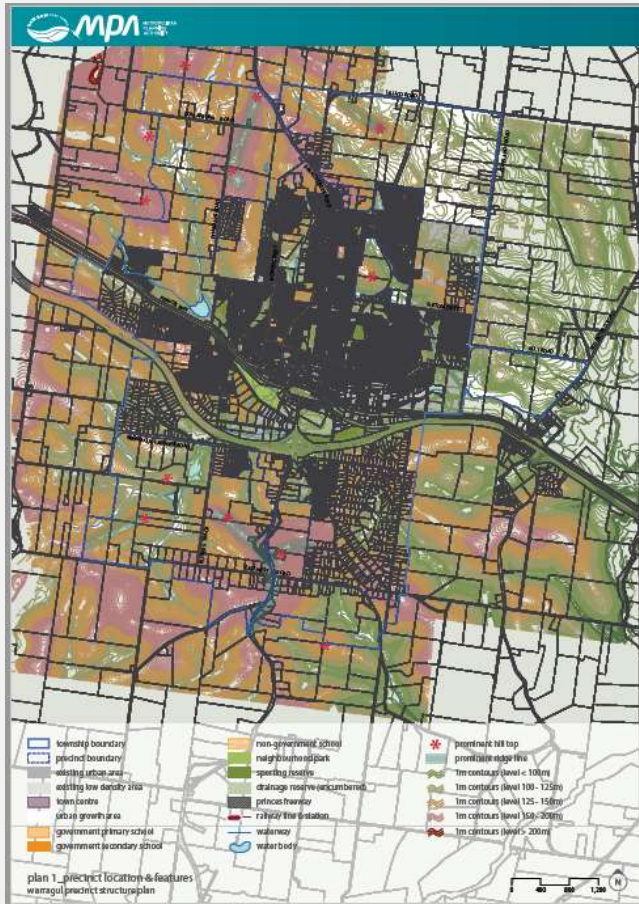


# PLANS WITHIN THE WARRAGUL PSP



## WARRAGUL PSP PLANS

### Plan 1 – Precinct Location and Features

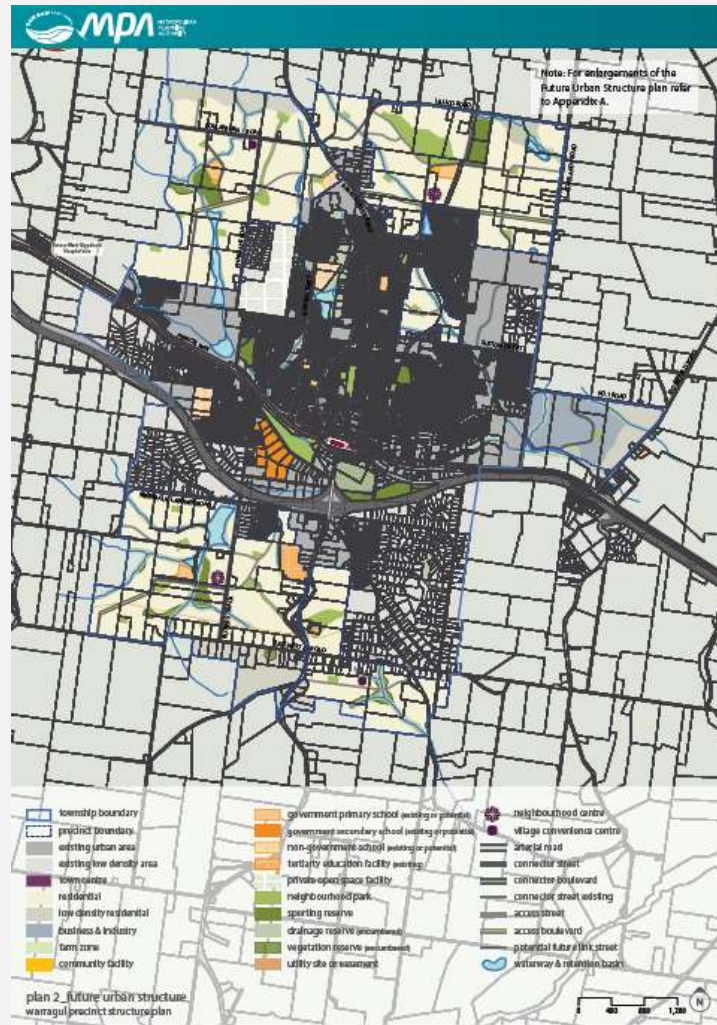


### Changes Required

No changes required to this Plan.

Note to be included:  
Not to scale, indicative only.

## Plan 2 – Future Urban Structure

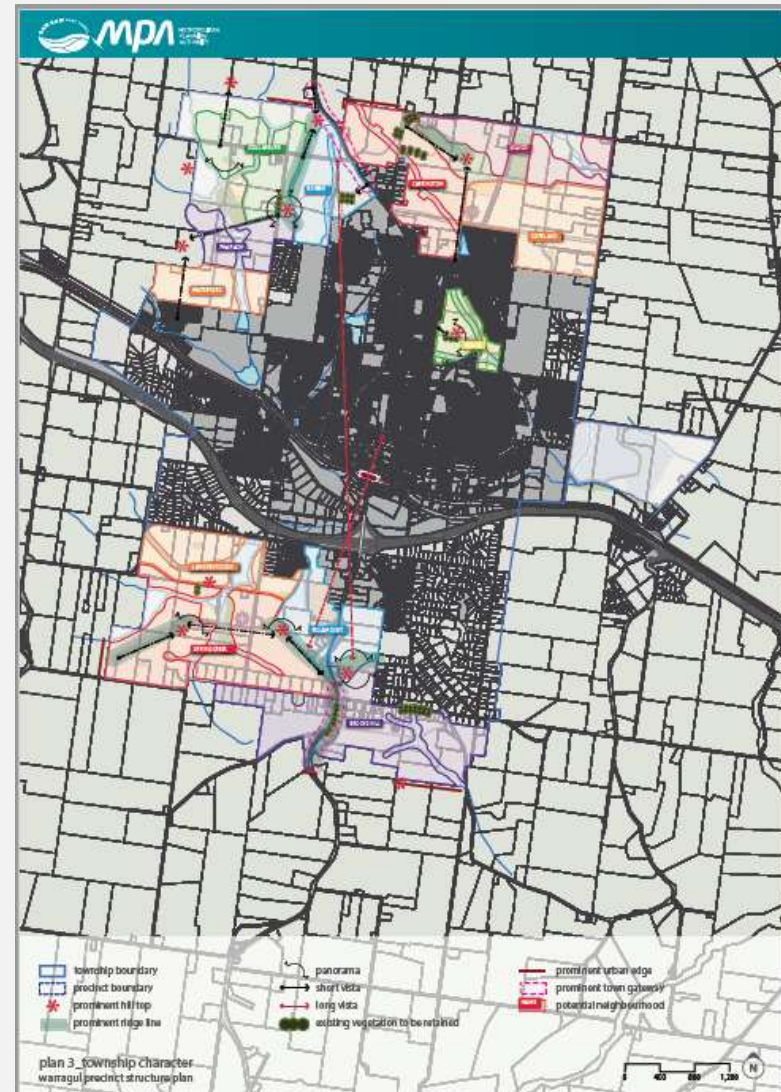


## Issues and changes required

- Update the Plan to show the new locations for the Government Primary School, any other schools, and the Community Facility (south of the Lillico Sporting Reserve SR-02)
- Amend the Plan to show the existing network of local active and passive recreational reserves and potential new linkages that could be developed

Note to be included:  
Not to scale, indicative only

## Plan 3 – Township Character



## Changes Required

- The plan needs to provide details of vistas to be protected or created (e.g. view of a scenic landscape, a hilltop, other natural features or a prominent structure etc.)
- Plan to be amended to show the correct locations of the prominent hilltops, panorama, existing vegetation to be retained, prominent urban edge and prominent town gateways.
- Prominent Urban Edge and Prominent Town Gateway shown on the Plan require design treatments, which are not currently available. Appropriate design treatments to these Prominent Urban Edge and Prominent Town Gateway could be identified by a Gateway Strategy which is recommended to be undertaken. (this is included in 'Further Works Required' section).

### Notes to be included:

- Not to scale, indicative only.
- Vegetation that is not identified in this plan should be considered, as relevant, during the assessment of planning permit applications.

Depending on the outcome of the recommended arboricultural review, additional areas may need to be shown as the “existing vegetation to be retained”.

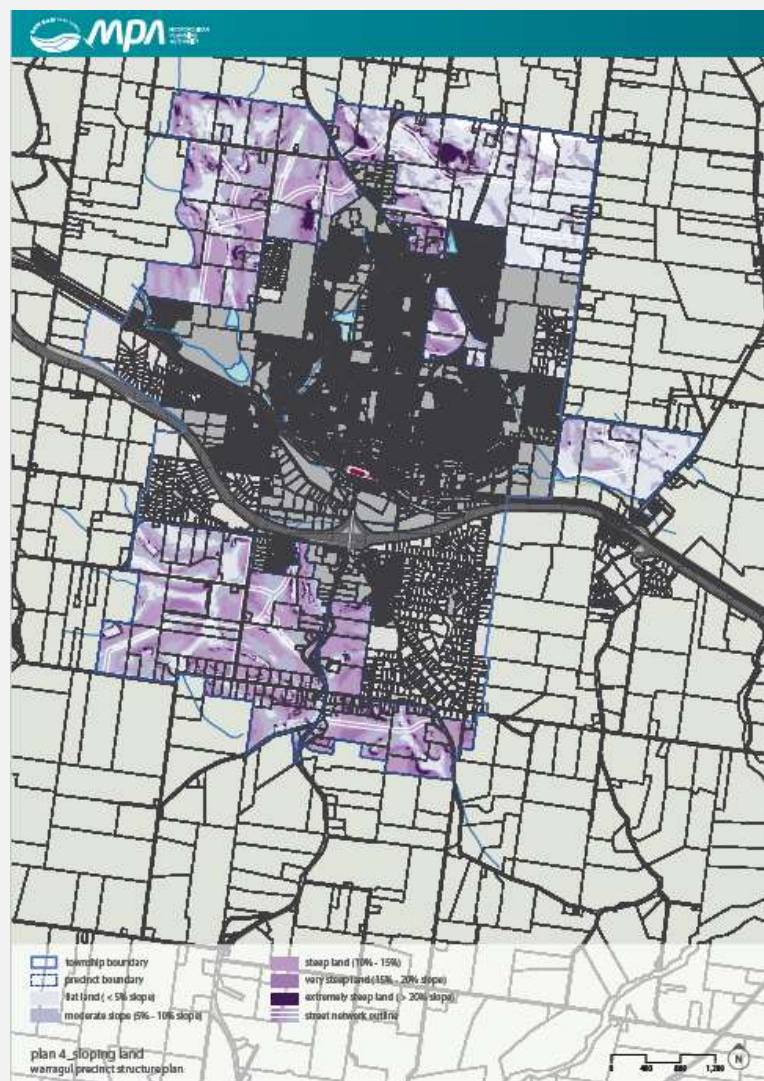


## Plan 4 – Sloping Land

## Changes Required

No changes required to this Plan.

Note to be included:  
Not to scale, indicative only.



## Plan 5 – Open Space



## Changes Required

No changes required to the plan.

The following locations identified for sporting reserves shown on the plan should be reviewed:

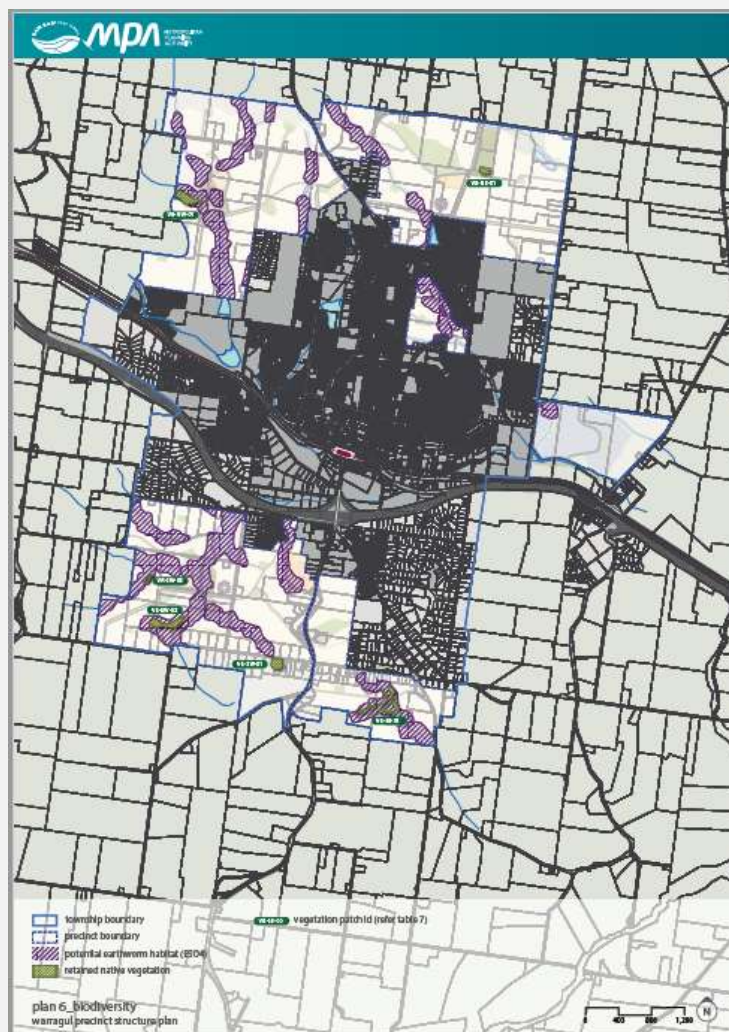
- Location of SR-02 to be reviewed with regards to the steep nature of the land and associated constraints around the northern part of the reserve, and the vegetation patch VR-NE-01 at the southern boundary. These two issues with the identified location limit the useable area for a sporting reserve.
- Location of SR-03 to be reviewed given the steep nature of part of the land; associated drainage issues; and existing vegetation. Additionally, the PSP shows a local street running east-west through the open space dividing it into two parts. An undivided larger open space would be more practical for the identified purpose as a sporting reserve. Open Space NP-NE-O1 (Lillico Road Volcano Park) is located over three properties and may require a masterplan for the overall development of the open space. A masterplan will guide a comprehensive approach to development of the open space even when individual parcels of land are developed at different times.

Note to be included:

- Not to scale, indicative only.



## Plan 6 – Biodiversity



## Changes Required

- The Plan refers to Environmental Significance Overlay Schedule 4 (ESO4 that provides protection for potential earthworm habitat. Amendment C108 that introduced Urban Growth Zone into Baw Baw Planning Scheme among other things removed ESO4 from UGZ areas. Reference to ESO4 in the plan is incorrect and should be removed. Similar correction is required to respective Requirement R29 within the Warragul PSP.
- In the absence of ESO4, more emphasis on the Plan and in Requirement 29 is required to ensure needed protection for the Gippsland Giant Earthworm. The legend to the plan currently reading '*Potential Earthworm habitat (ESO4)*' to be amended to read '*Potential Earthworm habitat (to be protected)*'
- Potential areas of Warragul Burrowing Crayfish are not shown on the Plan. Requirement 30 of the Warragul PSP requires that "*Development applications for land covered by natural waterways, drainage lines or seepages must be accompanied by an assessment of the potential impact of the development on the habitat of Warragul Burrowing Crayfish (WBC)*". While this provides some protection for WBC, an opportunity to introduce a formal policy for the protection of WBC could be considered (this is included in the 'Further works Required' section).
- All existing vegetation that is to be protected and retained should be shown on the plan.
- An appropriate planning control such as a Vegetation Protection Overlay is required to protect the identified vegetation. Due to lack of controls valuable vegetation has already been lost in some areas.

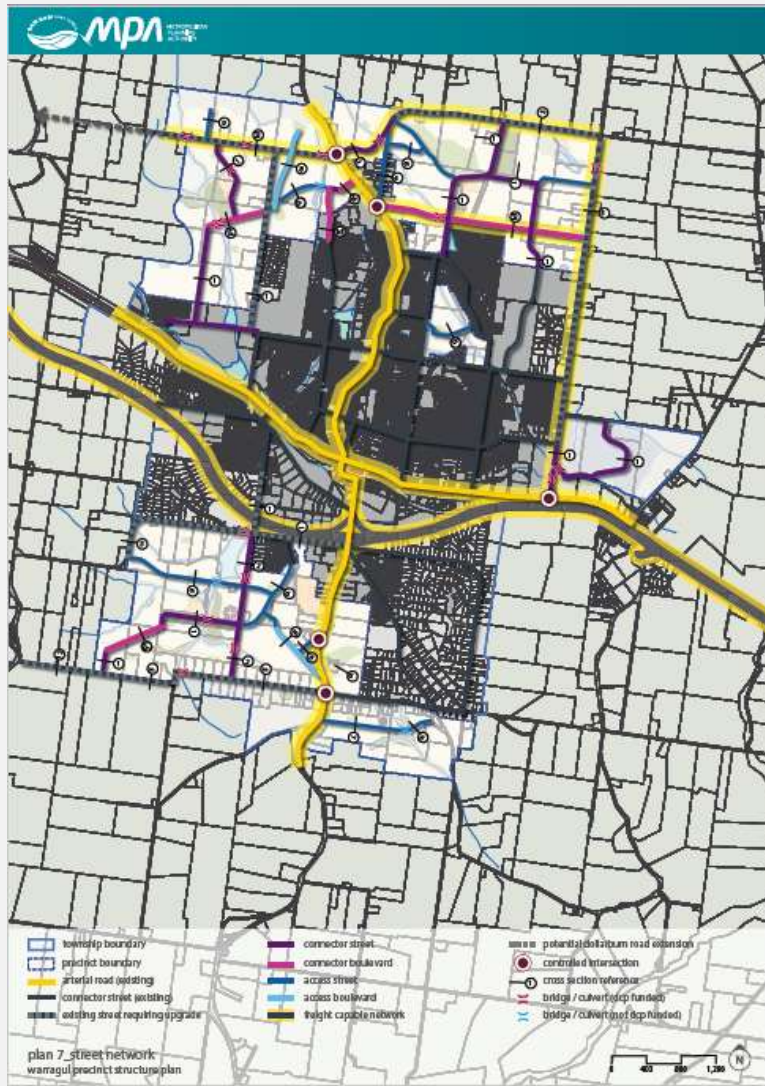
- Other plans in Warragul PSP and Plans and concept designs in Warragul DCP should consider and respect significant vegetation identified to be protected in this plan to avoid overlaps.

