

## Delegate's Report

**Application No:** 2018/325

**Application Type:** Use Only

**Received:** 12 December 2018

**The Applicant:**

Name: Surveytech Pty Ltd  
Address: 35 Commercial Street  
Korumburra VIC 3950

**The Proposal:**

Proposal: Use land for place of worship with waiver of carparking

**The Land:**

Land Address: 85 Commercial Street Korumburra VIC 3950  
Land Description: L1 TP880830G Parish of Korumburra Township, L2 TP880830G Parish of Korumburra Township

Zone/s and Overlay/s Commercial 1 Zone  
Public Use Zone - Local Government – Schedule 6  
Public Acquisition Overlay – Schedule 1

**Description of Proposal:**

Planning Scheme and/or Planning and Environment Act Definition

Land Use

Place of worship – land used for religious activities, such as a church, chapel, mosque, synagogue, and temple.

Development

N/A

**Description of the site and locality (including any inspection notes):**

Site and surrounding area

The site is a mostly rectangular shape. The site has an area of approximately 365 m<sup>2</sup>. There is an existing retail building covering the majority of the land (former NAB premises). The site has frontage to Commercial Street of approximately 10m and Little Commercial Street of approximately 4.7m. Vehicular access is from Little Commercial Street. The land abuts a Road Zone Category 1. The application does not require referral to VicRoads under Clause 52.29 and 66.03 of the Planning Scheme because no new access is proposed and no existing access is proposed to be altered. The land is generally flat with only minor fall across the site. There is no existing vegetation located on the subject land. The site appears to have access to reticulated power, telecommunications, water and sewer.

Locality

The wider area surrounding the site can be described as commercial development. The character of the street is typified by commercial buildings. The immediately abutting properties are:

**87 Commercial Street** – a rectangular shaped property of approximately 495.5m<sup>2</sup>. The land contains an existing retail building that operates as the Burra Hardware Store. There is approximately two unofficial/unconstructed car parking spaces located within the site.

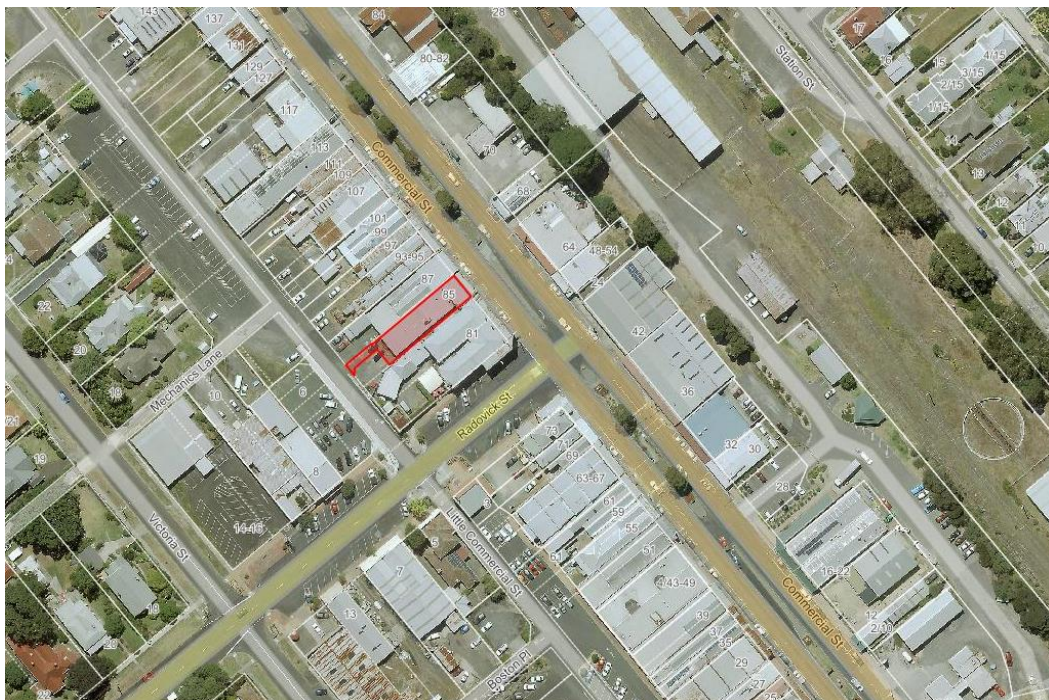
**81 Commercial Street** – a mostly rectangular shaped property of approximately 1145.02m<sup>2</sup>. The land contains an existing building that operates as a hotel-pub called the Middle.

