

Delegate's Report

Application No:	2020/135
Application Type:	Use & Development
Received:	8 May 2020
The Applicant:	
Name:	South Gippsland Shire Council
Address:	9 Smith Street, Leongatha VIC 3953
The Proposal:	
Proposal:	Use and Development of land with a Place of Assembly (Community Hub including Library and Meeting Room), Waiver of Car parking Requirements
The Land:	
Land Address:	15 Little Commercial Street Korumburra VIC 3950
Land Description:	CA 25A S3 Parish of Korumburra Township
Zone/s and Overlay/s	General Residential Zone - Schedule 1
Assessment:	
By:	Peter Bergman

1. Introduction

The application is to use and develop land at 15 Little Commercial Street, Korumburra (also known as 4 Victoria Street – former Kindergarten site) for a Place of Assembly (Community Hub) and associated works, and waiver of car parking.

The site is vacant and is 3390.9m² in area and located within the Korumburra Activity Centre opposite properties fronting Commercial Street/South Gippsland Highway.

The Korumburra Master Plan sets the context for traffic, car parking and associated improvements for the Activity Centre.

This report provides the assessment of the proposal having regard to the provisions of the South Gippsland Planning Scheme.

DELWP's consent to the proposal was included in the application and stated: -

"DELWP understands the project will provide a multi-purpose venue that can accommodate various community groups as well as provide for future flexibility. Groups currently identified to use the community hub include West Gippsland Regional Library Corporation, Milpara Community House, Korumburra Senior Citizens, Korumburra and District Historical Society and the Korumburra Rotary art display and collection.

DELWP strongly supports initiatives that will have a beneficial effect on local communities that are supported by sound planning and consultation and comply with relevant legislation and standards."

2. The Subject Site and Surrounding Land

2.1 Site Context

The subject site is located within Korumburra, centrally located within the township approximately 55 metres directly south of Commercial Street / South Gippsland Highway or 130m using public streets.

2.2 The land

The subject site is formally described as CA 25A S3 Parish of Korumburra Township. The site is nearly rectangular in shape with frontages to Little Commercial Street and Victoria Street of 48.16 metres and a depth to Boston Place and 2 Victoria Street of 70.41 metres and a total site area of 3390.9m². The site has a north-east to south-west alignment and has a significant slope similar to the Commercial Street / South Gippsland Highway to the north.

Vehicular access is from Little Commercial Street. The application does not require referral to VicRoads under Clause 52.29 and 66.03 of the Planning Scheme.

There is no designated waterway running through the property.

There is some vegetation mainly located in the south-west corner of the site.

There is no designated waterway running through the property.

There are no easements, restrictive covenants, or S173 Agreements registered on the Title. Consent to the application from DELWP formed part of the application.

The land is cleared in the area of the former kindergarten.

The land is not within a Special Water Catchment Area listed in Schedule 5 of *the Catchment and Land Protection Act 1994*.

A Cultural Heritage Management Plan (CHMP) is not required because the proposed use and development is not in an area of cultural heritage sensitivity and the site has been significantly disturbed as part of the previous use.

Table1: Subject site Details

Address	15 Little Commercial Street Korumburra
Title Particulars	CA 25A S3 Parish of Korumburra Township
Title Encumbrances	Nil
Zone	General Residential 1

Overlays	Nil
Permit Trigger	Use and Development of Place of Assembly Car Parking Waiver

2.3 Surrounding Land

The subject is located within urban area of Korumburra surrounded by predominantly residential development. Leongatha is approximately 14.0km to the south east via the South Gippsland Highway.

The broader area is typified by agricultural land between major townships with large scale farming enterprises throughout the area.

Overall the area is undulating with rolling hillsides a feature of the locality. There is a good local road network and ease of access to community facilities in Leongatha.

The area surrounding the site can be described as a significantly sloping commercial precinct opposite a residential area.

Adjoining the land are on-street public car park and a commercial use fronting Little Commercial Street and single storey dwelling fronting Victoria Street

On the opposite side to the north -east of Little Commercial Street is the Korumburra Activity Centre, which fronts South Gippsland Highway (Commercial Street).

On the opposite side of the side to the south-west Victoria Street, which is contains modest contemporary detached dwellings.