Notes to be included:

- Not to scale, indicative only

Vegetation that is not identified in this Plan should be considered, as relevant, during the assessment of planning permit applications (Similar comment is included to Table 7 as well)

## Plan 7 – Street Networks



## Changes Required

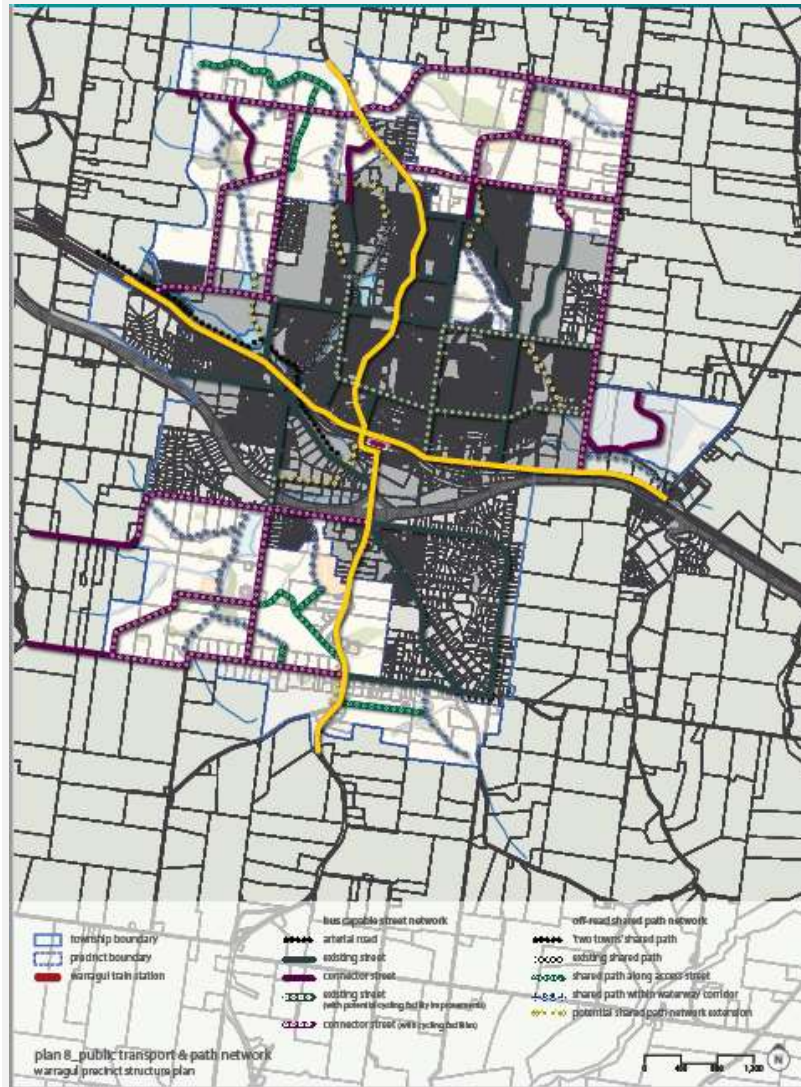
- Amend the plan to show 'Freight Capable Network' as indicated in the legend to the plan
- On completion of the current Review of the Development Contributions Plans (Schedule 2) include any new projects on the plan (as needed)
- An appropriate new location for the Warragul-Korumburra Road and Murdie Road roundabout is currently being considered (DCP ID INA-SW-01). After the new location is finalised, update the plan to show the new location for the roundabout
- A 'further investigation required' note to be included in brackets to 'Potential Dollarburn Road extension' shown on the legend. Details of this extension and cost should be explored. Until such time this cannot be required or imposed on planning permits, as such the above note is required.

Note to be included:

- Not to scale, indicative only



## Plan 8 – Public Transport and Path Network



## Changes Required

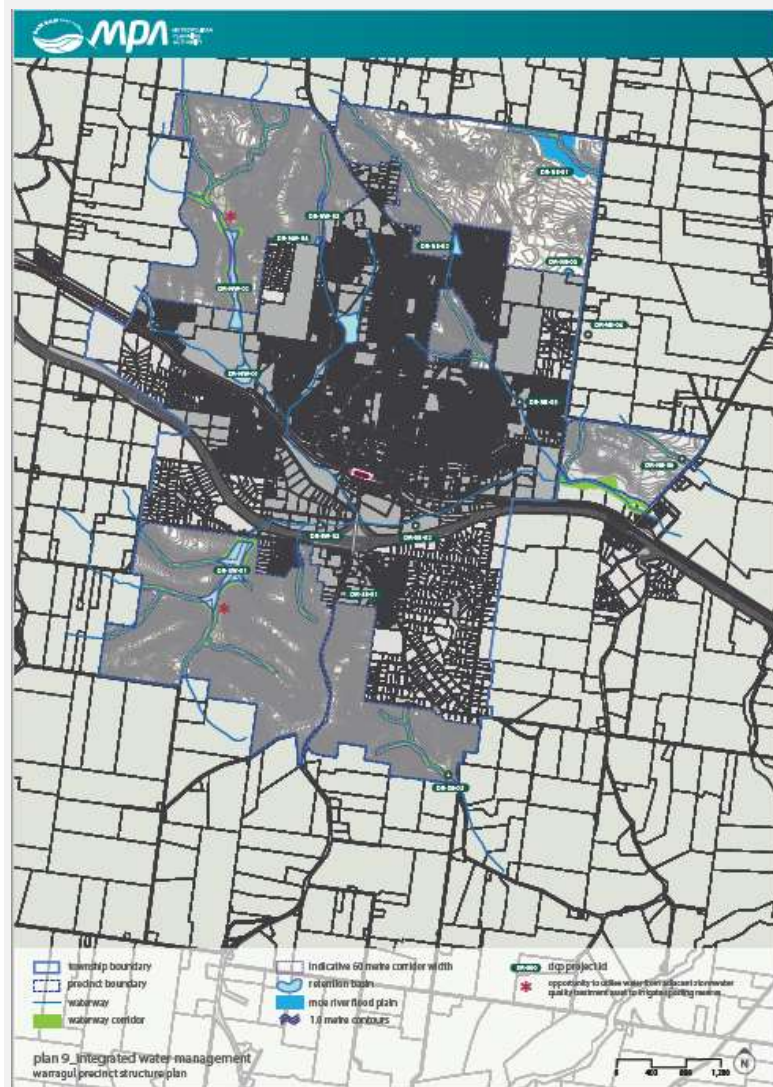
- A 'further investigation required' note to be included in brackets to 'potential shared path network extension' and 'existing street (with potential cycling facility improvements)' both shown on the legend. Details of these projects and cost should be identified. Until such time these cannot be required or imposed on planning permits.

Notes to be included:

- Not to scale, indicative only
- Where appropriate and relevant consider Council's *Paths and Trails Strategy, 2019* when assessing planning permit applications.

## Plan 9 – Integrated Water Management

## Changes Required

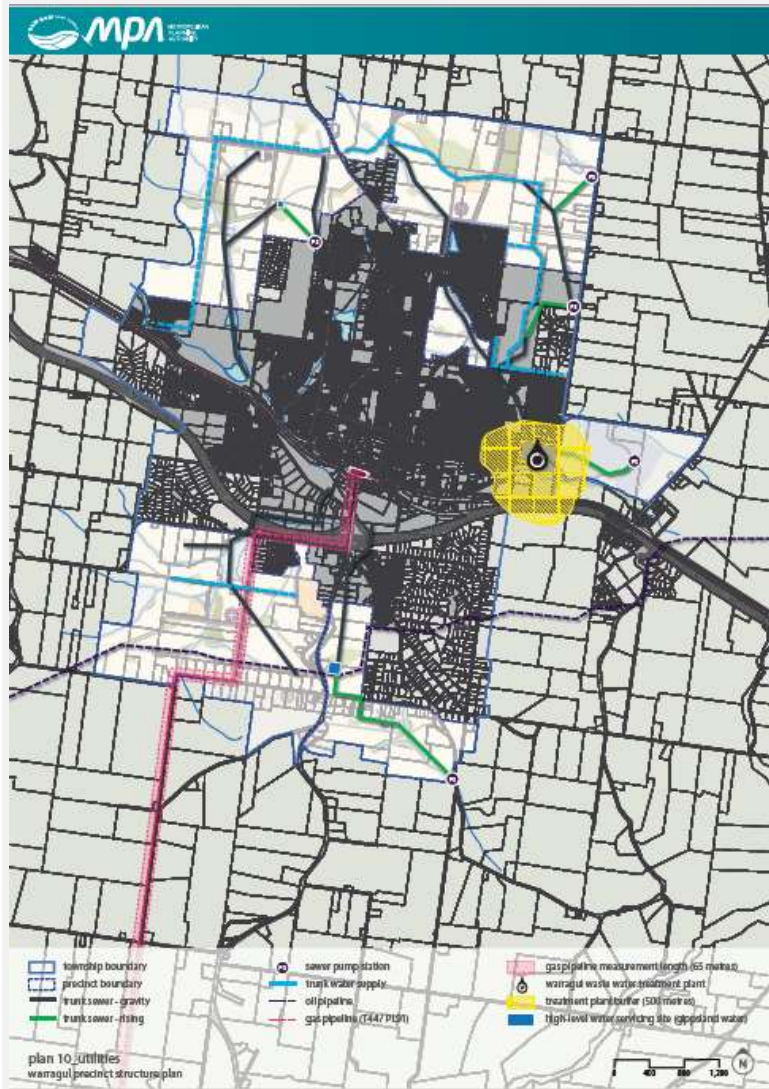


No changes required to this Plan.

Note to be included:  
Not to scale, indicative only.



## Plan 10 – Utilities



## Changes Required

- Amend the plan to show the reduced buffer for the Warragul Wastewater Treatment Plant and the changes to the water and sewer pump stations, trunk sewer and trunk water locations as shown on the plan provided by Gippsland Water in Attachment 1.
- Amend the legend as below:
  - From the current legend “*treatment plant buffer (500 metres)*” to read *Warragul WWTP directional buffer in accordance with EPA Publication 1518: Recommended Separation Distances for Industrial Residual Air Emissions*;
  - From the current legend “*high-level water servicing site (Gippsland water)*” to read *Proposed Drinking Water Basin/Tank*

## Notes to be included:

- Not to scale, indicative only
- Sewer pump stations are not located within waterway corridors

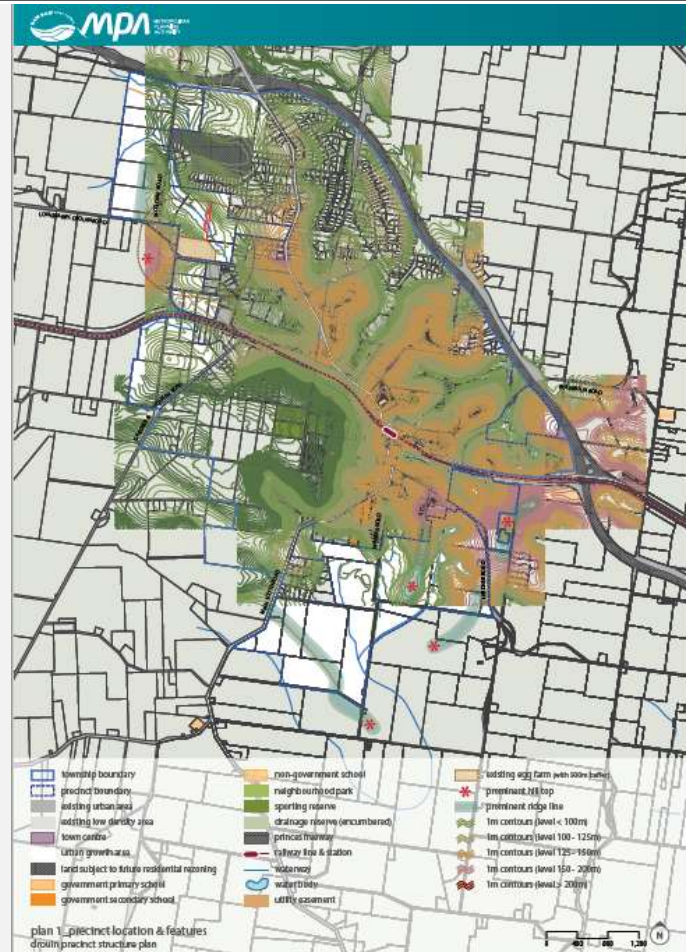


A landscape photograph of a pond with trees and a palm tree reflected in the water. The sun is bright in the sky, creating a reflection on the water's surface. The text "PLANS WITHIN THE DROUIN PSP" is overlaid in white, bold, sans-serif font, underlined.

# PLANS WITHIN THE DROUIN PSP

## DROUIN PSP PLANS

### Plan 1 – Precinct Location and Features



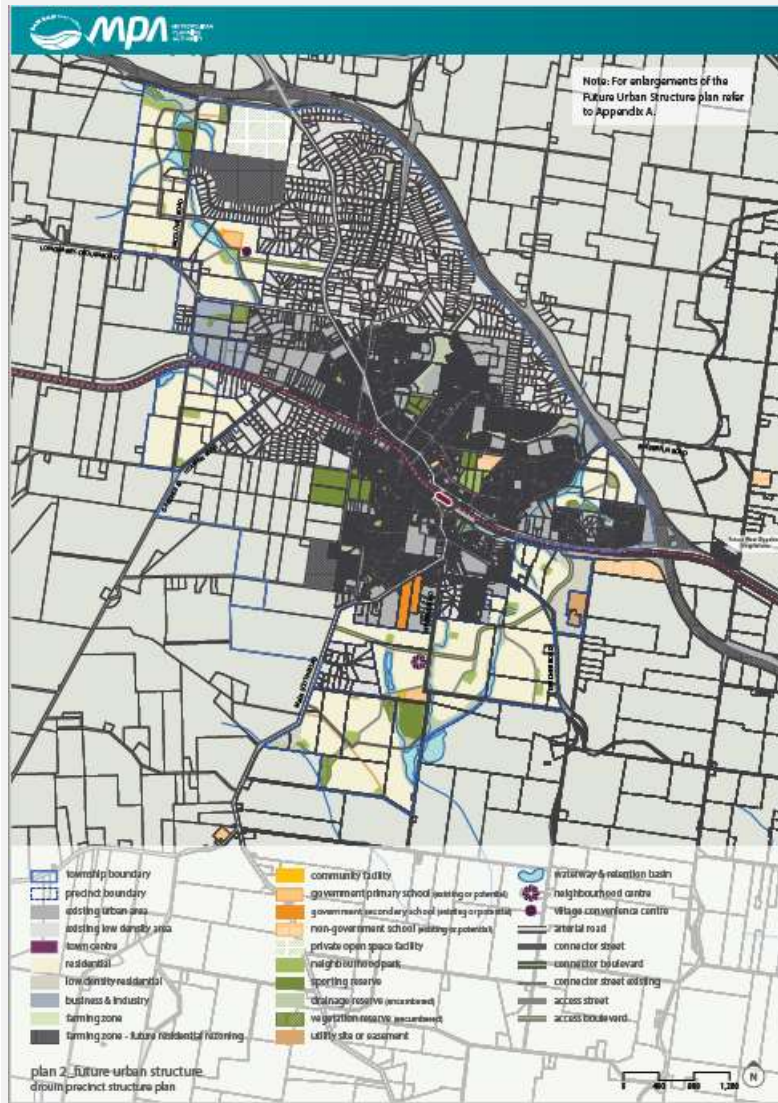
### Changes Required

No changes required to this Plan.

Note to be included:  
Not to scale, indicative only.