The properties directly across the road are:

**64 Commercial Street** – a square shaped property of approximately 619m<sup>2</sup>. The land contains an existing building that is operating as a restaurant called Rainbow Palace.

**6 Radovick Street** – a mostly rectangular shaped property of approximately 686.5m<sup>2</sup>. The land is currently vacant and is being used for car parking.

Each of the commercial businesses discussed above only have space on-site (within the boundaries of the properties) to accommodate staff parking. The majority of other businesses within the main Korumburra Township rely on public on-street and off-street car parking for customers and visitors.

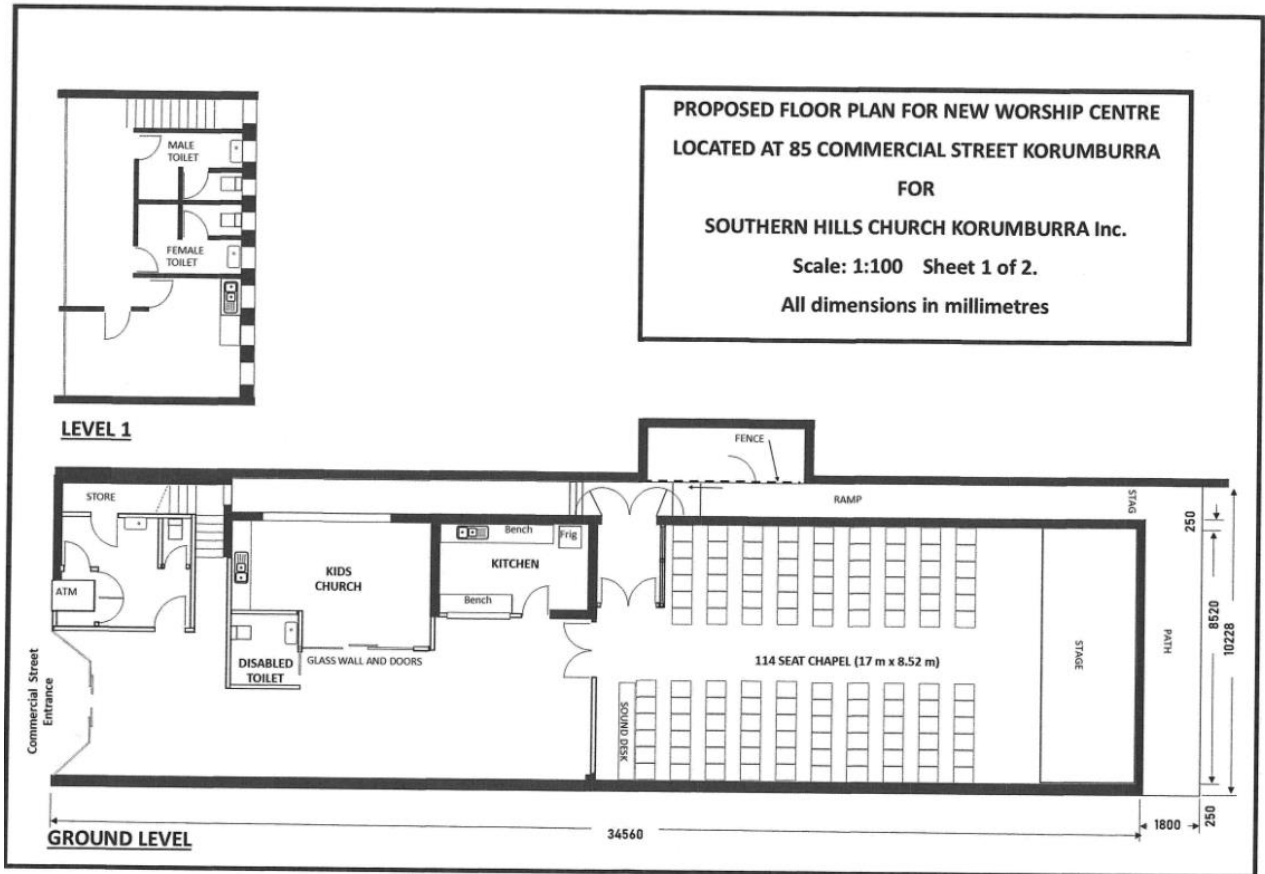


*(Subject site and surrounds – retrieved from Intra-maps 2018 aerial)*

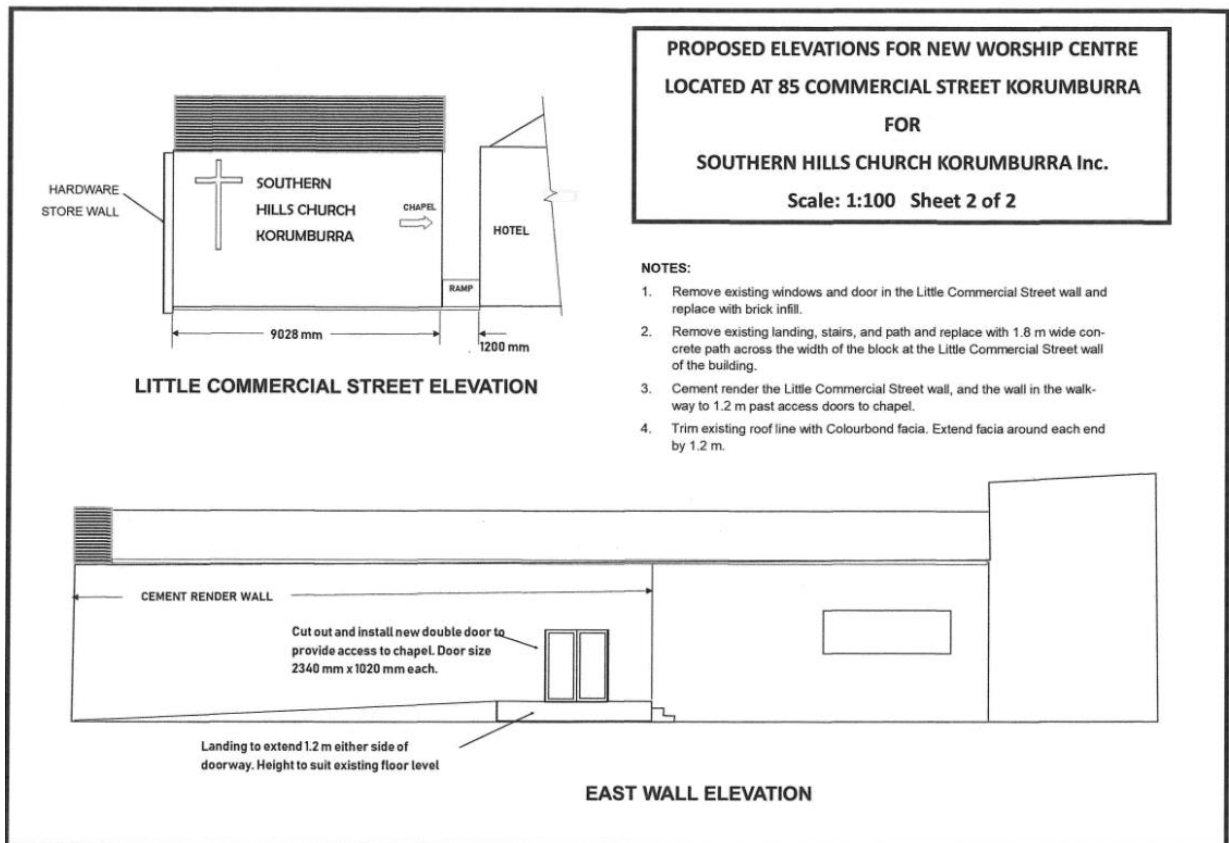
#### Proposed use

The applicant seeks to use the land at 85 Commercial Street, Korumburra for a place of worship and reduce the required car parking. The proposed place of worship will utilize the existing building on site that covers the majority of the land.

The application was lodged with Council on 12 December 2018 and a site inspection was completed on 9 January 2019.



(Floor plan – retrieved from the application documents)



*(Elevations – retrieved from the application documents)*



*(Subject site – retrieved from Intra-maps 2018 aerial)*



**Previous planning permit associated with the subject property:**

Application No.	Proposal	Decision	Date
2007/196	Buildings & works comprising of the erection of signage	Issued	15 August 2007

**Why is a Permit Required?**ZoneUse

Clause 34.01-1 – A permit is required for the use of the land for a place of worship due to the gross floor area of the building being approximately 382.2m<sup>2</sup> thus exceeding 250m<sup>2</sup>.

Development

N/A

Overlays

N/A

Particular provisions

Clause 52.06-3 – A permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.

Particular provisions that are relevant but do not trigger a permit

Clause 52.34 – Bicycle facilities

**Is there a registered restrictive covenant or a Section 173 Agreement on the title? If so, does the proposal comply with the restriction or Section 173 Agreement?**

No.