The character of the Victoria Street is typified by older style modest single storey dwellings and other buildings. There is no specific existing character because there is a mix of dwelling styles in the street. The setbacks, heights, size, bulk/scale, fencing vary significantly.

Little Commercial Street is a local laneway that provides rear access to and services lots along the southern side of the South Gippsland Highway, in addition to lots along the northern side of Victoria Street and the western side of Bridge Street. Adjoining the subject site, it has a 6.0 metre wide carriageway, with access to public car parking provided on either side.

Victoria Street is a local road that contains an approximately 9.0 metres wide carriageway. Parking is permitted along the both sides of the carriageway with pedestrian footpaths provided on both sides. The northern side of Victoria Street is primarily fronted by commercial uses and the southern side if primarily fronted by residential uses.

Boston Place is a local laneway that provides two approximately 3.5 metres wide one-way aisles to indented angled parking is provided.

3. The Proposal

3.1 Application History

Application 2019/337, an earlier version of the current proposal, lapsed on 27 April 2020, as requested further information had not been submitted within the prescribed time.

Planning Permit 2018/35, issued on 16 April 2018, approved change of use to Library and reduce (waive) the car parking requirement

3.2 Description of Proposal

The application seeks a planning permit for the Use and Development of a Place of Assembly (Community Hub) and waiver of car parking.

As a significant Public Building this is an opportunity for Council to demonstrate leadership and set an example in design, sustainability and community benefit.

The proposal is for double storey building with public access from Little Commercial Street at both levels. The building consists of Library, Offices, Meeting Room and Flexible / Lunch area. Total floor area is approximately 836m².

Ground floor (465m²) includes flexible/lunch (127m²), foodbank (14m²), waiting (24 m²), Government services (12m²), consulting (11m²), offices (22m²), circulation (65m²), lift (3m²), cleaner/laundry (6m²), electric/communications (5m²), server (17m²), bathrooms (35m²), kitchen (28m²), rotary store (11m²), furniture store (11m²), plant (7m²), airlock (7m²) and entry (22m²).

First floor (817m²) includes library (568m²), historical society (51m²), circulation (11m²), tea point (3m²), meeting rooms (115m²), staff workroom (23m²), computers (33m²), bathrooms (27m²), lift (3m²), airlock (9m²) and entry (25m²)

The maximum building height is 9.895m, reducing to between 4.530m and 6.293m near the boundary with 2 Victoria Street. The maximum depth of excavation is 1.979.

Features of the design include curved building designed around several trees, large windows to public areas and cantilever to the eastern elevation.

No car spaces are to be provided on site. Four disabled car spaces adjoin the site entry. An area is set aside for bicycles is adjoins the north-west corner of the site.

Three trees adjoining Victoria Street are to be removed in accordance with the Arborist's report.

All services are available to the site.

Following advertising and in response to Officer queries, the following additional information was provided to assist Council assessment of the proposal:

- Individual room areas and total floor areas added to plans
- Level added to each corner of the building added to Ground Floor Plan

- Additional setback dimensions added to neighbouring building
- Dimensions showing depth of excavation added to Sections
- Overshadowing plans added to Drawing set.

4. Policy Context

4.1 State Policy Framework

The following clause of State Planning Policy Framework are relevant to this proposal

11 Settlement

- 11.01 Victoria
- 11.01-1S Settlement
- 11.01-1R Settlement - Gippsland
- 11.03 Planning for Places
- 11.03-1S Activity centre

15 Built Environment and Heritage

- 15.01 Built Environment
- 15.01-1S Urban design
- 15.01-2S Building design
- 15.01-5S Neighbourhood character
- 15.02 Sustainable Development
- 15.02-1S Energy and resource efficiency

18 Transport

- 18.01 Integrated Transport
- 18.02 Movement networks
- 18.02-1S Sustainable personal transport
- 18.02-3S Road system
- 18.02-4S Car parking

19 Infrastructure

- 19.02 Community Infrastructure
- 19.02-2S Education facilities
- 19.02-3S Cultural facilities
- 19.02-4S Social and cultural infrastructure

4.2 Local Planning Policy Framework

4.2.1 Municipal Strategic Statement

21.00 Municipal Strategic Statement

- 21.01 Introduction
- 21.02 Settlement
- 21.06 Built Environment and Heritage

- 21.10 Infrastructure
- 21.11 Community Services
- 21.13 Large District Centre - Korumburra
- 21.22 Reference Documents

South Gippsland Shire is identified as a large rural municipality containing a population of approximately 30,000 people dispersed across 26 settlements and 41 localities. Korumburra is the second largest town and the urban gateway when travelling from Melbourne along South Gippsland Highway.