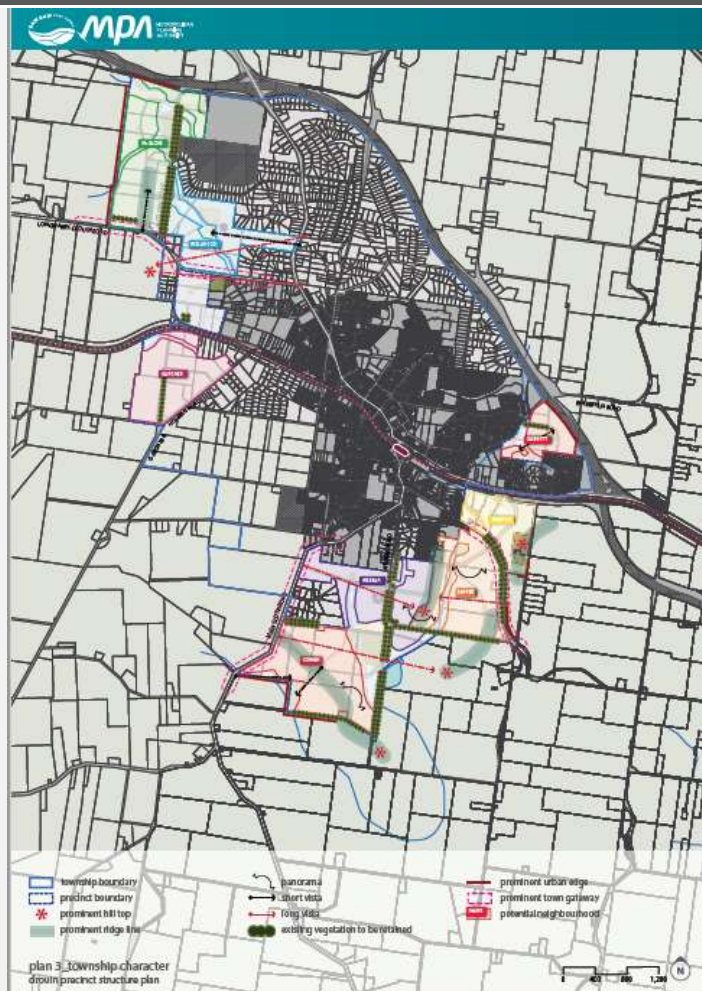
## Plan 2 – Future Urban Structure



## Changes Required

- Update the Plan to show:
  - The new location for the neighbourhood park (small) NP-SE-07 with the two-lot subdivision associated with the new location (to show the boundaries)
  - new location for the retardation basin (RB-02) in the North West area along McGlone Road, Drouin
- Amend the Plan to show the existing network of local active and passive recreational reserves and potential new linkages that could be developed
- Correct the reference to the '*non-government school (existing or potential)*' shown in the legend to the Plan to read as '*Existing*' to show the existing Chairo Christian School on this location
- Correct the reference to the following unmade roads on the plan which are currently shown as '*connector street existing*' (refer Attachment 2 for map showing the locations of the unmade roads)
  - Unmade section between the east end of Pryor Road and east end of Chaucer Way (north south direction)
  - the unmade middle section of McNeilly Road (through Balmoral Park)
  - unmade street from the corner of Golf View Court and Princes Way to the west end of Amberly Drive (north of Shady Close)
- Include additional reference to the Vegetation Reserve (encumbered) VR-SE-05 - (also refer Plan 6) to include *drainage reserve* to the area agreed by Melbourne Water as shown in Attachment 3. This will be consistent with Melbourne Water's Drainage Plan (corresponding changes to be made in Plan 6 and Plan 9)
- Note to be included:  
Not to scale, indicative only.

## Plan 3 – Township Character



## Changes Required

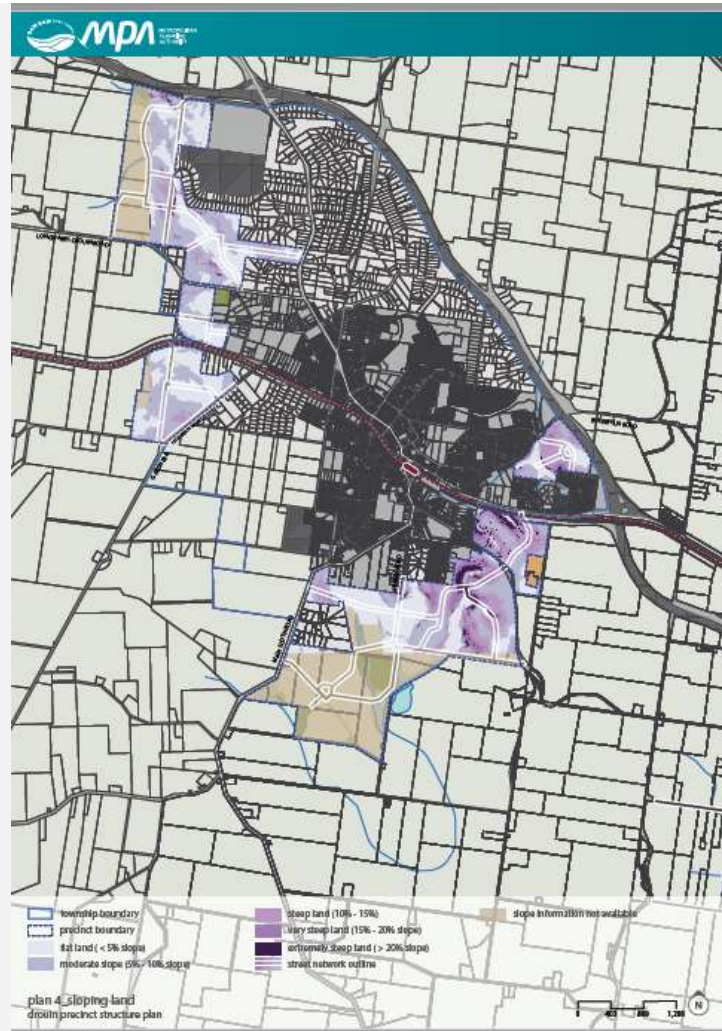
- The plan needs to provide details of vistas to be protected or created (e.g. view of a scenic landscape, a hilltop, other natural features or a prominent structure etc.)
- Plan to be amended to show the correct locations of the prominent hilltops, panorama, existing vegetation to be retained, prominent urban edge and prominent town gateways
- Prominent Urban Edge and Prominent Town Gateway shown on the Plan require design treatments, which are not currently available. Appropriate design treatments to these Prominent Urban Edge and Prominent Town Gateway could be identified by a Gateway Strategy which is recommended to be undertaken.

Notes to be included:

- Not to scale, indicative only
- Vegetation that are not identified in this plan should be considered as relevant during the assessment of planning permit applications.
- Depending on the outcome of the recommended arboricultural review, additional areas may need to have the “existing vegetation to be retained”.

## Plan 4 – Sloping Land

## Changes Required

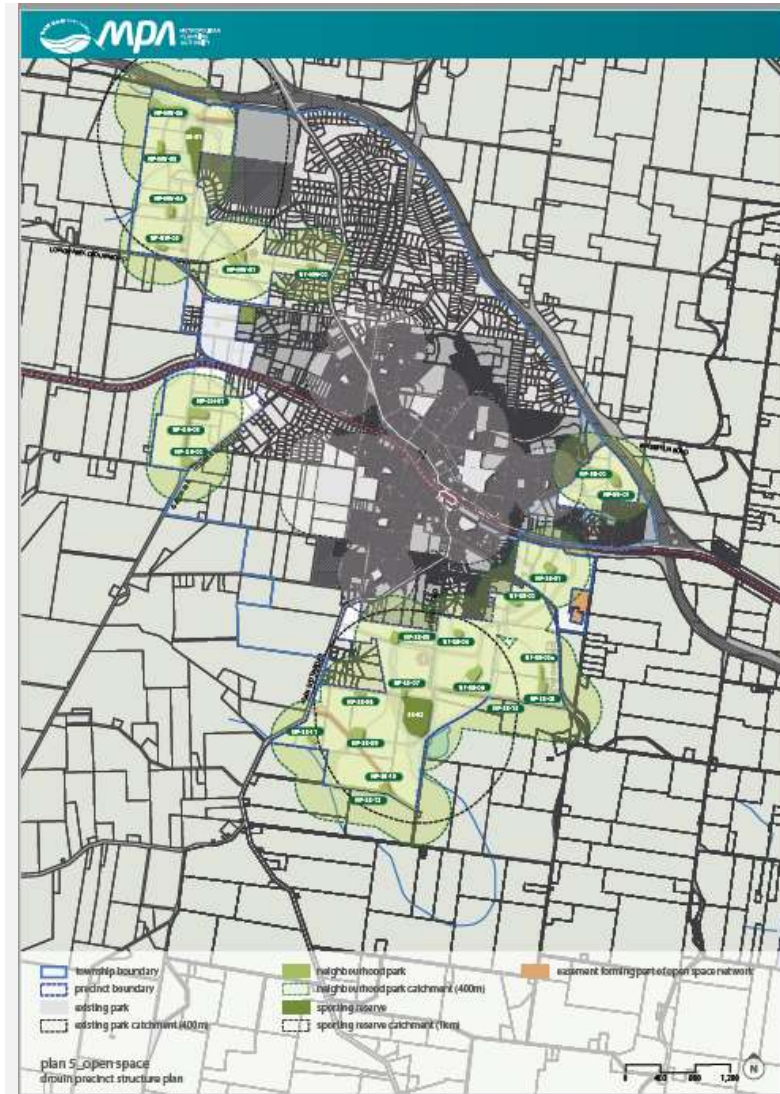


No changes required to this Plan.

Note to be included:  
Not to scale, indicative only.



## Plan 5 – Open Space



## Changes Required

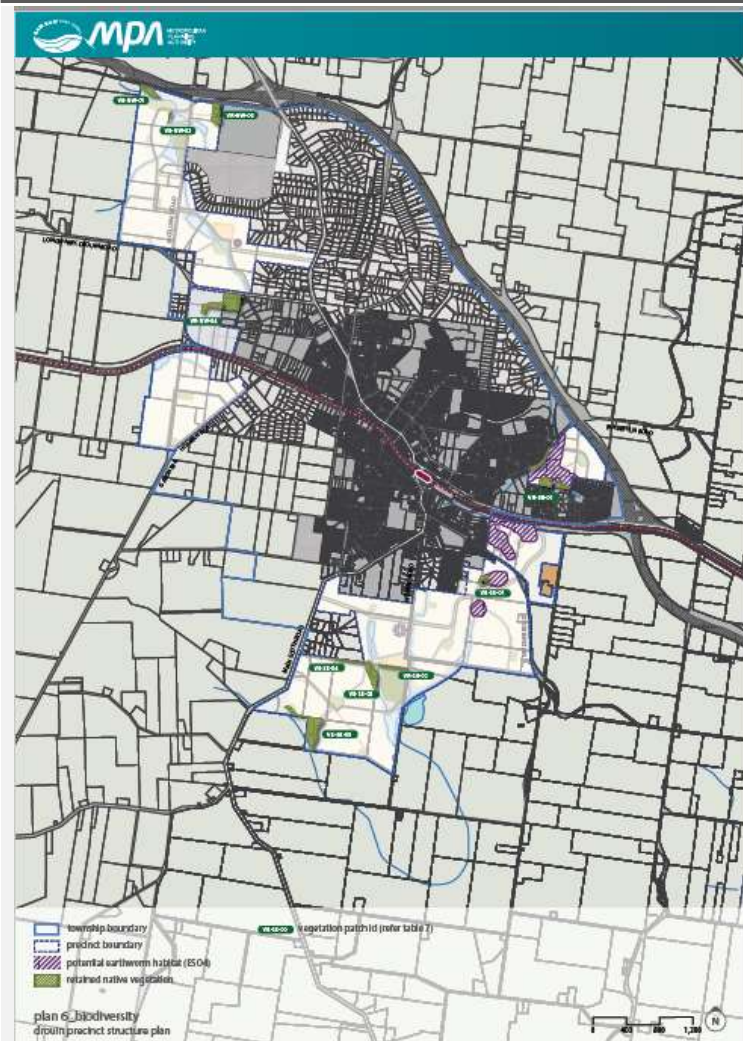
- Update the Plan to move the neighbourhood park NP-SE-05 to its new location (further west towards Main South Road)

Note to be included:

- Not to scale, indicative only.



## Plan 6 – Biodiversity



## Changes Required

- The Plan refers to Environmental Significance Overlay Schedule 4 (ESO4 that provides protection for potential earthworm habitat). Amendment C108 that introduced Urban Growth Zone into Baw Baw Planning Scheme among other things removed ESO4 from UGZ areas. Reference to ESO4 in the plan is incorrect and should be removed. Similar correction is made to Requirement 29 in Drouin PSP.
- In the absence of ESO4, more emphasis on the Plan and in Requirement 29 of the PSP is required to ensure needed protection for the Gippsland Giant Earthworm. The legend to the plan currently reading '*Potential Earthworm habitat (ESO4)*' to be amended to read '*Potential Earthworm habitat (to be protected)*'
- Potential areas of Warragul Burrowing Crayfish are not shown on the Plan. Requirement 30 of the Drouin PSP requires that "*Development applications for land covered by natural waterways, drainage lines or seepages must be accompanied by an assessment of the potential impact of the development on the habitat of Warragul Burrowing Crayfish (WBC)*". While this provides some protection for WBC, an opportunity to introduce a formal policy for the protection of WBC could be considered.
- Include additional reference to the Vegetation Reserve (encumbered) VR-SE-05 to include *drainage reserve* to the area agreed by Melbourne Water as shown in Attachment 3. This will be consistent with Melbourne Water's Drainage Plan (corresponding changes are made to Plan 2 and Plan 9)
- All existing vegetation that is to be protected and retained should be shown on the plan.

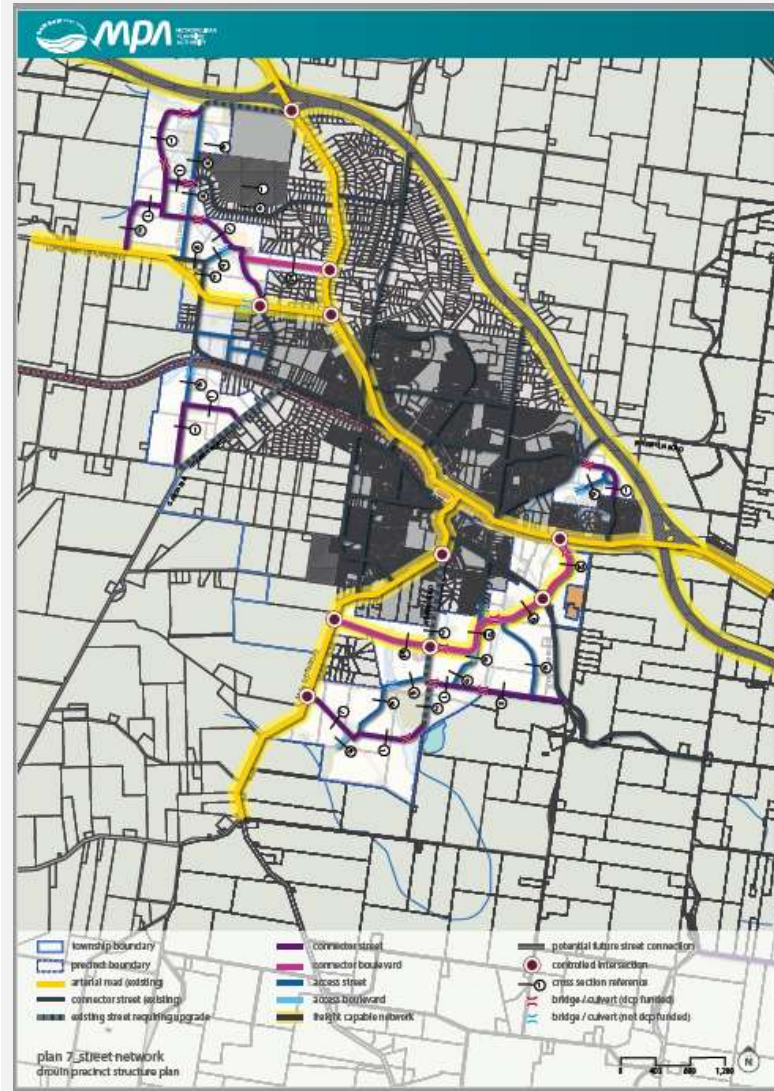
- An appropriate planning control such as a Vegetation Protection Overlay is required to protect the identified vegetation. Due to lack of controls valuable vegetation has already been lost in some areas (e.g. significant vegetation has been removed along Gardner Holman Road, Drouin)
- Other plans in Drouin PSP and plans and concept designs in Drouin DCP should consider significant vegetation identified to be protected in this plan to avoid overlaps (e.g. Strzelecki trees along McGlone Road reserve shown on the plan will be at risk when road upgrades are undertaken as identified to the standards specified in Plan 7. The existing road reserve is narrow which will cause significant loss of these vegetation during road upgrades)

Notes to be included:

- Not to scale, indicative only

Vegetation that is not identified in this Plan should be considered as relevant during the assessment of planning permit applications (similar comment to be included to Table 7).