**Is the land within a Special Water Supply Catchment Area listed in Schedule 5 of the Catchment and Land Protection Act 1994?**

No.

**Is an Aboriginal Cultural Heritage Management Plan required?**

No, a CHMP is not required because the proposed use is not in an area of cultural heritage sensitivity.

**Was Further Information Requested under Section 54?**

Further information was required regarding the following:

1<sup>st</sup> FI request

1. The proposal on the submitted planning permit application states “*Development of Place of Worship*”, it must be amended in writing to state “*Use of land for a Place of Worship and a waiver of carparking*”.
2. Clause 52.06-5 Number of car parking spaces required for a Place of Assembly (except amusement parlour) to provide 0.3 carparking spaces for to each patron permitted.

3. Clause 52.06-7 requires a Car Parking Demand Assessment, which must assess the likely car parking demand to be generated by the new use.

#### 2<sup>nd</sup> FI request

1. Whilst the application form has been amended, it is noted that the cost of the proposed development is missing. Please ensure that this form is amended to include the development cost.
2. The Car Parking Demand Assessment that has been provided is not considered satisfactory as it does not adequately address the requirements of clause 52.06-7. Please submit a new Car Parking Demand Assessment ensuring that the requirements of clause 52.06-7 are addressed. It is advised that it might be beneficial to seek the assistance of a qualified professional.

#### 3<sup>rd</sup> FI request

1. The amended plans show a sign on the rear of the building. As such, please ensure that the following information is provided for all proposed signage:
  - o location and height above ground level
  - o size/dimensions (e.g. height, width, depth, method of support/attachment)
  - o colours, details of lettering style and materials
  - o details of which signs will be illuminated if any and how they will be illuminated

**Note:** Applicant confirmed that the signage shown was indicative only and that at this stage they have no intention of proposing any signage.

#### **Was notice of the application given under Section 52(1), 52(1AA), 52(3) or 57B?**

The application was notified to adjoining/adjacent owners and occupiers. The application was also notified by placing a sign on both street frontages of the land and by publishing a notice in newspapers generally circulating in the area.

#### **Were there any objections received?**

There were 10 objections/submissions received as at 17/05/2019. The issues raised are summarised below:

Main Issues & Concerns	Assessment
The proposed use of the land for a place of worship is non-inclusive.	This is not a relevant consideration under the planning scheme.
<ul style="list-style-type: none"> <li>▪ The proposed use of the land for a place of worship is not appropriate and has no place in the Commercial Zone.</li> <li>▪ Commercial Zone is only suited for retail and businesses.</li> </ul>	<p>The relevant purpose of the Commercial 1 Zone (C1Z) is:</p> <ul style="list-style-type: none"> <li>▪ To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.</li> </ul>

<ul style="list-style-type: none"> <li>▪ The proposed use of the land for a place of worship does not fit with the character of the area.</li> </ul>	<ul style="list-style-type: none"> <li>▪ To provide for residential uses at densities complementary to the role and scale of the commercial centre.</li> </ul> <p>The proposed use (i.e. place of worship) would actually be a section 1 use under the C1Z if not for the size of the existing building exceeding 250m<sup>2</sup>. As a result of this, the proposal becomes a section 2 use. The proposed use is a permissible use, with deliberation given to the existing surrounding uses and locality as well as the application before council.</p>
<ul style="list-style-type: none"> <li>▪ There is insufficient parking available for the proposed capacity of the church (i.e. maximum 114) and if the proposal is approved this will create a car parking deficit in Korumburra.</li> <li>▪ Concerns that patrons will occupy parking spaces along Commercial Street particularly.</li> <li>▪ Objection to the car parking waiver/reduction, which would negatively impact on local traders and Korumburra businesses.</li> <li>▪ The existing car parking in Korumburra is already competitive and problematic due to an increased number of businesses operating as well as an increased number of visitors to the area.</li> <li>▪ Increasing number of businesses opening on Sundays in Korumburra.</li> </ul>	<p>Under clause 52.06-4 a car parking waiver or reduction of a car parking requirement is not subject to notice and review.</p> <p>Additionally, as discussed in the section of this report addressing clause 52.06, the car parking demand assessment submitted as part of this application as well as the existing Korumburra car parking study has identified that the existing public car parking spaces within the main township of Korumburra are currently underutilized and are expected to be able to accommodate future development and uses until 2031. As a result, the car parking waiver is not expected to negatively impact on the existing business and traders in the Korumburra township. Furthermore, there is sufficient public car parking spaces available to accommodate this as car parking is currently underutilized, particularly on Sundays.</p>
<p>The available parking in Korumburra township is primarily for customers to access businesses easily and conveniently and is not for church goers.</p>	<p>The on-street and public car parks within the township of Korumburra are provided by Council. As a result, this parking is intended to be shared by persons using the commercial centre. Therefore, the patrons of the proposed place of worship would have the same entitlement to use these public parking spaces as other persons.</p>
<p>Clause 52.06-7 of the Planning Scheme requires that a 'car parking demand assessment' be provided for any application to reduce or waive the number of car parking spaces provided. No such assessment has been provided.</p>	<p>A car parking demand assessment has been provided to Council (prepared by a Traffic Engineering Consultancy) as the result of further information requests made by Council.</p>
<ul style="list-style-type: none"> <li>▪ The proposed site will be in demand and should be retained for retail businesses.</li> <li>▪ The proposed place of worship will hinder and</li> </ul>	<p>The purpose of the Commercial 1 Zone is to provide a vibrant mix of uses. Therefore, it would not be considered a good planning outcome for the Commercial area of Korumburra to only be</p>