The Objectives of Clause 21.13 are to:

- *Maintain and promote Korumburra as a Large District Centre offering significant industrial, retail, service, residential and tourism functions in the Shire.*
- *Ensure the use and development of land in accordance with the strategic directions in the Korumburra Framework Plan at Clause 21.13-4.*

An Economic Strategy is to *Support and encourage Korumburra's role as a retail and service centre with civic and community functions for its population and nearby small communities.*

Clause 21.13-5 contains the Economic Strategy at Clause 21.13 -7 to 'Actively encourage major retail, office and community developments to concentrate in the Korumburra Town Centre Retail Core, comprising the land bounded by Commercial Street, King Street, Victoria Street and Bridge Street,

Korumburra Community Hub strategies

Strongly encourage the co-location of community services within the Town Centre at the preferred Korumburra Community Hub (former kindergarten site in Victoria Street) nominated in the Korumburra *Town Centre Framework Plan*. Ensure the Korumburra Community Hub is designed, sited, and located to:

- *Provide active uses on the ground floor at public interfaces,*
- *Incorporate links to pedestrian connections between Commercial Street and Little Commercial Street frontage,*
- *Provide a generous public open space / landscape opportunity along the Little Commercial Street frontage.*
- *Maintain and encourage active through-access to Victoria Street and Boston Place to maximise site frontage and accessibility.*

Relevant Reference Documents include:

Korumburra Structure Plan (June2014) (as amended)
 Korumburra Town Centre Car Parking Strategy, June2013
 Korumburra Town Centre Framework Plan Economic Assessment, March 2013
 Korumburra Town Centre Framework Plan: Framework Report, October 2013
 South Gippsland Heritage Study (2004)

4.3 Local Planning Policy

The following Clause 22 policies are considered relevant to the assessment of this application:

- 22.04 Heritage

Korumburra is notable for its heritage places. Close to the subject land, these include:

HO144 - 23 Bridge Street, Dwelling (Corner Bridge Street)

HO146 - 1A Victoria Street, Dwelling

HO150 - 21 Bridge Street, Dwelling

The future conservation, development and management of heritage places is guided by the reasons for their significance as set out in the South Gippsland Heritage Study (2004). The cultural significance of heritage places identified by the Heritage Study is not to be diminished by:

- The loss of any fabric which contributes to the significance of the heritage place
- Inappropriate new development

4.4 Zoning and Overlays

The subject land is located within a General Residential 1 Zone.

The relevant purposes of the Zone are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework*
- *To encourage development that respects the neighbour character of the area*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations*

The subject land is not affected by any Overlays.

In relation to the extent and character of native vegetation and the likelihood of its destruction, the site is not affected by Clause 52.17 Native Vegetation, Significant Landscape Overlay or Vegetation Protection Overlay.

4.5 Permit requirements

Planning Scheme Definition

In Clause 73.08 Land Use Terms - Place of Assembly means '*Land where people congregate for religious, spiritual or cultural activities, entertainment, or meetings*'. Library is nested under Place of Assembly.

A permit is requirement for:

Zone

Use

Clause 32.08-2 – Use of the land for a Place of Assembly.

Development

Clause 32.08-9 – To construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.

Overlays

N/A

Particular provisions

Clause 52.06 – To reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.

Particular provisions that are relevant but do not trigger a permit

Clause 52.34 – Bicycle facilities.

4.6 Further information requested

Further information was not required. It had been requested in the earlier application on the site, which lapsed as the information had not been provided by the due date.

5. Public Consultation and Referrals

5.1 Public Consultation

“Drop-In” Information Sessions were held on 16 December 2019 at the existing Korumburra Library and was attended by the Architects and Council Officers.

Notice was given by:

- Mail to 96 owners and occupiers in the surrounding area and Rural Roads Victoria;
- Placing 3 A1 size signs on the street frontages; and
- Publishing a Notice in The Sentinel newspaper.