## Plan 7 – Street Networks



## Changes Required

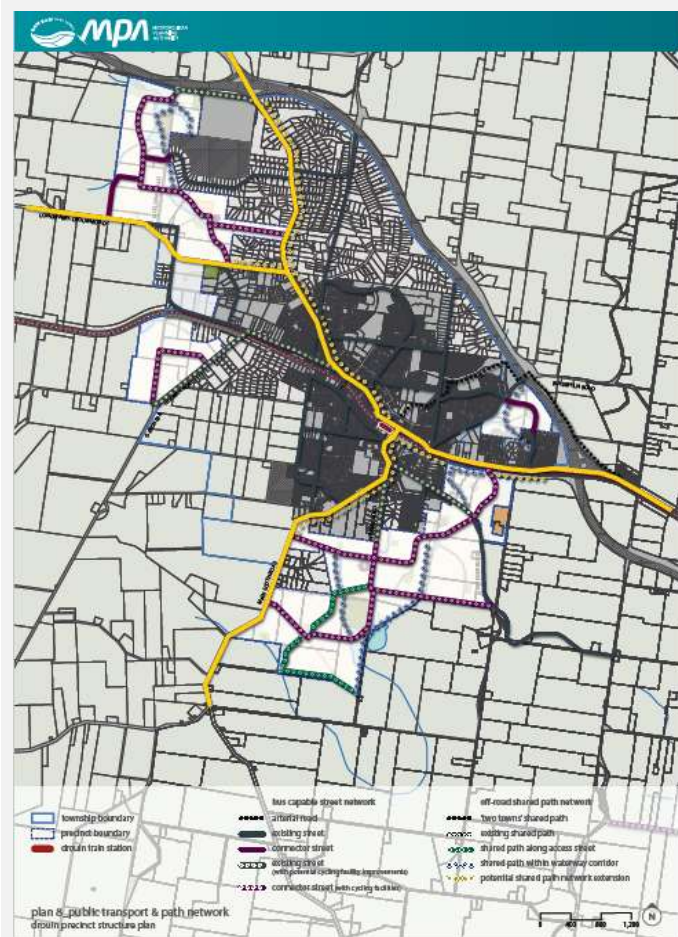
- Amend the plan to show '*Freight Capable Network*' as indicated in the legend to the plan
- King Parrot Boulevard should only be shown as '*Connector Boulevard*'
- Refer and label King Parrot Boulevard as '*Drouin Southern Boulevard*'
- Include cross section 2 reference for Gardner and Holman Road (currently no cross-section reference is given)
- On completion of the current Review of the Development Contributions Plans (Schedule 3) include any new projects on the plan (as needed)
- A '*further investigation required*' note to be included in brackets to '*potential future street (connection)*' shown on the legend to the plan (e.g. Fullarton Road). Details of the extension and cost should be explored. Until such time this cannot be required or imposed on planning permits, as such the above note is required.

Note to be included:

- Not to scale, indicative only



## Plan 8 – Public Transport and Path Network



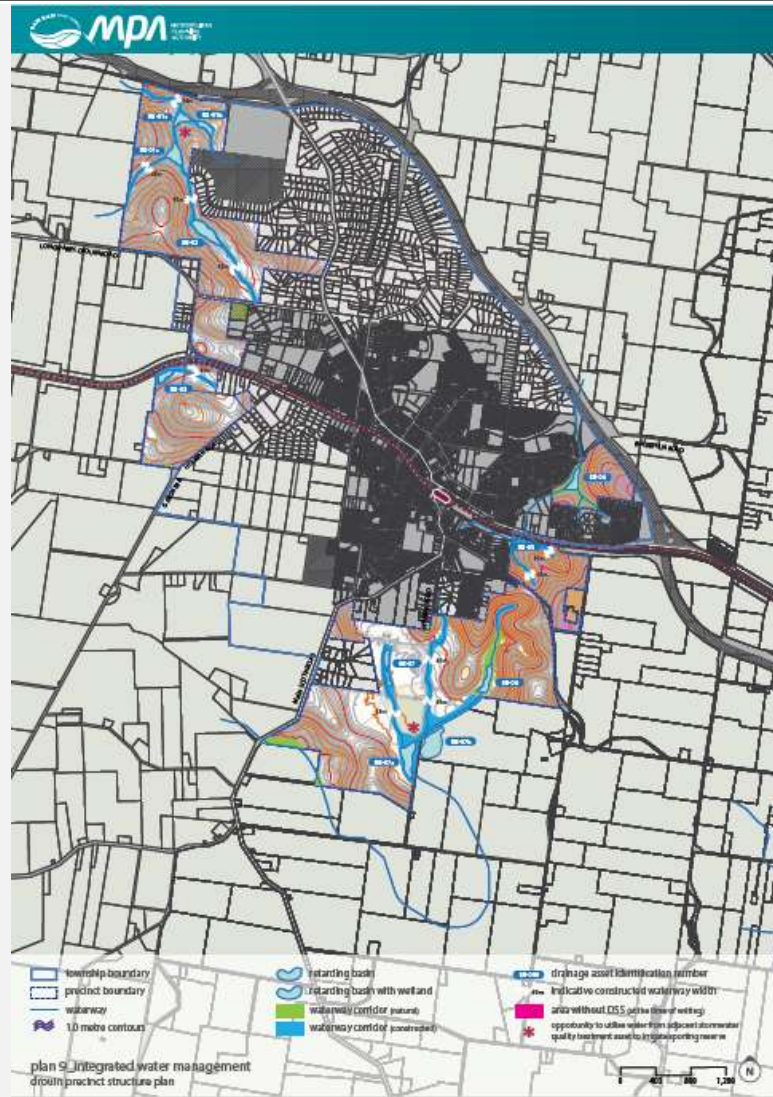
## Changes Required

- A 'further investigation required' note to be included in brackets to 'potential shared path network extension' and 'existing street (with potential cycling facility improvements)' both shown on the legend. Details of these projects and cost should be identified. Until such time these cannot be required or imposed on planning permits

Notes to be included:

- Not to scale, indicative only
- Where appropriate and relevant consider Council's *Paths and Trails Strategy, 2019* when assessing planning permit applications.

## Plan 9 – Integrated Water Management



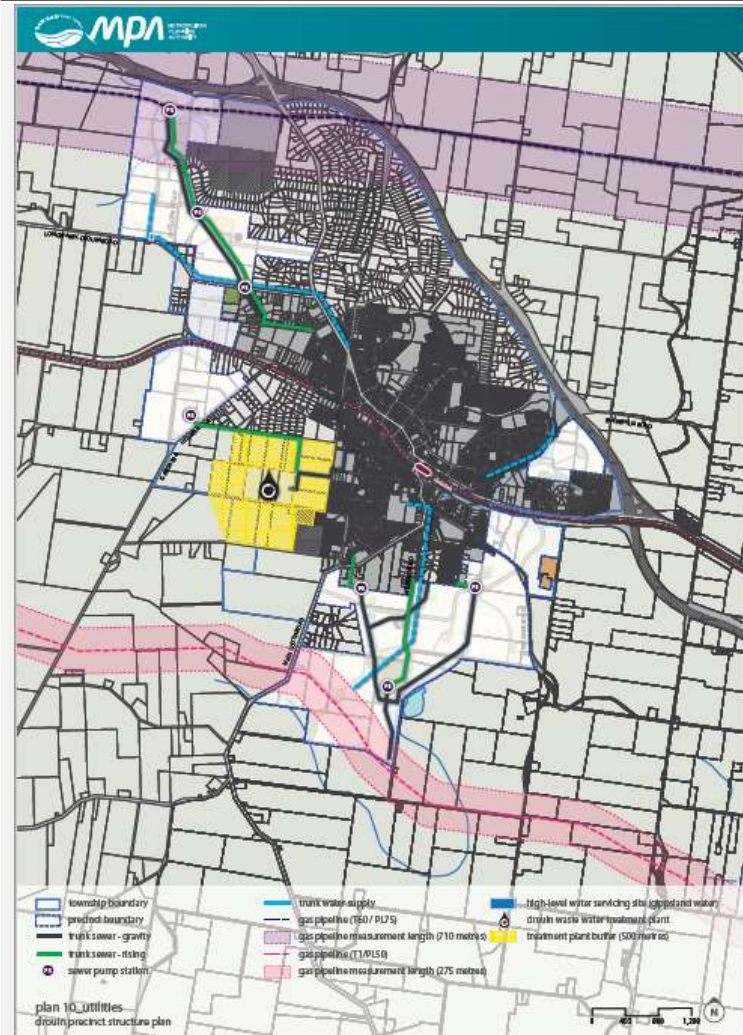
## Changes Required

- Include additional reference to the Vegetation Reserve (encumbered) VR-SE-05 that is shown on Plan 6 to include drainage reserve to the area agreed by Melbourne Water as shown in Attachment 3. This will be consistent with Melbourne Water's Drainage Plan (corresponding changes are made in Plan 2 and Plan 6)

Note to be included:

Not to scale, indicative only

## Plan 10 – Utilities



## Changes Required

- Amend the the water and sewer pump stations, trunk sewer and trunk water locations as per the plan provided by Gippsland Water in Attachment 4
- Amend the legend as below:
  - From the current legend “treatment plant buffer (500 metres)” to read *EPA endorsed Drouin WWTP directional buffer in accordance with EPA Publication 1518: Recommended Separation Distances for Industrial Residual Air Emissions;*
  - From the current legend “high-level water servicing site (Gippsland water)” to read *Proposed Drinking Water Basin*

Notes to be included:

- Not to scale, indicative only
- Sewer pump stations are not located within waterway corridors



# TABLES

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## TABLES

Tables within both PSPs provide supporting data and information to the requirements in PSPs. There are 13 numbered and two unnumbered tables in both PSPs. The following is the list of the numbered tables in both PSPs.

- Table 1: Housing type by lot size
- Table 2: Housing delivery guide
- Table 3: Sloping land
- Table 4: Centre hierarchy
- Table 5: Anticipated employment creation in precinct
- Table 6: Open space delivery guide
- Table 7: Areas for the retention of native vegetation
- Table 8: Streets and slope
- Table 9: Street cross sections
- Table 10: Drainage and water quality treatment infrastructure
- Table 11: Precinct Infrastructure Plan
- Table 12: Summary land budget (within Appendix B)
- Table 13: Property-specific land budget (within Appendix B)

The unnumbered table provided within the Foreword section on page iii provides the Summary of Outcomes expected from each of the PSP areas.

The other unnumbered table provided in Appendix D - Service Placement Guidelines provides guidelines for non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 of the *Engineering Design and Construction Manual for Subdivision in Growth Areas, 2011* does not apply.

All the tables are considered to provide useful information. The section below identifies and documents the amendments required to tables in both PSPs. Issues with most of the tables in both PSPs are identical; however, where issues are only relevant to one PSP it is noted accordingly. Most of the changes recommended are corrections to errors or discrepancies.

## Issues and recommended revisions to tables within both PSPs

<p><a href="#">Table 1 Housing type by lot size (in both PSPs)</a></p> <ul style="list-style-type: none"> <li>No changes required to this table.</li> </ul>
<p><a href="#">Table 2 Housing delivery guide (in both PSPs)</a></p> <ul style="list-style-type: none"> <li>No changes required to this table.</li> </ul>
<p><a href="#">Table 3 – Sloping land (in both PSPs)</a></p> <ul style="list-style-type: none"> <li>No changes required to this table.</li> </ul>
<p><a href="#">Table 4 Centre Hierarchy</a>  <a href="#">Correction required to Table 4 in Warragul PSP:</a></p> <ul style="list-style-type: none"> <li>Correct the spelling to Brooks Hill Village Convenience Centre. The word Convenience is incorrectly spelled as '<i>convience</i>'</li> </ul> <p>It is noted that the Base Catchment figures provided in Table 4 in Drouin PSP are identical to the figures provided for the same in Table 4 in Warragul PSP (90,000 people and 37,500 dwellings). The catchment area and population referred for Warragul PSP may be correct, but it may be less for Drouin. No calculation or analysis is found that was used to inform these figures to correct the error in Table 4 in Drouin PSP.</p>
<p><a href="#">Table 5 Anticipated employment creation in precinct (in both PSPs)</a></p> <ul style="list-style-type: none"> <li>No changes required to this table</li> </ul>
<p><a href="#">Table 6 Open space delivery guide (in both PSPs)</a></p> <ul style="list-style-type: none"> <li>No changes required to this table.</li> </ul> <p>While no changes are required to Table 6, it is noted that Table 6 is referred to in Requirement 65 of the Warragul PSP (and Requirement 69 in the Drouin PSP). The table does not provide details regarding Council's standards and requirements for the installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale, playground equipment, local scale play areas, and appropriate paving in open space and parks identified within the PSP areas.</p>

A guideline should be developed to outline Council's standards and requirements for developing open space and parks identified within the PSP areas. If Council were to adopt such a guideline it should be referred in Table 6 of the Warragul PSP.

The need to develop a guideline is listed in 'Further Works Required' section.

(Note: Issues with Table 6 above are same in the Drouin PSP)

#### Table 7 Areas for the retention of native vegetation (in both PSPs)

- Note to be included under Table 7 in both PSPs to state:

*'Vegetation that is not identified in Plan 6 and Table 7 may be considered as appropriate during the assessment of planning permit applications'*

- After Plan 6 is revised to include additional areas with significant vegetation to be retained and protected Table 7 is to be amended to include additional areas identified with vegetation to be protected.

#### Table 8 Streets and slope (in both PSPs)

- No changes required to this table

#### Table 9 – Street cross sections (in both PSPs)

- Add the following notes to Table 9 after the introduction sentence to state:
  - Street designs must consider and indicate in street cross sections that Integrated Water Management incorporated in Road Reserves are not impacted to the satisfaction of the Responsible Authority
  - Laneways cannot be used as principal access to any lot
- Under item Number 1 – Connector Street – Standard
  - remove the reference to '20 meters' given in brackets under Description column, and add the following new note in this bracket to read:



- For item 1a, 1b and 1c – Connector Streets - Variations remove the letter ‘s’ from the word “...connectors roads...” in the sentence under Description to read: *‘Alternative cross-section options for connector roads (currently written as connectors roads)’*
- Under item Number 4 - Connector Street - Constrained cross section correct the word ‘cannot’ in sentence under Description to read: *‘Connector street built in existing road reserve that cannot be widened’*
- Include the following note as per DoT submission:
  - Elements of the standard cross sections may be reduced as agreed by the Responsible Authority where adjoining waterway or open space. If the route is 'bus capable', the resulting cross section must still facilitate bus movements in accordance with the Public Transport Guidelines for Land Use and Development where the road carriageway must not be reduced further than 3.5m in width or indented parking (where provided) must not be reduced any further than 2.1 m in width, unless otherwise agreed in writing with the Head, Transport for Victoria.

**Table 10 Drainage and water quality treatment infrastructure (in both PSPs)**

- No changes required to this table

**Table 12 – Summary land budget (in both PSPs)**

- No changes required to this table.

**Unnumbered Tables (in both PSPs):**

- **Summary of Outcomes – unnumbered table within the Foreword section on page iii**

No changes required to this table

- **Service Placement Guidelines – unnumbered table in Appendix D**

No changes required to this table

## Issues and recommended revisions to tables that are different in Drouin and Warragul PSPs

### Table 11 Precinct Infrastructure Plan

#### Corrections to Table 11 in Warragul PSP:

- The following errors have been identified in Table 11 within Warragul PSP to be corrected as below:
  - Under sub-heading North East Road Projects in Warragul PSP, DCP ID for the Intersection construction at Brandy Creek Road project to be corrected to INA-NE-02 (incorrectly shown as INA-NE-01) (Note this project is referred to as ‘ *East-west connector boulevard and Brandy Creek Road*’ in Warragul DCP)
  - Under sub-heading Connector Street between Lillico Road Volcano and Connector Boulevard, the project title for “*Intersection Construction with east-west connector boulevard*” (INL-NE-07) to be corrected to read ‘*Intersection Construction with East-west connector boulevard and Copelands Road*’ and this project should be moved under sub-heading Connector street between Brandy Creek Road and Lillico Road.

#### Corrections to Table 11 in Drouin PSP:

- The following errors have been identified in Table 11 in Drouin PSP to be corrected as below:
  - Reference to project RD-NW-04 for [Fairway Drive extension to north-south connector street](#) is missing in Table 11 (which is incorrectly labelled as RD-NW-05 in Plan 4 Local transport projects within the Drouin DCP)
  - Under sub-heading Connector Street between Weebar Road and Lardner Road correct the spelling for the “*Intersection construction for Weebar Road*” project (currently reads as ‘*contruction*’ - letter ‘s’ missing)
- Road classification provided within Table 11 in both PSPs should be appropriate to the core function of roads that they are provided for. For example, unintended consequence of not providing the appropriate alternative option to King Parrot Boulevard within Drouin PSP will be that trucks will use this Boulevard to avoid driving through Drouin CBD.

The need to investigate an alternative Drouin bypass is listed under ‘Further Works Required’ section.

Other corrections and considerations relevant to Table 11 in Drouin PSP and Drouin DCP are listed in Attachment 5.

It is also noted that the Warragul and Drouin DCP Review investigates other anomalies and errors in both DCPs which will require further correction to Table 11 and other parts of the PSPs.

**Table 13 Property-specific land budget**

- No changes required to Table 13 in Warragul PSP.
- The following correction to be made to Table 13 within Drouin PSP:

Property area for SE-07 should be corrected to 19.42ha which is currently showing as 20.49ha.

[Source of the correction: the above correction was advised by Kyle Taylor from Taylor Miller to Chris Perera, based on their survey of the gross area of property. They also mentioned there are other properties with similar inaccurate measurements which should be addressed as land size impacts on the NDA

# APPENDICES

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## APPENDICES TO THE WARRAGUL AND DROUIN PSPs

There are six appendices in both PSPs providing additional information and directions to support intended outcomes of the PSPs. The list below shows the specific information targeted in each appendix.

- **Appendix A - Future Urban Structure details.** Appendix A provides more details to some of the information provided in Plan 2 – Future Urban Structure in the PSPs.
- **Appendix B - Land budget.** Appendix B contains an introduction page and Tables 12 and 13. Table 12 provides the overall summary land budget details for the entire PSP area. Table 13 provides property specific land budget information for all the properties within each PSP along with other information such as encumbered land, land required for infrastructure, vegetation, neighbourhood parks and details of total and net developable areas.
- **Appendix C – Neighbourhood Centre Design Principles.** Appendix C in both PSPs contains eight principles each with a number of performance criteria to be considered when designing and developing Neighbourhood and Village Convenience Centres identified in PSPs.
- **Appendix D - Service Placement Guidelines.** It outlines the standards for placing utility services within road reserves
- **Appendix E - Open Space Standards.** This appendix outlines open space standards for different levels of open spaces/parks in different densities and land uses, and

- **Appendix F - Street Cross Sections.** Appendix F provides street cross section specifications for different types of streets that are identified within the PSPs.