impact on the growth of retail/businesses within the main Korumburra township/retail precinct.	occupied by retail uses. As a result, the proposed use of the land for a place of worship is a use that adds to the diversity of uses within this area.
The proposed place of worship would be better suited to an alternate location possibly at underused sites such as the RSL and the Masons.	The proposed site of the place of worship was previously operated as a bank. However, the site has been vacant for some time. As a result, the proposed use operating out of this currently vacant building would be a good outcome and is likely to result in more people entering the Korumburra township and also accessing the other existing businesses and shops.
<ul style="list-style-type: none"> <li>▪ Possibility of the current congregation (approx. 35) growing and church activities and hours of operation increasing.</li> <li>▪ The proposed use of the land for a place of worship will not contribute to the economic development of Korumburra.</li> </ul>	The current size of the congregation is approximately 35. However, the new site of the proposed place of worship can seat a maximum of 114 patrons (with a maximum occupancy of 130 persons including staff, band, & church leadership). As a result, the site has the potential to accommodate an increased congregation into the future. This in turn could possibly result in increased activities or services. However, it is likely that some patrons attending the proposed place of worship will also be multi-purpose trips to other nearby commercial developments. As a result, this will contribute economically to the businesses and traders in the area in a positive manner.
If the application is approved the entrance to the proposed church should be at the rear of the church so as to encourage parking in Little Commercial Street rather than Commercial Street.	The application was amended so that the main access to the building is from the side of the building with access to this entrance being achieved from the rear of the property (i.e. Little Commercial Street frontage).
<ul style="list-style-type: none"> <li>▪ The possibility of members of the congregation preaching or displaying religious signage, literature, etc. in public places.</li> <li>▪ Conflict occurring between the church goers and the pub goers next door.</li> </ul>	<p>These concerns are not relevant planning considerations. Notwithstanding, it is common for places of worship to be located near commercial and retail developments. Furthermore, members of the congregation can already carry out certain activities in the public realm now.</p> <p>Additionally, as noted previously the use of the land for a place of worship in the Commercial 1 Zone is a section 1 use. The reason this application is considered to be a section 2 use is due to the gross floor area of the existing building exceeding 250m<sup>2</sup> (approx. 382.2m<sup>2</sup> – on both floors).</p>

**Was the application referred under Section 55 or 57C?**

Authority	Which Clause? Determining or Recommending?	Date received and response



SGSC Engineering	66.03 (PAO) – Determining	<p>SGSC Engineering 16/05/19:</p> <p>As the use proposed by this application will not change the footprint of the building and any impact on car parking will be out of normal business hours, Council’s Infrastructure Department has no conditions or notes to place on the planning permit.</p>
------------------	---------------------------	--

**Were there any non-statutory or internal referrals?**

No.

**Planning Scheme Requirements and policies:**SPPF

The following SPPF clauses are considered relevant to the assessment of this application:

## 11.03 PLANNING FOR PLACES

- 11.03-2S Activity centres
- 11.03-6S Regional and local places

## 13.07 AMENITY AND SAFETY

- 13.07-1S Land use compatibility

## 17.01 EMPLOYMENT

- 17.01-1S Diversified economy

## 17.02 COMMERCIAL

- 17.02-1S Business

LPPF

The following LPPF clauses are considered relevant to the assessment of this application:

## 21.02 MUNICIPAL PROFILE

- 21.02-8 Transport
- 21.02-10 Community services

## 21.03 KEY ISSUES

- 21.03-7 Economic development
- 21.03-8 Transport
- 21.03-10 Community services

## 21.04 VISION

- 21.04-1 South Gippsland Shire Council – Council Plan 2010 – 2014
- 21.04-2 Vision

## 21.05 SETTLEMENT

- 21.05-1 Growth of towns

## 21.11 ECONOMIC DEVELOPMENT

- 21.11-3 Office and commercial uses

## 21.15 LOCAL AREAS

- 21.15-2 Korumburra

Clause 22 policies

There are no Clause 22 policies considered relevant to the assessment of this application.