The advertising was extended to 21 days in response to customer advice that the signs were not initially erected satisfactorily. This matter was rectified onsite the same day.

Rural Roads Victoria (formerly VicRoads) was notified due to any potential impact of a major development on the management of South Gippsland Highway. Advice was received of no objection.

Objections received

12 objections representing duplicate objections were received. A submission was also received.

The key matters raised in the objections were:

- Residential amenity impacting 2 Victoria Street including increased traffic and mechanical noise, overlooking and overshadowing

- Inadequate car parking available close by for the Community Hub and for the Activity Centre
- Other traffic, car parking, loading and unloading, and time limits on car parking in and around Little Commercial Street;
- Absence of streetscape elevations
- Inconsistent with the bequest of the site to the people of Korumburra
- Absence of satisfactory walkways to Commercial Street
- Topography not suitable for the Community Hub.

Objection	Comments
<p>Residential amenity impacting 2 Victoria Street including lighting, increased traffic, air conditioning and other mechanical noise, overlooking and overshadowing.</p>	<p>The impact from security and other lighting is controlled by standard permit condition so that light does not impact other land.</p> <p>Overlooking and overshadowing are concerns due to windows on both levels impacting private open space and habitable room windows at 2 Victoria Street. These are addressed in the ResCode standards in for single dwellings on a lot. The applicant has recently submitted plans indicated the extent overshadowing created by the building and the existing fences throughout a day. Potential overlooking can be addressed, if the standard is not met, by options including screens and opaque glass.</p> <p>Air conditioning and other mechanical noise is addressed by standard permit condition targeted screening and acoustic fencing. The performance is to reviewed after 3 months after the use has commenced. Modern properly maintained air conditioning should operate in manner that does impact neighbouring residents inside their dwelling</p> <p>The car parking and traffic report indicates the surrounding streets have the environmental capacity to accommodate the additional traffic. The proposed uses are expected to coincide for relatively peak short peaks. The volumes of traffic are lower than a supermarket or hotel.</p> <p>A Construction Management Plan is required to address matters including noise, waste and dust during construction.</p> <p>The emergency access door facing 2 Victoria Street is required to comply with building regulations for fire access. It is not permissible for use for other purposes.</p>

Inadequate car parking available in the immediate and surrounding areas	There are sufficient car parking spaces close to the entrances to Community Hub in public car parks and on-street. Persons using Community Hub are expected to include high proportions of students, other pedestrians and cyclists, multi destination trips with the Activity Centre and vehicles occupied by two or more persons. Issues relating to surrounding areas are not part of this application, but are addressed in Korumburra Master Plan for the Activity Centre.
Other traffic, car parking, loading and time limits on car parking	These matters are not related in the Planning Application and are addressed in Korumburra Master Plan for the Activity Centre or separately.
Impact on loading and unloading in Little Commercial Street	A purpose of Little Commercial Street is to function as service street for loading and unloading for properties in Commercial Street /South Gippsland Highway and other properties. This to be continued.
Absence of streetscape elevations	Some additional plans have been prepared. It is considered that additional plans will have limited impact on the adjoining property.
Inconsistent with the bequest of the site to people of Korumburra	This is a matter considered separately to the planning application. In addition, objections cannot be made on behalf of other persons and must specify how the objector is affected on planning grounds.
Absence of satisfactory walkways to Commercial Street	Access to Commercial Street is currently available from both directions and through a private building during business hours. Walkways from rear car parks to main streets is desirable in Activity Centres. The appropriateness, availability and cost of obtaining additional walkways is a matter considered separately to this application and in conjunction with other priorities in Korumburra Activity Centre.
Topography not suitable for the use	The topography of the land is a feature of significant parts of the Korumburra Activity Centre. This has resulted in a high standard of design in a double storey building with public entrances on both levels, a lift and a reduced footprint. Allotments with significant slopes are highly sought

	after in many localities and regularly result in appropriate outcomes.
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5.2 Referrals

Referrals under Section 55 or 57C?

There are no external referrals.