All appendices are considered to be appropriate and provide additional information required to support relevant requirements within the PSPs. However, some of the appendices require substantial amendments to be relevant and effective for the purpose they are provided for in PSPs. For example, Appendix C which is intended to provide design principles for the development of Neighbourhood and Village Convenience Centres in PSPs. However, some of the principles and performance criteria within Appendix C slightly deviate from providing design guidelines.

Similarly, some appendices require modification to either strengthen the information or to be consistent with Council's standards. For example, some of the street cross sections and notes given in Appendix F require strengthening and changes to be consistent with Council's standards.

Some of the appendices are working well and do not require any changes.

There are anomalies and typos identified in some of the appendices which are to be corrected.

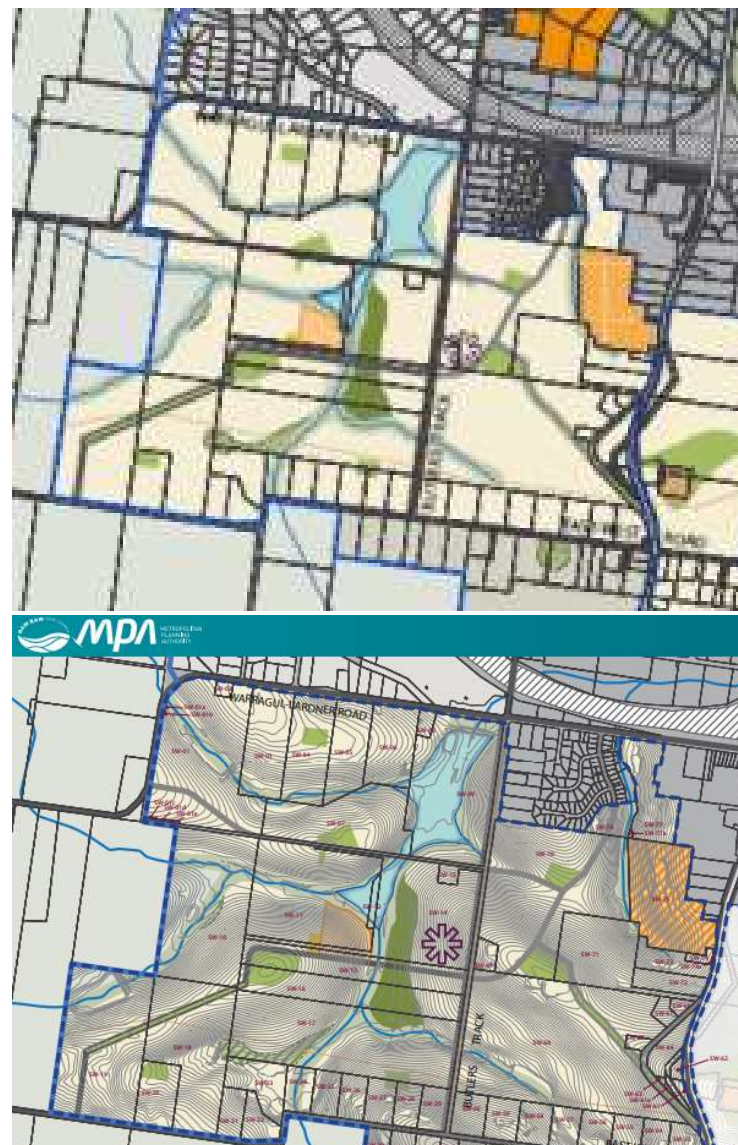
Appendices in both PSPs are identical except for reference to land and places in maps and tables to respective PSP areas. This section combined the comments of appendices that are identical in both PSPs to avoid repetition. Where there are specific issues affecting only one PSP they are identified with respective PSP.

## Appendix A - Future Urban Structure details (in both PSPs)

Appendix A provides four detail plans of Plan 2 - Future Urban Structure. It contains four plans for four sections of each PSPs - North West, North East, South West and South East to provide detailed information. Information in these plans are clear and useful. Changes recommended to other plans in both PSPs should be made to these plans as relevant.

Note that Spring Creek Neighbourhood Centre in Warragul enlargement map shows a different location of the centre on the map in the UGZ1 and the enlargement map from Appendix A (shown to the right below). The enlargement map is consistent with Plan 2.

This error should be corrected for sake of consistency and the UGZ1 schedule map should be revised. No changes to Warragul PSP is required.



Higher level Local Design Considerations are provided for each of the four plans in Appendix A. These are comprehensive and do not provide strategies as to how to achieve them. These design considerations need to be revised in accordance with the Preferred Character and Design Guidelines and the Gateway Strategy that are to be developed.

Recommendation:

- Amend all Future Urban Structure Details plans in Appendix A in both PSPs to reflect the changes made to the plans in both PSPs including the notes added to some of the plans (as relevant).
- Amend the Local Design Considerations provided to all four plans in Appendix A consistent with the design recommendations from the Preferred Character and Design Guideline and the Gateway Strategy

## Appendix B - Land budget (in both PSPs)

Appendix B contains an introduction page and Tables 12 and 13. Table 12 - Summary land budget in both PSPs refers to 12 dwellings [yield] per Net Developable Area -Residential (NDAR). Similarly, the unnumbered table - Summary of Outcomes in the Foreword section on page iii of both PSPs also refers to 12 residential dwellings [yield] per NDAR. However, residential density referred in the introduction page to Appendix refers a slightly lower yield "...approximately 11 dwellings per Residential Net Developable Hectare (NDAR)".

This inconsistency creates confusion to both planners and developers. As such, a median value of 11.5 dwellings per NDAR

could be considered as the appropriate expected residential yield. Residential yield given in the introduction page to Appendix B in both PSPs should be corrected to approximately 11.5 'dwellings per NDAR' to avoid confusion.

While Objective 13 in both PSPs refers to a minimum yield to be achieved in respective PSP areas, it does not change the above dwelling yield per NDAR.

Recommended correction on the introduction page to Appendix B (in both PSPs):

**Correction for Warragul PSP:**

*"The land budget shows that the PSP will yield 12,574 lots with an average density of approximately 11.5 dwellings per Residential Net Developable Hectare (NDAR)".*

**Correction for Drouin PSP**

*"The land budget shows that the PSP will yield 7,418 lots with an average density of approximately 11.5 dwellings per Residential Net Developable Hectare (NDAR)".*

It is also noted that achieving 12 dwellings per NDAR will be challenging for land with steep topography >10%. These parcels of land require lot benching and taller retaining walls to create smaller lots to achieve this target, which leaves the lots in permanent shade. Accordingly, it is recommended a note to be included in Appendix B as below:

Recommended note to be included on the introduction page to Appendix B in both PSPs:

- Density calculations for steep parcels of land need to consider this natural constraint. A lower density target or an appropriate density range may be considered for land with steep topography >10%.

#### Other corrections to Appendix B in both PSPs.

- The last paragraph (above Notes) in the introduction page to Appendix B in both PSPs which currently reads as:

*“See Plans 10-13: Future Urban Structure details, Table 10 Summary Land Use Budget and Table 11 Property-specific land Use budget”.*

This sentence should be corrected to read as below:

Correction to be made in both PSPs as below:

*‘See Plans 11-14: Future Urban Structure details, Table 12 Summary Land Use Budget and Table 13 Property-specific land Use budget’*

Incorrect table number corrections for Warragul PSP only.

#### Correction to Appendix B in Drouin PSP only

- Correct the typo on the figure which shows with a hyphen as “17,8-00” on paragraph three of the introduction page to Appendix B in Drouin PSP. The figure to be corrected to 17,800 (without the hyphen).

## **Appendix C - Neighbourhood centre design principles (in both PSPs)**

Appendix C intended to provide design principles for design and development of the Neighbourhood and Village Convenience Centres identified within both PSPs.

Requirements 14 and 16 in both PSPs require Urban Design Frameworks to be developed for these centres “...that respond to the performance criteria included in Appendix C”. Appendix C includes eight principles with each including several performance criteria. Some criteria are exhaustive with higher level motherhood statements and some are repetitive. Some criteria deviates from urban design to land use and employment outcomes. Design of public open space needs to be addressed in more detail.

For the urban design principles to be effective and relevant at the local level a complete rewrite of these principles is required. Outcomes from the recommended Preferred Character and Design Guidelines should be considered as appropriate when redrafting Appendix C in both PSPs.

#### Recommendation for Appendix C in both PSPs

- Rewrite Appendix C in both PSPs with a focus to urban design principles and guidelines for the Neighbourhood and Village Convenience Centres identified within both PSPs.
- The revised urban design principles should be consistent with the directions within the Preferred Character and Design Guidelines.

## Appendix D - Service placement guidelines (in both PSs)

- Appendix D in both PSPs considered appropriate, no changes required.

## Appendix E - Open space standards (in both PSPs)

- Appendix E in both PSPs considered appropriate, no changes required

## Appendix F – Street cross sections (in both PSPs)

Appendix F provides street cross section standards and specifications for different types of streets that are identified in Plan 7 and Table 9 of both PSPs. Street cross section specifications and the notes given for each cross section in both PSPs are identical. Therefore, the issues and corrections identified in this section are applicable to Appendix F in both PSPs.

### Corrections required to Cross section 1 (in both PSs)

- Remove dot point two under Notes that requires “All kerbs are to be B2 Barrier Kerb”
- Correct the last dot point under Notes to Cross section 1 as below:  
*In locations where a connector street adjoins a public open space reserve or a waterway corridor, the road reserve width ~~can~~ may be reduced to the satisfaction of the Responsible Authority to 20 metres where paths are located in the waterway or public open space reserve. ~~This 20-metre~~ The reduced road reserve includes*

*carriageways, parking lanes, nature strips on both sides and a pedestrian path on one side. The selection of bicycle and pedestrian path or shared path in open space and waterway corridors is to be determined by the context.*

### Cross section 1A (in both PSs)

No changes required

### Cross section 1B (in both PSs)

No changes required

### Cross section 1C (in both PSs)

No changes required

### Corrections required to Cross section 1d (in both PSs)

The following corrections to be made to Cross section 1d

- Carriageway width on both sides to be increased from 3.5m to 4.1
- Central median is reduced from 4 - 8m to 4 – 6.8m
- Correct the last dot point under Notes to Cross section 1d as below:

*In locations where a connector street adjoins a public open space reserve or a waterway corridor, the road reserve width ~~can~~ may be reduced to 24.0 metres wide with paths located in the waterway or public open space reserve to the satisfaction of the Responsible Authority. ~~This 24-metre~~ The reduced road reserve includes carriageways, parking lanes, nature strips on both sides and a pedestrian path on one side. The selection of bicycle and pedestrian path or shared path*



*in open space and waterway corridors is to be determined by the context.*

#### Corrections required to Cross section 2 (in both PSs)

- Remove dot point two under Notes to Cross section 2 that requires “All kerbs are to be B2 Barrier Kerb”
- Correct the fourth dot point under Notes to Cross section 2 as below:

*In locations where a connector street adjoins a public open space reserve or a waterway corridor, paths ~~can~~ may be located in the public open space reserve or waterway corridor reserve **to the satisfaction of the Responsible Authority.***

#### Amendment required to Cross section 2 - Weebar Road (Drouin PSP only)

- The nominated street cross section for Weebar Road (Cross Section 2) requires additional land to be acquired from multiple parcels of land most of which are zoned GRZ1 and located outside the PSP / UGZ boundaries. Compulsory acquisition of land for this purpose from properties outside the PSP areas is difficult to justify and costly. As such, Council is satisfied to revise cross section 2 to accommodate the upgrades within the existing road reserve.

#### Recommendation:

- Revise cross section 2 for Weebar Road in Drouin PSP to accommodate the required road upgrades within the existing road reserve.

#### Corrections required to Cross section 3 (in both PSPs)

Correct the last dot point under Notes to Cross section 3 as below:

*In locations where a connector street adjoins a public open space reserve or a waterway corridor, paths ~~can~~ may be located in the public open space reserve or waterway corridor **subject to the approval of the Responsible Authority.** The selection of bicycle and pedestrian path or shared path in open spaces and waterway corridors is to be determined by the context.*

#### Corrections required to Cross section 4 (in both PSPs)

- Remove the last dot point under Notes to Cross section 4 that requires “All kerbs are to be B2 Barrier Kerb”

#### Corrections required to Cross section 5 (in both PSPs)

- Remove the first dot point under Notes to Cross section 5 that requires “All kerbs are to be B2 Barrier Kerb”
- Correct the last dot point under Notes to Cross section 5 as below:

*In locations where a connector street adjoins a public open space reserve or a waterway corridor, paths ~~can~~ may be located in the public open space reserve or waterway corridor **subject to the approval of the Responsible Authority.** The selection of bicycle and pedestrian path or shared path is to be determined by the context. There may not be enough space to provide off-road cycling paths, particularly where there is existing development on one or both sides of the road.*

#### Corrections required to Cross section 6 (in both PSPs)

- Remove both dot points under Notes to Cross section 6 that require:
  - *Minimum street tree mature height 12 metres, and*
  - *All kerbs are to be B2 Barrier Kerb*
- Insert the following note:
  - *Road reserve widths may be reduced adjoining a public open space reserve or waterway corridor.*

#### Corrections required to Cross section 6A (in both PSPs)

- Correct the number in brackets under the title for cross section 6A that reads as “*Local Access Level 2 (23+)*” to Local Access Level 2 (*24+*)
- Insert the following note:
  - *Road reserve widths may be reduced adjoining a public open space reserve or waterway corridor.*

#### Corrections required to Cross section 7 (in both PSPs)

- Remove dot point two under Notes to Cross section 7 that requires “*All kerbs are to be B2 Barrier Kerb*”
- Correct the last dot point under Notes to Cross section 7 as below:

*In locations where a local access road with shared path adjoins a public open space reserve or a waterway corridor, the road reserve ~~can may be reduced to 15.3 metres wide~~ with paths located in the waterway or public open space*

*reserve ~~subject to the approval of the Responsible Authority.~~  
~~This 15.3 metre~~ The reduced road reserve includes carriageways, parking lanes, nature strip on one side and a pedestrian path on one side.*

- Insert the following note:
  - *Road reserve widths may be reduced adjoining a public open space reserve or waterway corridor.*

#### Corrections required to Cross section 8 (in both PSPs)

Make the following changes to the cross section 8:

- Reduce the nature strip width on both sides from 3.2meter to 2.5meter
- Remove the 2.3meter parking bay on both sides
- Widen the 3.0meter carriageway on both sides to 7.0 meters (extending into the widths saved from parking bays, nature strips and the central median as per below)
- Reduce the central median from 6.0meter to 4.0 meters.
- Remove both dot points under Notes to Cross section 8 that require:
  - *Minimum street tree mature height 12 metres, and*
  - *All kerbs are to be B2 Barrier Kerb*
- Insert the following note:
  - *Road reserve widths may be reduced adjoining a public open space reserve or waterway corridor.*

#### Corrections required to Cross section 9 (in both PSPs)

- Remove both dot points under Notes to Cross section 9 that require:
  - *Minimum street tree mature height 12 metres, and*
  - *All kerbs are to be B2 Barrier Kerb*
- Insert the following note:
  - *Road reserve widths may be reduced adjoining a public open space reserve or waterway corridor.*

#### Cross section 9A (in both PSs)

No changes required

#### Cross section 9B (in both PSPs)

No changes required

#### Cross section 9C (in both PSPs)

No changes required

#### Cross section 9D (in both PSPs)

No changes required

#### Corrections required to Cross section 10 (in both PSPs)

- Correct the first dot point under Notes to Cross section 10 as below:
 

*Swales ~~adjacent the road pavement cater for drainage may be permitted~~ rather than kerb and channel ~~subject to the approval of the Responsible Authority.~~*
- Correct the third dot point under Notes to Cross section 10 as below:

*In locations where the street adjoins a public open space reserve or a waterway corridor, the path ~~can~~ may be located in the public open space reserve or waterway corridor **subject to the approval of the Responsible Authority.** The selection of pedestrian path or shared path in open spaces and waterway corridors is to be determined by the context.*

#### Corrections required to Cross section 11 (in both PSPs)

- Correct the second dot point under Notes to Cross section 11 as below:
 

*Swales ~~adjacent the road pavement cater for drainage may be permitted~~ rather than kerb and channel **subject to the approval of the Responsible Authority.***
- Insert the following note:
  - *Road reserve widths may be reduced adjoining a public open space reserve or waterway corridor.*

#### Corrections required to Cross section 12 (in both PSPs)

- Correct the second dot point under Notes to Cross section 12 as below:
 

*Swales ~~adjacent the road pavement cater for drainage may be permitted~~ rather than kerb and channel **subject to the approval of the Responsible Authority.***

#### Corrections required to Cross section 13 (in both PSPs)

- Correct the number in brackets under the title for cross section 13 that reads “*Laneway (6.0m)*” to *Laneway (6.0 meters - minimum width)*

- Remove both dot points under Notes to Cross section 13 that require:
  - *Different pavement treatment to sides of laneway is optional*
  - *Small tree planting to sides of laneway is optional*
- Include the following three new dot points under Notes to Cross section 13:
  - Use of laneways is subject to the approval of the Responsible Authority
  - Laneways cannot be used as the principle access to any lot
  - Maximum length of laneways is 100meters

[New notes to be included on an introduction page Appendix F \(in both PSPs\)](#)

Given the complexity of the topography and natural constraints in some areas, it is difficult to set standards that suit all circumstances. As such, it is recommended the following general notes to be included to Appendix F in both PSPs:

- Specific dimensions outlined in Appendix F may be varied by the Responsible Authority depending on the context of individual situations.
- All street design must ensure passage of emergency vehicles is accommodated
- All street designs must ensure Council's kerbside collection vehicles (trucks) can enter and leave safely in a forward direction

- Necessary street signage must be identified during the assessment of applications. Details of street signage must be approved by the Responsible Authority prior to the commencement of any use permitted
- Street cross section standards are available on the Baw Baw Shire Council website.