**General Assessment:**State Planning Policy Framework

The proposal is consistent with the relevant objectives and strategies of the SPPF clauses listed above.

Local Planning Policy Framework and Local policies

The proposal is consistent with the relevant objectives and strategies of the LPPF clauses and Local policies listed above.

**52.06 Car Parking**

Clause 52.06-3 states that a permit is required to:

- *Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.*

The land use term 'place of worship' falls within the broader definition of 'place of assembly'. According to Table 1 in clause 52.06-5, the use of 'place of assembly' requires 0.3 spaces to each patron permitted. Given that the proposed place of worship has a seating capacity of 114, 34 spaces are required. The subject site contains 3 existing unofficial parking spaces within the boundaries of the subject lot. As a result, a reduction of 31 spaces is required.

Considerations	Assessment
The Car Parking Demand Assessment.	<p>The applicant did not submit a car parking demand assessment (CPDA) with the original application. As such a CPDA was requested of the applicant. However, the initial CPDA submitted in response to this request was not considered satisfactory and Council requested another CPDA that adequately addressed the requirements of clause 52.06-7. In response the applicant hired a traffic engineering consultant (i.e. O'Brien Traffic) to provide a CPDA that was considered to be satisfactory by Council.</p> <p>The CPDA provided found that:</p> <ul style="list-style-type: none"> <li>▪ The proposed use would generate a peak parking demand of 34 spaces with the majority being</li> </ul>

	<p>relatively short-stay in nature and occurring on a Sunday morning.</p> <ul style="list-style-type: none"> <li>▪ The assessment indicated that the proposal will generate an off-site parking demand of 31 spaces on a Sunday morning and 3 spaces on a Friday/Saturday evening.</li> <li>▪ Smaller events such as youth group may occur on Friday or Saturday evenings with an estimated 20 people on-site, with a parking demand of up to 6 spaces. It was also noted in the assessment that this would be short-term parking (i.e. parents dropping/picking up children).</li> <li>▪ The survey results indicate that there was a minimum of 111 vacant spaces on the surveyed Sunday 24<sup>th</sup> March 2019. These spaces will readily cater for the parking demand likely to be generated by the proposed use (i.e. 31 spaces).</li> <li>▪ The survey also reviewed aerial imagery which confirmed the low utilization of the rear car park throughout the day and week. The small parking demand estimated on Friday/Saturday evening and during weekdays can be readily accommodated.</li> </ul> <p>The report concluded that there was sufficient availability of public parking spaces to support a reduction of the car parking requirement in this case.</p> <p>Furthermore in 2013, Council engaged GTA traffic consultants to carry out a parking study of the whole town centre of Korumburra. In summary, it found that the town centre of Korumburra had an abundance of car parking, even during peak times. Parking Area B identified in the Korumburra parking study is the closest public car parking area to the proposed place of worship and has 74 unrestricted marked parking bays as well as 6 unmarked bays, with a usage rate of 33% at peak times. The survey indicated that the parking spaces in Commercial Street in front of the site were well utilised but not throughout the whole day. Based on these findings and the expected traffic to be generated by the proposal, it is considered that there is a sufficient supply of car parking in the locality during the peak</p>
--	---