Non-statutory or internal referrals

Authority	Which Clause / Overlay / Why?	Date received and response
SGSC Engineering	To determine if provision of access / parking / stormwater facilities is acceptable and complies with the Planning Scheme / IDM / Australian Standards.	<p>21/5/2020</p> <p>After researching the information forwarded and a site inspection, listed below are the engineering conditions and notes for the planning permit. Please note for the purpose of this document it has been assumed (i) that the proposed development is contained within the red “dashed” line noted as “Design Boundary” on FJMT Project Siting Site Plan, Sheet No 12004, Project Code KCH, first issued on 3/4/2020 and (ii) that this plan will be endorsed as part of the planning permit.</p> <p>Unless stated otherwise, the following conditions must be complied with to Council’s satisfaction prior to the use commencing:</p> <ol style="list-style-type: none"> 1. The Accessible Car Parking bays must: <ol style="list-style-type: none"> a. Conform to Australian Standard AS/NZS 2890.6-2006. b. Be constructed of an impervious material, being concrete, bituminous asphalt or seal, or other material approved by the South Gippsland Shire Council. c. Be suitably line marked and signed. 2. Applicant is to install a stormwater detention system to restrict the stormwater discharge from the development within the Design Boundary to the equivalent of the pre-development discharge for that area. Calculations are to be based on a 10 % AEP Design Event. 3. Stormwater from the proposed development is to be discharged to Council’s underground

		<p>drainage network.</p> <ol style="list-style-type: none"> 4. Prior to the issue of a Building Permit for the development, engineering plans and relevant computations for the proposed stormwater network, detention system, Accessible Car Parking bays and associated kerb and channel works are to be submitted to, and approved by, the South Gippsland Shire Council. Engineering plans and drainage computations are to be based on Council's Infrastructure Design Manual. Plans to also include cross sections demonstrating how the proposed development ties in with both Council's existing and proposed road and drainage infrastructure in Boston Place and Little Commercial Street. 5. Before the commencement of any works on site, a Construction Traffic Management Plan (CTMP) must be prepared to Council's satisfaction. The CTMP must address traffic and pedestrian management, including access for adjoining businesses during construction. 6. Appropriate consultation is to be carried out with affected property owners during construction works. <p>Note for Permit</p> <ol style="list-style-type: none"> 1. The applicant should check with the relevant service authorities for the location of underground services before any excavation work is undertaken. <p>File Notes</p> <p>During assessment of this application, it was noted that;</p> <ol style="list-style-type: none"> a. There will be an overall loss of 29 no car parking spaces. b. The existing access to Little Commercial Street from the South Gippsland Highway will be changed from two way to one way only - entering from the highway. c. Alterations are proposed to the existing car
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		parking in Little Commercial Street.
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6. Decision Guidelines

General Residential Zone 1	
General	
The Municipal Planning Strategy and the Planning Policy Framework.	The proposal is considered to be generally consistent with the relevant SPPF and LPPF clauses above.
The purpose of this zone.	<p>The proposal is considered to be consistent with, or not affect the purpose of the zone.</p> <p>Specifically,</p> <ul style="list-style-type: none"> • The proposal involves a contemporary development which is expected to positively contribute to the emerging neighbourhood character of the area. It should result in the Little Commercial Street area becoming a focal point and landmark with the area becoming more attractive including for cafes and restaurants. • The proposal supports surrounding residential and commercial areas in terms of services and facilities. • The proposal is for a use that is considered to be consistent with the purpose of the zone to <i>“To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations”</i>.
The objectives set out in a schedule to this zone.	N/A
Any other decision guidelines specified in a schedule to this zone.	N/A
Non-residential use and development	
Whether the use or development is compatible with residential use.	The use is considered to be an appropriate transition between with the surrounding residential and commercial uses.
Whether the use generally serves local community needs.	The use will serve the local community and others in surrounding rural areas that do not have access to a library and the associated community facilities.