[Remove the following note on the introduction page to Appendices](#)

- The introduction page to all appendices contains a typo in the last sentence that refers to Appendix F which reads as  
*"Appendix F, which contains the Baw Baw standard urban street cross sections, is provided as a seperate [typo] document which is available on the Baw Baw Shire Council website".*

This note should be removed; a simplified note is recommended (above) to be included for Appendix F.

[Matters relevant to Appendix F - Cross sections](#)

[Consistency in development standards across the Shire](#)

On 20 April 2020, through Planning Scheme Amendment GC112, the State Government has formally introduced the Local Government Infrastructure Design Manual (IDM) into most of the regional planning schemes including Baw Baw Planning Scheme.

The amendment among other things revised Clause 21.08-4 (Infrastructure Planning, Design and Construction) within the Baw

Baw Planning Scheme acknowledging the use of IDM for infrastructure standards in developments. It states that:

*“The design, management and delivery of infrastructure are key issues for Council. The Infrastructure Design Manual (IDM) prepared by the Local Government Infrastructure Design Association has been adopted by Council and includes guidelines for the design and construction of infrastructure within the municipality, including (among other things) roads, drainage, stormwater, car parking, landscaping, access, earthworks, public lighting and intersection infrastructure. The IDM complements the objectives and standards of Clause 56 for residential subdivision application”*

Further the amendment includes IDM as a formal Background Document in Clause 72.08 of the Planning Scheme.

While the development standards given in PSPs are adequate, some of these standards are considerably different to the IDM standards that are used in developments outside the PSP areas in the Shire. Having consistency in development standards across the Shire is vital to achieve effective and orderly outcomes across the Shire. Developers, contractors and consultants working in the municipality and planners assessing applications do not have to refer and use two different standards. Further IDM standards are still being used for some infrastructure requirements in PSP areas where they do not contradict with PSP requirements (e.g. pavement depths and drainage design parameters). It would be appropriate to formally introduce IDM standards to developments within PSP areas. This will comply with the changes introduced by Amendment GC112.

It is noted that the change will have implications to the DCPs applied to Warragul and Drouin PSP areas.

#### Recommendation:

- Amend Warragul and Drouin PSPs to introduce Local Government Infrastructure Design Manual (IDM, version 5.3, 2020 or updated thereafter) development standards for developments within Warragul and Drouin PSP areas.
- Other considerations:
  - Amend Schedules 1 and 2 to the Urban Growth Zone to reflect the above changes to the development standards
  - Revise the DCPs and the DCPO Schedules 2 and 3 applied to the Warragul and Drouin PSP areas as needed

#### [Cross sections with shared pathways](#)

PSP cross-sections indicate shared pathways are separated from the road carriageway. This creates two carriageway interaction points through residential vehicle crossing points. A safer environment is created for all users when these two carriageways are immediately adjacent to each other i.e. shared carriageway immediately behind top of curb or Infront of the bottom of kerb at the same level of the vehicle carriageway. e.g. City of Melbourne Bicycle Victoria.

#### [Gardner and Holman Road cross section issues within Drouin PSP examples is summarised below:](#)



The Drouin PSP prescribes that Gardner and Holman Road be upgraded to connector road standard between Longwarry Road and Old Drouin Road with the majority of this section of road located within the UGZ boundary.

Gaps and anomalies have been identified in the Drouin PSP which may inhibit the delivery of the road upgrade to accord with the intent of the Drouin PSP going to directly to the performance of the document. The cross-section design for the road upgrade works and the requirement to deliver the upgrade has been subject to challenge at the Victoria Civil Administrative Tribunal (VCAT – at the time of writing VCAT decision pending). The gaps and anomalies are summarised below with a recommendation regarding how to treat the upgrade following VCAT decision.

Gaps and anomalies – Gardner and Holman Road upgrade RD-GH-01:

- Detail regarding form and extent of upgrade should be expanded in descriptor to remove ambiguity – need to refer to a notation on a plan to gather more detail (i.e. Plan 2 or Plan 8) or the Drouin DCP which is more prescriptive, however this document is designed to govern DCP collections arrangements
- The upgrade is to connector standard however the document does not specify a PSP cross section to be adopted leading to ambiguity and subject to challenge
- Plan notation reference and DCP description are inconsistent which undermines Council's position – DCP description comprises a '2 lane road with footpath and bicycle facilities' while Plan 8 refers to the road as an existing street 'with potential cycling facility improvements'. The DCP budget for the upgrade includes the cyclist path
- All connector road cross sections in the Drouin PSP contain a dedicated cyclist path
- Existing Gardner and Holman Road road reserve area is not wide enough to accommodate any of the connector road cross sections contained in the PSP which require land to be acquired to be implemented in this instance – the PSP and DCP do not include a separate land acquisition budget for road widening as they have for various other infrastructure projects (similar issues with Butlers Track upgrades)
- The implementation of any of the PSP connector street cross sections would involve the removal of vegetation in the road reserve (planted and native), some of the vegetation is considered significant and to be retained – the PSP has not identified the significant vegetation to be retained. Note Cross Section 3 refers to verge widths being increased to allow for protection of existing vegetation, however this is not robust enough to be relied upon and does not hold any weight when the same document primarily addresses the preservation of vegetation in plan form (refer Plan 3 and Plan 8)
- The PSP does not provide the requisite flexibility to depart from the suite of cross sections when they cannot be implemented – given that the matter has been challenged at VCAT, a compromised outcome is likely to be the result which in effect could have been determined by Council officers to avoid a legal challenge and goes directly to the performance of the PSP
- The proposed cyclist amenity as part of the DCP upgrade description and referenced in Plan 8 - Public Transport & Path Network of the Drouin PSP is considered unresolved, when challenged this undermines Council's ability to require dedicated cyclist amenity to be included as part of the upgrade works

### Recommendations

- Revise the the cross section following the VCAT decision on Planning Permit No. PLA0133/19
- Amend Drouin PSP (including Appendix F) to reflect the revised cross section and project reference (as relevant)
- Following the VCAT decision on Permit No. PLA0133/19 amend Plan 8 – Public Transport and Path Network in Drouin PSP to depict the cyclist path connecting into the future dedicated cyclist path on Shillinglaw Road to ensure consistency with VCAT decision (as relevant)

# SPECIFIC ISSUES

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## SPECIFIC ISSUES

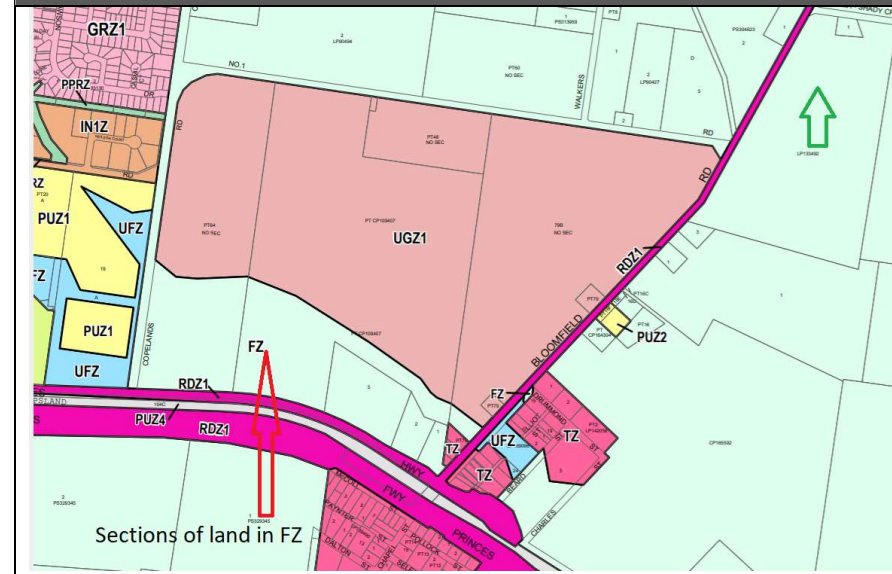
### Dual Zones – Warragul PSP

A number of properties located east of Copelands Road, west of Bloomfield Road and north of Queen Street (along Princes Highway) in Nilma are in dual zones (refer the plan below). Northern part of these parcels of land (north of Hazel Creek) are in UGZ stretches up to No 1 Road. Southern part (south of Hazel Creek) of these parcels are left in FZ (the underlying zone). During consultation concerns were raised of this as an anomaly.

Considerable amount of land from each of these parcels south of Hazel Creek are left in FZ. The zoning is consistent with the zoning of land south of these parcels (south of Queen Street and Princes Highway). Rezoning the FZ section of these properties to UGZ will amend the footprint of the UGZ / PSP areas which is not supported.

However, dual zoning of land creates planning complications. Appropriateness of the FZ for part of these parcels of land (south of Hazel Creek) may be investigated by appropriate future studies such as rural land use or housing strategies. If keeping FZ is found to be inappropriate, suitable alternative zone (excluding UGZ) should be investigated. If any residential zone is to be proposed, as part of a housing strategy a demand and supply analysis to identify the strategic need for additional residential land in Warragul and Nilma would be required as a minimum to justify any change.

Parcels of land in Dual Zone – Nilma



### Logan Park Wetland

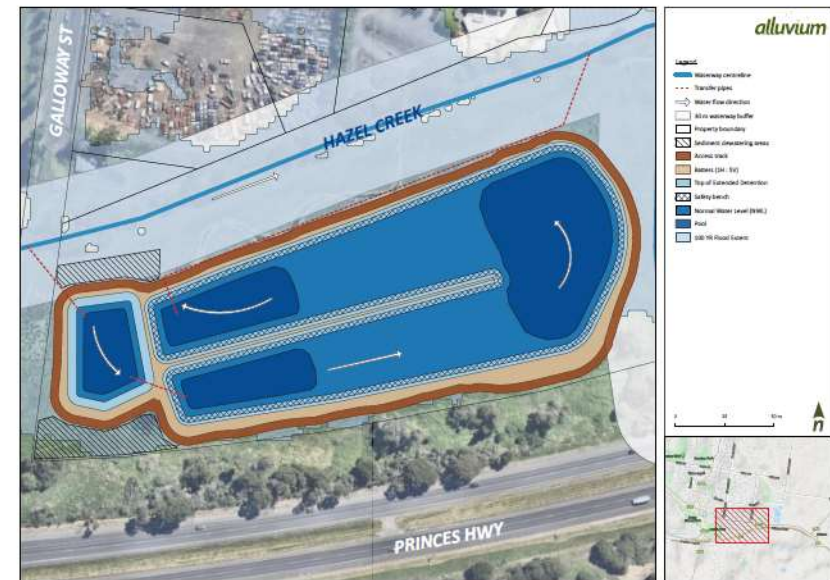
The Wetland WL16 was identified to be located within Logan Park Warragul. Total area of the wetland is 22,000sqm. However, Council is committed to continue to support the use of part of the park by the *Riding for the Disabled Association of Victoria* (RDAV). This reduces the land available within Logan Park for the wetland.

In order to accommodate the above commitment, it was decided to provide WL16 in two locations. The larger portion of the wetland (WL16A) to be located within the available part of Logan Park, and the remainder of the wetland (WL16B) to be in a suitable location nearby. Accordingly, the initial design of Wetland (WL16) was revised (copied below) to accommodate the larger portion of the wetland approximately 21,132sqm within Logan Park.

Additional land required for the small wetland to meet the shortfall was investigated. Due to its proximity to the Warragul Township, Warragul PSP areas, the larger Wetland WL16A and Hazel Creek the vacant land located on the north east corner of North Road and Queen Street (North Road Warragul, part of Lot A LP217081) was found suitable to accommodate the remainder of the small wetland approximately 4,840sqm. The draft concept design developed for this small wetland is copied below.

However, this land has recently been sold and as such is considered

### Draft Concept Design for Wetland WL16A



not suitable for purchase by Council. Thus, Council will need to identify additional land for purchase in the area to achieve the required stormwater treatment.

### Gippsland Water assets within PSP areas



Gippsland Water requests to remove some of the water and sewer mains shown on Plan 10 (Utilities) in both PSPs. Location for these assets have been shown on Gippsland Water's Infrastructure Sequence Plans which are updated annually. Due to the nature of the growth and some developments occurring away from established town boundaries, Gippsland Water constantly revises staging of its assets and that PSP plans become obsolete. Gippsland Water provided updated plans showing changes to its assets which are included in Attachments 1 and 4. Plan 10 in both PSPs are recommended to be updated accordingly.

Gippsland Water confirmed that removing the locations for water and sewer mains from Plan 10 in PSPs will not affect the provision of these assets as they are provided within road reserves or constructed within easements which are secured at subdivision stage of developments.

### North Warragul Reliever Road – NWR

Since the adoption of Warragul and Drouin PSPs, both PSP areas have been experiencing intensive development, which will continue for some time into the future. This along with other residential and non-residential development that will continue to occur within the established urban areas of both townships is expected to exacerbate traffic issues within and between these two townships. Therefore, there is an urgency to secure an alternative arterial road to Princes Way between Warragul and Drouin (a North Warragul Reliever Road – NWR) which could provide additional direct access from both

townships to the Princes Highway, probably at a new interchange at Buln Buln Road.

Subject to further investigation, the most practical route and location for this NWR may be the '*Potential Dollarburn Road Extension*' as identified within the Warragul PSP (Plan 7 – Street Network). This will provide direct connection to the Princes Highway from the northern part of the residential catchment of Warragul and a large portion of Drouin without needing to use already congested Princes Way.

In addition, the new arterial road can provide easy and quick access to Princes Highway for heavy vehicles as well. As such it is expected other sectors such as agriculture, forestry, mining, manufacturing and commercial will also benefit from the new arterial road.

Council and the Department of Transport (DoT, formerly Regional Roads Victoria) have acknowledged and formally identified the need for a duplication of Princes Way between Warragul and Drouin. The NWR option should be explored with DoT as a matter of urgency mainly because it would potentially reduce future traffic on Princes Way and through Drouin Township.

Upon finalising the appropriate route and location for the NWR, necessary land acquisition will need to be undertaken to secure the land required. Given the exceptionally rapid rate of development occurring within the PSP areas, any delays in finalising the new arterial road will risk losing the land required for the NWR, particularly at the proposed Buln Buln interchange. An interim control may be required while the options and process are explored.

### Recommendation

- In partnership with DoT, explore the Dollarburn Road Extension option for the new arterial road to directly connect Warragul and Drouin growth areas to the Princes Highway
- When the route and locations are finalised, initiate public land acquisition process to secure the required land for the provision of the new arterial road, and
- Apply an interim control over potential land required for the new arterial road while finalising the route, location/s and public land acquisition process.

## High – Pressure Gas Pipelines in PSP areas

- High-pressure gas pipelines run through both PSP areas and are identified in Plan 10 – Utilities in PSPs

High-pressure gas pipelines are critical State Infrastructure and have been there well before the development of the PSPs. These are main gas supply pipelines locally and to Melbourne. Consideration is required to any increased safety risks and impact on the security of gas supply for not only the local townships but the state of Victoria. However, the PSPs do not provide guidance regarding urban development in proximity to the pipelines.

- PSPs identify the high-pressure gas pipelines and measurement lengths (ML) – the heat radiation zone associated with a full rupture of a pipeline. This is important information to be considered by planners and developers. However, the PSPs whilst identifying the measurement lengths do not provide any

guidance nor directions as to what the measurement length means and what land uses are discouraged from occurring in the measurement length area without input from the pipeline owner/operator (e.g. sensitive land uses such as schools, child care centres, aged care facilities, high density residential development, hospitals, prisons, places of assembly and cinema based entertainment facilities).

- Sensitive land uses should be discouraged within the ML or proximity to the pipeline. Pipeline operators should be notified/consulted of applications proposed within the ML or proximity to the pipeline. Recent PSP's prepared for other municipalities provide guidance for developments proximity to high-pressure gas pipelines (e.g. Plumpton PSP, Pakenham East PSP, Sunbury South PSP and Mt Atkinson PSP). Similar Guidelines should be included in both PSPs (and for developments outside the PSP areas as relevant)

The PSP's also do not identify the best use of the pipeline easement. APA's existing gas pipeline easement would not be permitted to be included within any residential lots that are smaller than 2ha. Similarly, roads and service infrastructure would not be permitted to run within the existing gas pipeline easements, other than periodic crossings. However, the easement may be incorporated into public open space as a linear reserve. This opportunity may be highlighted in both PSPs. This has been the outcome of a number of recent Precinct Structure Plans.

- The PSP's and planning controls need to be updated to outline the sensitive land uses that should trigger a permit within the measurement length of the pipeline.
- A safety management study (SMS) should first be carried out with input from APA Group (that owns and operates the high-pressure gas pipelines). A SMS is required under that Australian Standard AS2885 (Pipeline – Gas and Liquid Petroleum) whenever the land use classification of land within a measurement length changes. In recent PSP process a SMS is carried out prior to exhibition of the PSP. The purpose of the SMS is to assess the risk associated with a change in land use, including both construction risks and ongoing land use risks. The SMS will also develop appropriate controls to reduce risks to 'as low as reasonably practicable' (ALARP). The SMS may also identify that the area in which sensitive land uses may need a permit trigger is reduced from that of the entirety of the measurement length. The cost of undertaking an SMS is to be borne by the proponent as the 'agent of change'.