	periods of this proposal's operation.
Any relevant local planning policy or incorporated plan.	There is no relevant local planning policy or incorporated plan in this instance.
<p>The availability of alternative car parking in the locality of the land, including:</p> <ul style="list-style-type: none"> <li>▪ Efficiencies gained from the consolidation of shared car parking spaces.</li> <li>▪ Public car parks intended to serve the land.</li> <li>▪ On street parking in non-residential zones.</li> <li>▪ Streets in residential zones specifically managed for non-residential parking.</li> </ul>	<p>As discussed above, there is currently sufficient car parking located in the locality and into the foreseeable future. These spaces are shared amongst a number of other existing uses in the locality that also do not provide any onsite parking.</p> <p>The public parking area behind the premises is intended to serve this and other properties near this parking area. Additionally, the public car parking along Commercial Street is intended to service all businesses/uses nearby.</p> <p>As discussed above, there is a strip of on street parking in front of the premises that is in a non-residential zone. It is utilised quite heavily by comparison to other parking areas in the town centre.</p> <p>N/A</p>
On street parking in residential zones in the locality of the land that is intended to be for residential use.	N/A
The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.	As previously mentioned, it is not possible to provide the required car parking on the site due to the existing building covering the large majority of the land and the area and dimensions of the subject land.
Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.	As previously discussed, there is no shortfall of parking in Korumburra now or likely to be experienced in the near future. As such, there can be no perceived or real economic impact if there is no shortfall (based on the car parking).
The future growth and development of any nearby activity centre.	The study suggests that Korumburra has sufficient parking for anticipated growth until at least 2031.
Any car parking deficiency associated with the existing use of the land.	The land is currently vacant and has been for a long period of time. However, its previous use was for a bank. A bank is considered to be an office for the purpose of the Clause 52.06 uses. The table requires 3.5 spaces to each 100m <sup>2</sup> of leasable floor area. This would equate to 14 car parking spaces being required because the floor area of the building is

	approximately 382.2m <sup>2</sup> .
Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.	N/A
Local traffic management in the locality of the land.	N/A
The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.	Locality amenity is not considered to be affected because as discussed above, there is no shortage of car spaces in the locality based on the evidence of the 2013 Korumburra parking study. It is also considered that the absence of parking on the site is highly unlikely to affect the closest residential area that is located approximately 85m away from the subject land.
The need to create safe, functional and attractive parking areas.	N/A
Access to or provision of alternative transport modes to and from the land.	There is no public bus service however, the VLine bus service between Melbourne and Yarram does operate past the site.
The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.	There is no evidence of historic contributions by existing businesses.
The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.	Other surrounding businesses also do not have any parking or limited parking on-site (except on larger sites including most supermarkets and hotels). Most frontages are utilised for buildings and not for parking. The character of the surrounding area would be compromised by requiring additional parking on-site. Furthermore, there is no opportunity to provide further car parking within the site. It is considered to be a better quality outcome to reduce the requirement.
Any other matter specified in a schedule to the Parking Overlay.	N/A
Any other relevant consideration.	N/A

### 52.34 Bicycle Facilities

According to Table 1 of clause 52.34-5, a 'place of assembly' which includes 'place of worship' requires 2 bicycle spaces. The applicant has not indicated the provision of bike parking on the site. As a result, a condition of the permit will require provision of bicycle facilities in accordance with Clause 52.34.

### Commercial Zone 1

Clause 34.01-1 states that a permit is required for the use of the land for a place of worship (with a gross floor area exceeding 250m<sup>2</sup>).

Decision Guidelines	Assessment
<b>General</b>	
The Municipal Planning Strategy and the Planning Policy Framework.	See above.
The interface with adjoining zones, especially the relationship with residential areas.	The subject land is directly adjoined by the Commercial 1 Zone, Road Zone Category 1 (RDZ1) and a Public Use Zone – Schedule 6 (PUZ6). Furthermore, the subject land is also located approximately 85m north-east from the nearest residential zone (i.e. GRZ1), with the PUZ6 and C1Z separating the subject land from the GRZ1. The proposal is considered to have no interface issues with other uses.
<b>Use</b>	
The effect that existing uses may have on the proposed use.	<p>The subject land is immediately abutted by properties that are currently used for:</p> <ul style="list-style-type: none"> <li>▪ Hotel/Gaming</li> <li>▪ Retail premises</li> </ul> <p>Other surrounding uses also include:</p> <ul style="list-style-type: none"> <li>▪ Restaurants</li> <li>▪ Office premises</li> <li>▪ Retail premises</li> <li>▪ Bank</li> <li>▪ Post office</li> <li>▪ Health clinic</li> <li>▪ Pub/tavern</li> </ul> <p>As a result, the adjoining and nearby existing uses are unlikely to adversely impact on the proposed use of the land for a place of worship. It is more likely that the church patrons will contribute economically to the surrounding uses and businesses.</p>
The drainage of the land.	The proposal is for use only and will utilize an existing retail building that is connected to reticulated sewer and drainage.
The availability of and connection to services.	The subject land is in the township of Korumburra and it appears that the property is connected to all reticulated services.
The effect of traffic to be generated on roads.	The applicant submitted a short assessment that stated the maximum capacity of the church would be 114 patrons, which generates the requirement for 34 parking spaces. Thereby it is conceivable that the proposal could generate about 68 vehicle trips