SMS should be undertaken undertaken by both independent and satisfactorily qualified professionals. The outcomes of the SMS would then be incorporated into a revised version of the PSPs and Schedules to UGZ (The SMS may reduce the area for permit triggers)

- The current Urban Growth Zones and Schedules do not reference the high-pressure gas pipelines and measurement lengths. UGZ for the PSP areas of Plumpton, Sunbury South, Pakenham East include high pressure gas pipelines with permit triggers for sensitive land uses within the ML and require notice

be provided to the pipeline operator/owner. Similar approach is required to Warragul and Drouin PSP areas and the UGZ to ensure the correct treatment of these critical State infrastructure.

#### Recommended actions

- A safety management study (SMS) should be undertaken in consultation with Council and the owner and operator of the high-pressure gas pipeline in both PSP areas.
- Recommendations from the SMS should be incorporated in both PSPs and UGZ reflecting appropriate treatment measures within the the high-pressure gas pipelines measurement lengths and its proximity.
- This include appropriate planning controls with permit triggers for sensitive land uses with notification mechanism to the pipeline owners and operators to provide input into the approval process.

### **Constraints with identified sporting reserves in PSPs**

The PSPs have set aside land (3 sites in Warragul and 2 in Drouin) for sporting reserves to accommodate population growth in a planned way into the future. Some of the land identified for sporting reserves within PSPs are constrained by environmental values or topography, which reduce the usable space for sporting reserves.

Examples:

- Challenges with Spring Creek sporting reserve (Warragul PSP) include:

- steep topography
- flood modelling shows a significant impact over the sporting reserve, impacting on the sporting use and drainage design as well as siting and planning consents for major infrastructure such as pavilion and car parking. These will have impacts on the construction costs as well.
- a roadway traverses the reserve, dividing it into 2 sections. This will result in additional costs for Council including requiring 2 pavilions and car parks and reduced pedestrian connectivity
- Lilloo Sporting Reserve contains remnant stand of Steeplechase gums at the southern end and steep topography at the northern edge of the land

In addition to the above, project cost calculations in DCPs are not comprehensive and adequate, significant gaps resulting in Council being out of pocket

#### Recommendation:

- Undertake a review of sites identified for sporting reserves to fully understand the constraints and requirements to inform appropriate locations and associated costs.
- On completion of the above review amend both PSPs and DCPs to reflect the changes to locations (if applicable) and project costs.

### **Generally In Accordance with the PSPs**

Comments were received with regards to alterations made to the approved PSPs without consultation.

When changes are made outside the discretion provided under Guideline 28 of the PSPs and if the changes have 'Planning

Under Guideline 28 in both PSPs Council has the discretion to allow for changes to the location and layout of community facilities and schools identified in Plan 2 – Future Urban Structure of the PSPs.

Guideline 28:

*“The indicative location and layout of community facilities and schools as illustrated in Plan 2 may be altered to the satisfaction of the responsible authority”.*

The Guideline does not specify the need for consultation when such changes are made. However, when PSPs are reviewed, like the current review, changes made are captured and relevant plans within PSPs are updated.

It is also noted that at this stage changes are made on a case by case basis as necessary for individual circumstances. There are no criteria available for planners to apply to determine acceptable changes that can be supported.

In addition to the above, it is also noted that locations shown on Plan 2 are indicative. When detailed surveyed plans are drawn for subdivisions or developments constraints on the land (e.g. topography, existing vegetation) are identified. In some cases, due to these constraints, locations identified in PSPs may slightly differ in surveyed plans.

Implications' that will require consultation. When such consultations are made it is important to note that consultation should be undertaken only for the changes made i.e. not for the entire proposal (remainder of the proposal are exempted under Clause 37.07-13 of the Baw Baw Planning Scheme).

However, it is emphasised, changes are not supported unless they are minimal (closely relevant to the approved PSPs), due to natural constraints and do not change the strategic directions provided in PSPs (including in respective Objectives, Requirements, Guidelines, Conditions, Plans, Tables and Appendices).



# FURTHER WORKS REQUIRED

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## FURTHER WORKS REQUIRED

This section documents further works required for the effective implementation of the PSPs. Some of the works listed here are strategies already referenced in the PSPs but are not available for use. Others works are necessary to address some of the issues identified during the review. Only a few require strategic studies, others are either remapping, developing guidelines or designing concepts in different format.

Further strategic works required are categorised into priority tasks and other tasks.

### Note:

Some of the information from this section requires formal decision from Council.

## Priority Tasks

### 1. Preferred Character and Design Guidelines

Preferred Character and Design Guidelines need to be developed to provide design guidelines on the preferred character in new neighbourhoods.

The majority of the UGZ areas are bordering with either Farming Zone, Rural Living Zone or Low-Density Residential Zone land. In addition, Baw Baw Shire is recognised for its natural beauty

and pristine areas of high habitat values. However, since the introduction of the UGZ in the Baw Baw Planning Scheme in late 2014, previously Greenfield farmlands have been rapidly changing into metropolitan type suburban areas.

While both PSPs acknowledge the importance of maintaining the rural character of Baw Baw, no strategic directions are offered in the PSPs as to how to effectively maintain rural character while facilitating rapid growth and change in PSP areas.

It is acknowledged that the character of the UGZ areas will change as they are developed. However, while managing the change, a preferred character suitable for peri-urban areas like Baw Baw could be achieved. Preferred Character and Design Guidelines need to be developed to assist in achieving this outcome.

Given the pace of development within PSP areas to date, developing these guidelines is considered a priority.

### 2. A Gateway Strategy

Both PSPs identifies '*prominent town gateways*' and requires "*Development fronting a prominent town gateway should contribute toward the creation of a positive sense of*

*arrival into the town and be consistent with any local gateway strategies”* (Guideline 8 in both PSPs). This is a vital requirement for achieving quality design outcomes for the gateway entrances identified in PSPs. However, there is no gateway strategy currently available to guide appropriate treatments at these gateways.

Development of a Gateway Strategy for both PSP areas is essential to achieve this outcome.

Scope of this strategy could include other gateways to Warragul and Drouin Townships and other main and small towns within the Shire.

Note: Above Tasks 1 and 2 could be combined into one project.

### 3. Rewrite Appendix C in both PSPs

As discussed in Appendices section, Appendix C should be rewritten to provide urban design principles and guidelines to guide the design and development of the Neighbourhood and Village Conveniences identified in both PSPs. PSPs require Urban Design Frameworks (UDF) that respond to the principles and performance criteria outlined in Appendix C to be accompanied with applications for the development of these centres.

However, the shortcomings in Appendix C as discussed in the Appendices section make this process difficult.

The revised Appendix C should set appropriate design principles and guidelines for the overall development of the centres and should be consistent (where necessary) with the Preferred Character and Design Guideline discussed above.

Given the development interest already received for the development of some of the neighbourhood centres and subdivisions occurring around them, redrafting of Appendix C is considered a priority task. Further, having a clear, meaningful and locally responsive design principles and guidelines available for applicants, developers, consultants and planners will immensely improve the planning process and outcome associated with the development of these centres.

### 4. Re-mapping of existing significant vegetation within both PSP areas

As highlighted in the Plans section of this report, PSPs did not identify and map all significant vegetation within the PSP areas. In addition, some of the concept designs prepared for infrastructure upgrades overlaps onto vegetation identified to be protected.

In order to protect significant vegetation within the PSP areas re-mapping of existing vegetation is essential that can inform updates to Plan 6 and Table 7 in both PSPs.

The re-mapping of significant vegetation may also inform any revision required to the concept designs to avoid overlaps.

## 5. 3D modelling of all cross sections and concept designs

All street cross sections, concept designs for roundabouts and existing conditions should be designed and developed in 3D (as opposed to 2D as currently provided in PSPs and DCPs). 3D designs will clearly show the existing conditions, constraints and actual land area required for the infrastructure and impacts on adjoining land and vegetation and will also eliminate risks associated with not identifying existing conditions on the ground.

## 6. Undertake analysis of land to be secured as a wetland

As discussed under Specific Issues section for Logan Park Wetland in order to accommodate the existing and proposed uses at Logan Park it is considered necessary to provide WL16 in two locations. The larger portion of the wetland (WL16A) will be located within the available part of Logan Park, and the remainder of the wetland (WL16B) to be in a suitable location nearby. Accordingly, the initial design of Wetland (WL16) was revised (copied below) to accommodate the larger portion of the wetland approximately 21,132sqm within Logan Park.

Additional land required for the small wetland to meet the shortfall needs to be investigated. Once identified a Public Acquisition Overlay (PAO) should be applied to the land. The PAO will secure the land for the wetland when ready to be developed.

The current works investigating the suitability of the site for the wetland may inform the details of the PAO. Details required

include, required land area, why the wetland is needed and the public benefit, justification as to why the land is considered the most suitable site for the wetland (as opposed to other sites in the area) and approximate cost of the land). A formal decision by Council for the acquisition will be required to commence the PAO process.

## 7. Targeted review of Appendix F – Street cross sections (both PSPs)

The PSP Review recommends minor wording changes to the cross sections within the PSPs to provide Council more control over the approval of proposed street cross sections. The PSP Review also recommends aligning the PSP cross sections with the Infrastructure Design Manual that has recently been introduced into the Baw Baw planning scheme.

Following consultation of the draft PSP Review further concerns have been expressed by members of the community regarding the performance of the cross sections and their impact on surrounding vegetation. In particular, the example of McGlone Road, Drouin has been cited where significant vegetation was removed to accommodate the development of the road cross section as shown in the Drouin PSP.

There are other examples within the growth areas where a review of street cross sections would be advantageous to account for priorities such a vegetation protection or functionality. Thus, it is recommended that a Traffic Engineer be engaged to conduct a targeted review of the cross sections in both PSPs to assess the suitability of the cross sections in terms of their locality and the

impact on local character. This work will involve site inspections of completed roads within the PSP areas and the locations of future roads (i.e. McGlone Road).

#### 8. Paths, Trails and Reserves Review (both PSPs)

Plan 5 of both the Warragul and Drouin PSPs shows the proposed Open Space Network. Plan 8 of both PSPs shows the Public Transport & Path Network. Through consultation of the PSP Review there have been concerns raised regarding the location of the proposed Open Space and Path Network. In particular, there have been queries raised around the appropriateness of the location of open space and paths within the PSP areas given the natural constraints such as topography.

Additionally, there have also been concerns raised regarding the connection of the proposed path network with the existing path network in both towns. Feedback has indicated that new development has failed to properly connect with the existing path network.

It is recommended that a review of the Paths, Trails and Reserves as shown on Plans 5 & 8 of the PSPs is completed. This project would involve an Urban Design consultant or suitably qualified consultant to review the proposed locations of paths and reserves as shown in the PSPs. This Review would also involve an assessment of the existing path and trail network to identify opportunities for connections between the existing path network and the network to be provided within the growth areas. Site inspections will also be required to support this work.

This work would also need to consider Council's Paths and Trails Strategy adopted in 2019.

### Other tasks

#### 9. Drouin South Bypass

An alternative dedicated transport corridor/ route or Drouin South bypass need to be investigated in partnership with the Department of Transport to avoid unintended consequence of King Parrot Boulevard (Drouin Southern Boulevard) being used by stock feed and milk trucks going south (avoiding Drouin CBD).

There will be multiple stages and lengthy process to this project. However, this is an important task to be undertaken. Following the initial investigation and consensus on the scope of the work between authorities, detailed technical studies will be required to inform a number of suitable options/routes for the bypass. The options will be evaluated and rated based on a set of pre-determined criteria to inform the best option for the Drouin South Bypass; which will subsequently inform the details of the Public Acquisition Overlay into the Planning Scheme.

#### 10. Drainage outfalls outside the the PSP areas

A formal mechanism should be developed in consultation with Gippsland Water, Melbourne Water and South East Water to



address and manage issues with drainage outfalls outside the PSP areas.

## 11. Provision and installation of park furniture

A guideline should be developed to outline Council's standards and requirements for local parks and installation of park furniture including but not limited to barbeques, shelters, furniture, rubbish and recycle bins, local scale playground equipment, local scale play areas, and appropriate paving for open space and parks identified within the PSP areas.

After Council adopted the guidelines Table 6 in both PSPs should be amended to provide reference to the guideline.

## 12. Access to Public Bus Services

The bus routes shown on Plan 8 in both PSPs do not exclusively cover all the PSP areas. This will result in a number of future neighbourhoods will not have convenient access to public bus transport service.

Planning permit applications using the current directions within the PSPs do not have to provide infrastructure required for public bus services on the internal road network (such as bus shelters, linier footpath or shared path to bus routes). This will exclude some of the new neighbourhoods from convenient access to public bus services. In addition, developments are happening

without needing to provide for necessary infrastructure for public bus services.

For example, a Traffic Impact Assessment undertaken for a subdivision application in East West Road, Warragul using the directions from the Warragul PSP concluded that there is no requirement for the proposal to provide for public bus service on the internal network. The issue with this example is that when the proposed subdivision and other subdivisions further west up to Korumburra Warragul Road are completed, there will be considerable number of households within reach of the east-west connector than on East West Road. However, if East West Road is to be the bus route, there are no convenient pedestrian connections from this subdivision to the bus route between Bona Vista Road (or East West Road) at the eastern end of the subdivision and Korumburra Warragul Road, which is approximately 1,300 meters. This means that several households will be excluded from convenient access to future public bus services and will be depending on cars even for short trips.

This is a gap in the PSPs. A public transport network review is required to ensure new neighbourhoods (current and future) will have convenient access to public bus/ transport services.

A review of the public transport network (bus) including coverage and access to public bus services at maturity of both PSP areas need to be undertaken in partnership with the Department of Transport. The outcome will inform changes to Plan 8 in both PSPs and will ensure new communities within the PSP areas will have convenient access to public transport services.

### 13. High-pressure gas pipeline safety measures:

As discussed under Specific Issues section there is a need to undertake a safety management study to inform the safety measures required to be considered for developments near the high-pressure gas pipelines run across both PSP areas.

This should have been undertaken when the PSPs were developed. The study should be undertaken in consultation with the owner and operator of the high-pressure gas pipeline in both PSP areas.

### 14. Policy for the protection of the Warragul Burrowing Crayfish

Requirement 30 in both PSP requires that “*Development applications for land covered by natural waterways, drainage lines or seepages must be accompanied by an assessment of the*

*potential impact of the development on the habitat of Warragul Burrowing Crayfish (WBC). For land where WBC is either confirmed or assumed to be present, applications must indicate how negative impact on WBC habitat has been avoided, minimised or offset*”. While this requirement recognises potential areas of WBC habitat it does not provide stronger protection for WBC. In addition, not all the waterways are mapped in PSPs which delays the required assessment during planning process.

It is also noted that offset option is not appropriate for the protection of the WBC which is recommended to be removed from Requirement 30 in both PSPs.

A formal policy for the protection of the Warragul Burrowing Crayfish could be developed with maps showing all the waterways and potential WBC habitat areas which can be included in the PSPs to provide stronger protection for the locally unique WBC







## CONCLUSION

The PSP Review aimed to identify improvements required to both PSPs to enhance their efficiency and performance. The Review found that the PSPs provides a blueprint to guide land use and development within the PSP areas. PSPs aim to consider and apply a comprehensive approach to managing growth and change. For example, PSPs identify potential negative impacts on the natural environment and biodiversity, rural character of townships, traffic and transport implications. This approach is essential to guide the long-term growth of a larger area or precinct as opposed to site by site piecemeal amendments and development assessments to manage predicted growth.

However, the Review found that all the planning elements within both PSPs require improvements in order to efficiently implement the PSPs to achieve their intended outcomes. For example, while PSPs recognise the importance of protecting the natural environment from developments, the strategies given in PSPs to provide the protection are minimal and, in some cases, contradictory to other directions in PSPs. In some cases, for example, the PSPs aim to protect the rural character of Baw Baw, but there are no tools provided in PSPs as to how to achieve this outcome while facilitating rapid growth and change.

Issues and shortcomings with the proposed cross sections and concept designs create significant delays in the planning process.

Development standards identified in PSPs are not compatible with the standards required by roads authority and Council. These not only cause delays in planning process, but also undermine the implementation of PSPs. There is a considerable gap between the land required to provide identified infrastructure to roads authority's standard to what have been identified in PSPs and DCPs. This also led to under -costed DCP projects and gaps in contributions to be collected.

Discrepancies between between PSPs and DCPs, along with anomalies and errors, further impacts on the efficient implementation of the PSPs.

However, most of these issues could be rectified by strengthening the planning tools within PSPs to enhance their performance and implementation towards achieving the intended outcomes. Correcting the anomalies and errors will remove the confusions and unnecessary delays in the implementation process.

The review identifies and documents such issues and provide recommendations to the required changes and corrections. It also recommends further works required to address some of the major concerns.

# NEXT STEPS: MONITORING AND REVIEW

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## MONITORING AND REVIEW

It is recommended that the PSPs are regularly reviewed in 5-6 years intervals to the life of the PSPs. The regular review is essential to ensure:

- Effectiveness of the PSPs in providing strategic guidelines to facilitate growth and change
- Timely provision of development and community infrastructure
- Appropriate protection for Baw Baw's natural environment, biodiversity and habitat values
- Responsive approach to changing externalities including climate change, local and regional planning issues, changes to State planning policies including State's approach to managing and facilitating growth within metropolitan Melbourne. It is noted this will require a comprehensive review as it may change the strategic directions in the PSPs.

### Next steps

- Incorporate comments received (as appropriate) and finalise the Drouin Precinct Structure Plans Review Report, 2020 for Council adoption
- Subject to Council adoption, submit the approved Warragul and Drouin Precinct Structure Plans Review Report, 2020 to the Minister for Planning through the Victorian Planning Authority and the Department of Environment Land Water and Planning for endorsement of the changes to be made to the Warragul and Drouin Precinct Structure Plans
- Following Minister's endorsement, amend the Warragul and Drouin Precinct Structure Plans as per the changes recommended in the Warragul and Drouin Precinct Structure Plan Review Report, 2020
- Submit the revised Warragul and Drouin Precinct Structure Plans to Council for adoption of the revised Warragul and Drouin Precinct Structure Plans
- Submit the adopted revised Warragul and Drouin Precinct Structure Plans to the Minister through the Victorian Planning Authority and the Department of Environment Land Water and Planning for approval and gazettal, and
- Undertake amendments to the Baw Baw Planning Scheme to reflect the necessary changes from the revised Warragul and Drouin Precinct Structure Plans.

## Attachments

Attachment 1: Gippsland Water Changes to Plan 10 - Warragul PSP

Attachment 2: Unmade roads shown as existing roads in Plan 2 to be corrected – Drouin PSP

Attachment 3: Drainage reserve to be added in the Vegetation Reserve - Drouin PSP

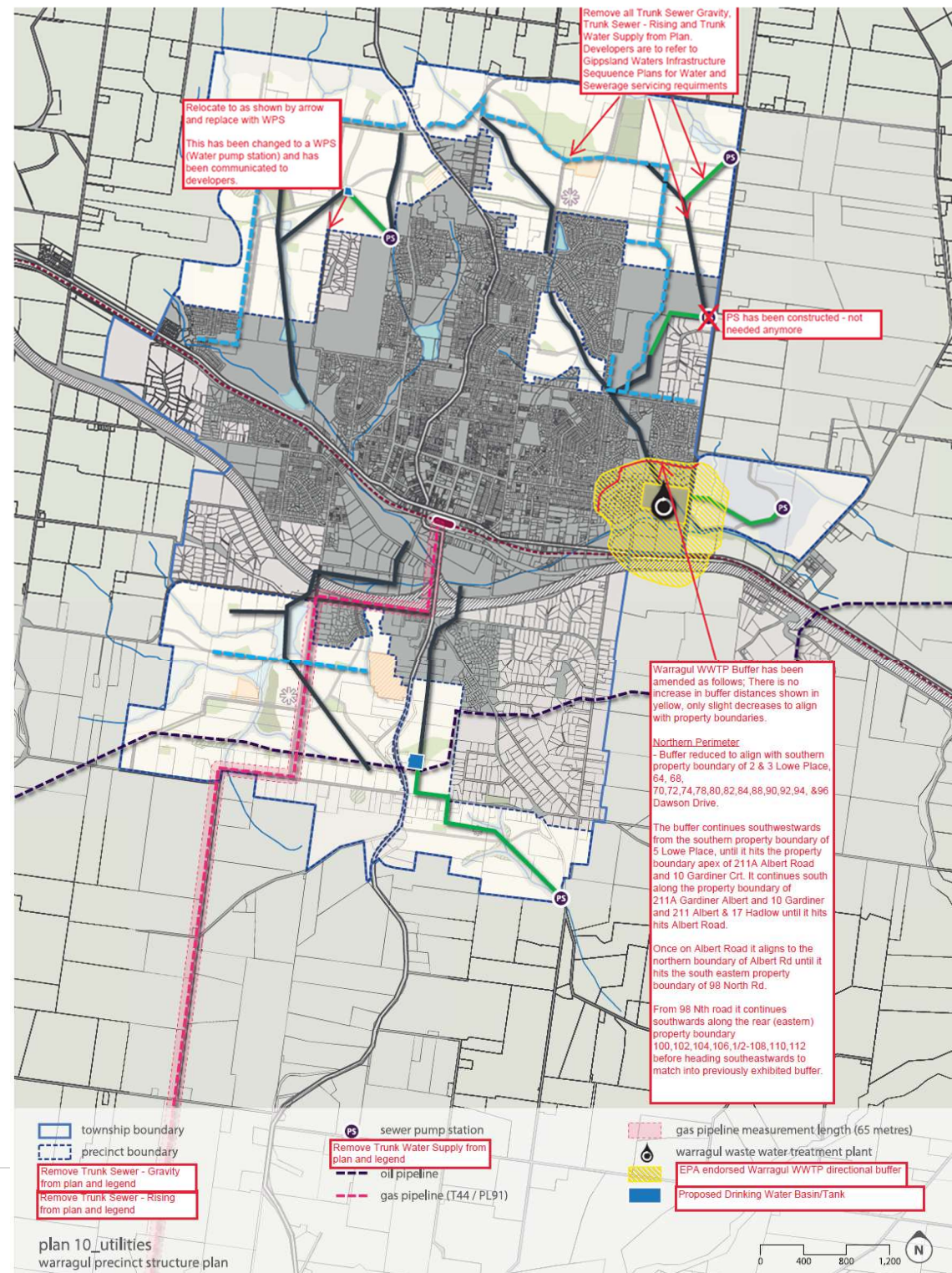
Attachment 4: Gippsland Water Changes to Plan 10 - Drouin PSP

Attachment 5: Discrepancies and errors between Drouin PSP and DCP to be corrected (Table 11 – Precinct Infrastructure Plan – Drouin PSP)

Attachment 6: General Comments – Noted

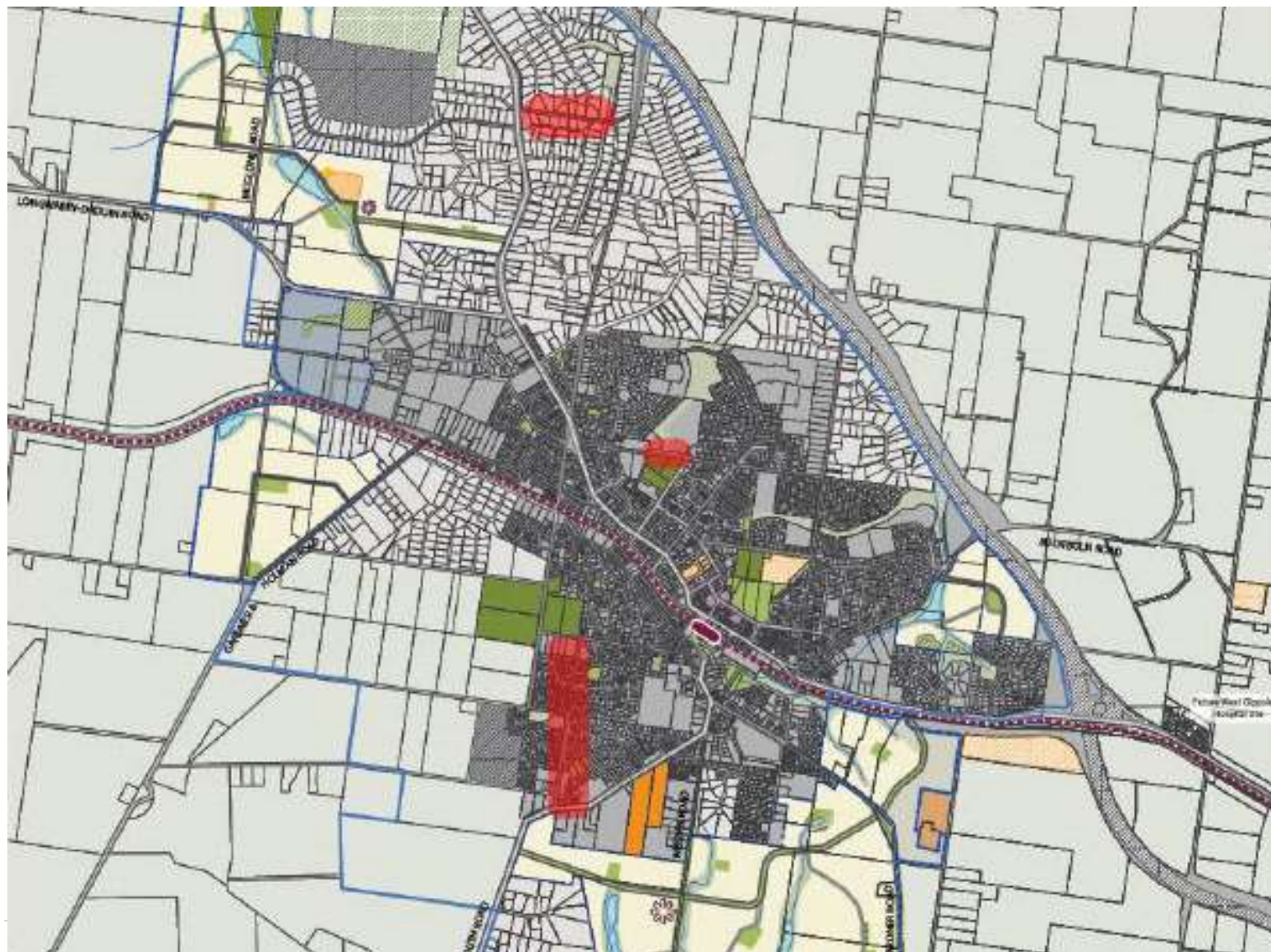
Attachment 7 – Echelon Peer Review 2020

## Attachment 1: Gippsland Water Changes to Plan 10 – Warragul PSP



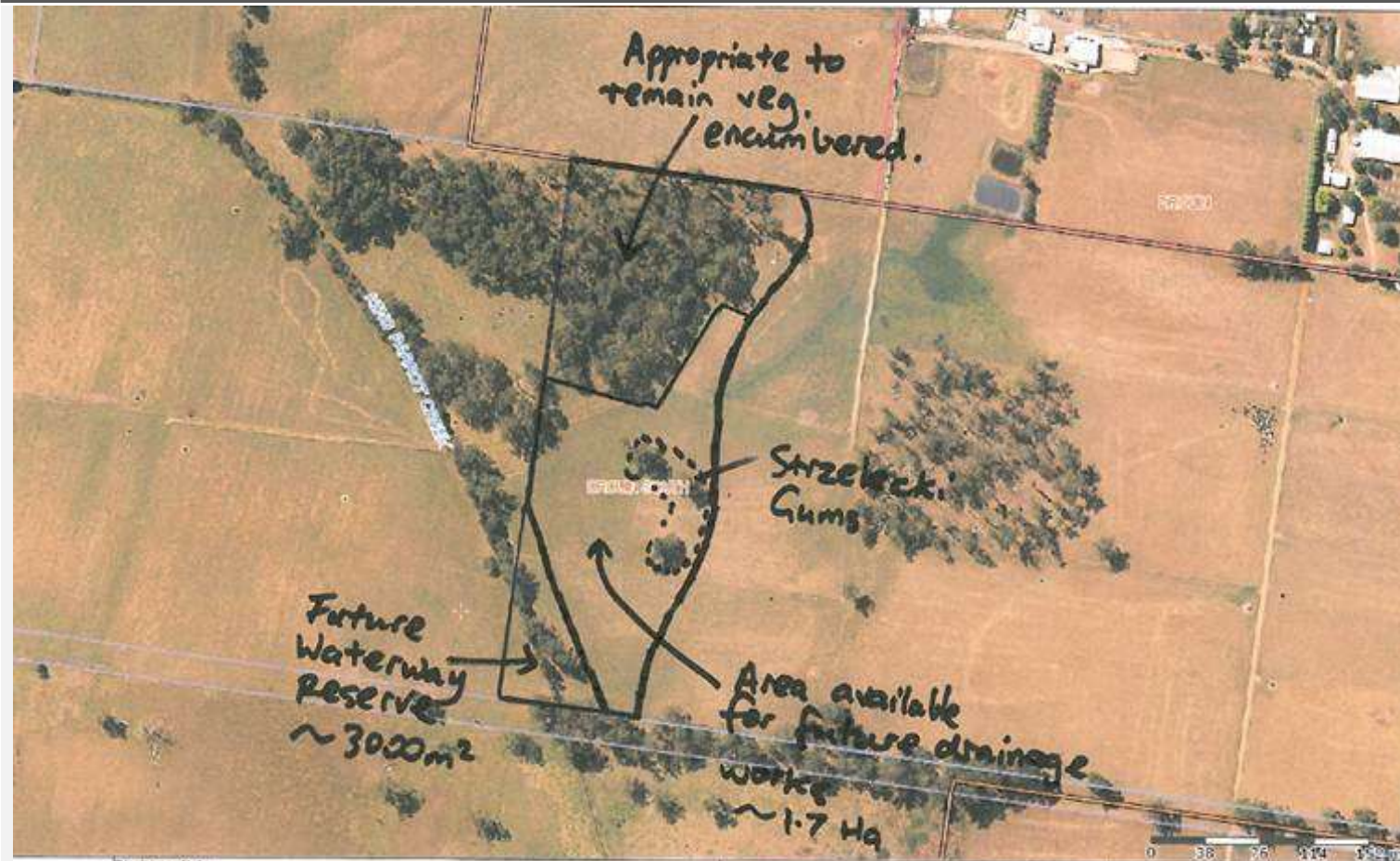


Attachment 2: Unmade roads shown as 'existing roads'  
in Plan 2 to be corrected – Drouin PSP



### Attachment 3: Drainage reserve to be added in the Vegetation Reserve - Drouin PSP

Indicative area to be changed from vegetation encumbrance to drainage encumbrance

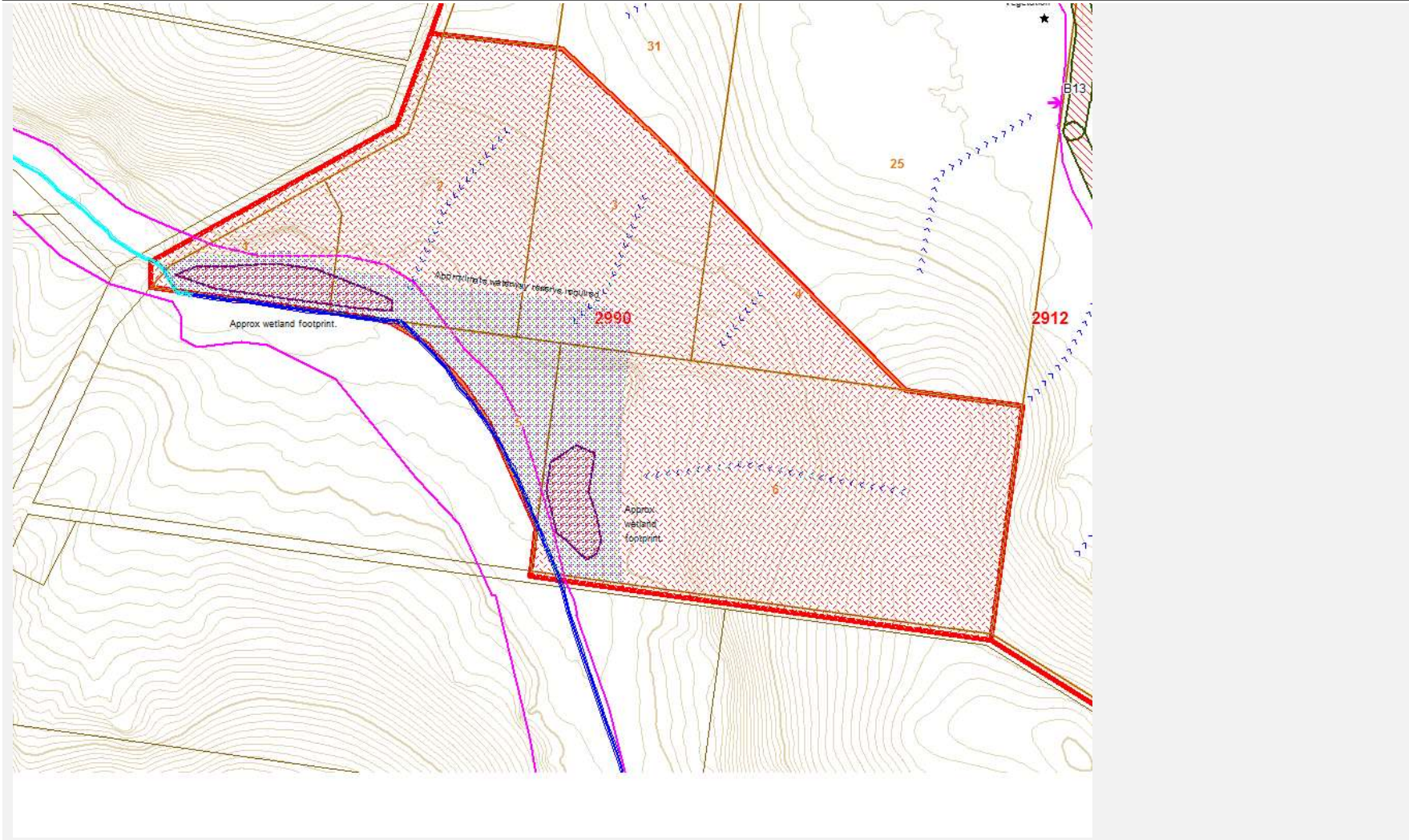




Vegetation – encumbered (VR-SE-05) shown in Plan 6 - Drouin PSP



Indicative area for drainage encumbrance





Extract from Melbourne Water Drainage Plan to make the above change