	per day (34 in, 34 out). However, it is noted that the primary days of operation would be on Saturdays and Sundays. It is not expected that this level of trips would occur on a weekday. The roads in the vicinity are capable of accommodating the increase in traffic generated by the proposal.
The interim use of those parts of the land not required for the proposed use.	Essentially, the whole site is being utilised for the proposed use.
<b>Subdivision</b>	
Provision for vehicles providing for supplies, waste removal and emergency services and public transport.	N/A – no subdivision is proposed as part of this application.
The effect the subdivision will have on the potential of the area to accommodate the uses which will maintain or enhance its competitive strengths.	N/A – no subdivision is proposed as part of this application.
<b>Buildings and works</b>	
The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.	N/A – application is for use only
The provision of car parking.	The proposal only provides for three car parking spaces on site (car parking spaces are existing). The site does not contain any area to provide any additional car parking spaces on-site. There is public parking available directly in front of the site and within 150m of the site (approx. 155 spaces available). These matters are discussed in more detail in the section addressing the requirements of Clause 52.06.
The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.	N/A – application is for use only. However, the main entrance will be changed to the side of the building with access being from the rear of the property (i.e. from Little Commercial Street).
The storage of rubbish and materials for recycling.	The applicant has not nominated an area for storage of rubbish and recycling. However, it is not expected that the operation of church services and activities (primarily on Saturday/Friday evenings and Sunday mornings) would generate an abundance of rubbish and materials for recycling. Regardless, there is sufficient space at the rear or front of the building to provide for appropriate bins.
Defining the responsibility for the maintenance of buildings, landscaping and paved areas.	The whole of the site will be the responsibility of the owner/occupier.
Consideration of the overlooking and overshadowing as a result of building or works	N/A – application is for use only

affecting adjoining land in a General Residential Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	
The impact of overshadowing on existing rooftop solar energy facilities on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	N/A – application is for use only
The availability of and connection to services.	See above.
The design of buildings to provide for solar access.	N/A – application is for use only
The objectives, standards and decision guidelines of Clause 54 and Clause 55. This does not apply to an apartment development.	N/A
For an apartment development, the objectives, standards and decision guidelines of Clause 58.	N/A

**65.01 Approval of an Application or Plan**

<b>Decision Guidelines</b>	<b>Assessment</b>
The Municipal Planning Strategy and the Planning Policy Framework.	See above.
The purpose of the zone, overlay or other provision.	See above for assessment against relevant zone/overlays.
Any matter required to be considered in the zone, overlay or other provision.	See above for assessment against relevant zone/overlays.
The orderly planning of the area.	The proposed use keeps with the character of the area and is considered to be an appropriate use within the commercial area of the Korumburra township.
The effect on the amenity of the area.	Given that the proposal is within an active commercial area comprising a wide range of businesses it is unlikely that the use of an existing building site for a place of worship would adversely impact on the amenity of the area.
The proximity of the land to any public land.	The subject land is located approximately 85 m from a reserve owned by South Gippsland Shire Council.
Factors likely to cause or contribute to land degradation, salinity or reduce water quality.	The application is for a change of use to a place of worship and no new development is proposed. Therefore, it is unlikely to cause or contribute to land degradation, salinity or reduce water quality.
Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.	N/A – application is for use only and will utilize an existing building.
The extent and character of native vegetation and the likelihood of its destruction.	There is no existing vegetation on the subject land.
Whether native vegetation is to be or can be protected, planted or allowed to regenerate.	See above.

The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.	The subject land is not affected by any flood, fire or erosion zones or overlays. As a result, it is considered that risk to this property can be effectively managed.
The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.	The proposal is for a change of use only. No development is proposed as part of this application. The proposed use will likely generate an increase in traffic on the surrounding streets. However, this increase will primarily occur on Sundays and Saturdays/Fridays when the main church service and youth group is held. This would be outside of the peak times of Friday and Saturday mornings. It is also likely that patrons attending the proposed place of worship will also be visiting other nearby commercial developments which will contribute economically to the area. Furthermore, there is existing public on-street parking in Korumburra township which is currently underutilized. As a result, it is considered that the traffic generated by the proposed use will not adversely impact on the area.

**Conclusion and Recommendation:**

Council has considered the matters under Section 60 of the Planning & Environment Act 1987. It considers that the proposed use is appropriate having regard to the relevant matters and can be managed through appropriate conditions.

It is recommended that a notice of decision be issued for the use of land for a place of worship with reduction of car parking, in accordance with the endorsed plans.