<p>The scale and intensity of the use and development.</p>	<p>The Library is a lower intensity use in terms of the number of persons at the premises compared to commercial uses such as supermarkets, food and drink premises and larger Offices. The intensity of the use will increase when meetings, educational sessions and activities are also being conducted. It is expected that capacity of the building will be approached infrequently due to the uses having different peaks.</p> <p>A maximum of two-storey development is a feature of the Korumburra Commercial Centre. The relatively low building footprint compared to the permissible site coverage has appropriately allowed the extensive retention of existing vegetation and provided the opportunity for a responsive building design and floor plans with a diverse range of spaces to be used by patrons.</p> <p>The intensity of the use and development considered acceptable, particularly because the site is essentially surrounded by both commercial and residential uses.</p>
<p>The design, height, setback and appearance of the proposed buildings and works.</p>	<p>The design of the building of is a contemporary public building responsive to the slope and orientation of the land and the dwelling on the adjacent land. The building transitions from double storey to single storey approaching the dwelling at Victoria Street. The height of the building is consistent with commercial buildings nearby and not significantly higher than many double storey dwellings on sloping sites.</p>
<p>The proposed landscaping.</p>	<p>A comprehensive landscaping plan has formed part of the application plans and, when approved, will form part of the endorsed plans under the planning permit.</p>
<p>The provision of car and bicycle parking and associated access ways.</p>	<p>The car parking assessment indicated that the Disability Discrimination Act non-compliant spaces in Little Commercial Street in front of the subject site are being removed. A high volume of pedestrian traffic is likely to occur opposite the public entrances to the building and from the Boston Place car parking areas. After an initial</p>

	<p>settling in period pedestrian behaviour should be observed to evaluate the need and location for pedestrian crossings in a lower speed environment.</p> <p>An area for bicycle spaces is set aside on the plans adjacent to the north-west corner of the site. However, in this instance the applicant is required to provide the detail required under Clause 52.34 of the Planning Scheme. This is important for the following reasons the proportion of students expected to use the facility, in particular the library, is expected to increase significantly and be high local residents encouraged to cycle and walk and the sustainability benefits.</p>
Any proposed loading and refuse collection facilities.	Little Commercial Street is a service street intended for loading and unloading. The Community Hub should have a low requirement for loading and unloading. As there is no café included in the proposal the volume of waste should be relatively low.
The safety, efficiency and amenity effects of traffic to be generated by the proposal.	There is no evidence that the proposal will result in the environmental capacity of surrounding streets being exceeded. A significant proportion of trips to the Community Hub will be multi-destination within the Activity Centre, vehicles will have more than one occupant, activities within the Hub will be staggered throughout the day and peaking for short periods only. The extent of pedestrians and cyclists will also limit the amount of traffic. The most visible effect will be reduced vehicle speeds where there is a significant pedestrian activity.

The purpose of Clause 52.06 Car Parking is:

- *To ensure that car parking is provided is provided in accordance with the municipal Planning Strategy and the Planning Policy Framework*
- *To ensure the provision of a appropriate number of car parking having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *The promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*

- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient uses.

Use	Use	Rate		Demand
Library/Flexible/Lunch	Place of Assembly	0.3 to each patron permitted	100 patrons	30 spaces
Office	Office	3.5 to each 100 m ² of net floor area	68 m ²	2 spaces
Total				32 spaces

Of these 32 spaces it was assumed that approximate 8 spaces would generate a long-term demand, based on two full time staff for the Office uses and six for the Library/Flexible/Lunch uses.

The remaining demand, generated by customers and visitors to the site, will be short term.

Clause 52.06 Car parking	
For applications to reduce the car parking requirement	
The Car Parking Demand Assessment.	A car parking demand assessment has been included part of the application.
Any relevant local planning policy or incorporated plan.	Clause 21.13 Large District Centre – Korumburra in particular, Korumburra Community Hub strategies are relevant. The Korumburra Master Plan provides context for the entire Activity Centre in relation to traffic issues and car parking locations.
<p>The availability of alternative car parking in the locality of the land, including:</p> <ul style="list-style-type: none"> Efficiencies gained from the consolidation of shared car parking spaces. Public car parks intended to serve the land. On street parking in non-residential zones. Streets in residential zones specifically managed for non-residential parking. 	<p>The site is well-located in terms of the availability of public and on-street car parking in non-residential zones close by on the same side of Commercial Street / South Gippsland Highway., including:</p> <ul style="list-style-type: none"> There are opportunities of consolidation of shared car parking spaces in that the design of some existing car parking areas to be improved. Public car parks are available close to the public entrances to the Community Hub, particularly in Boston Place. The availability of parking spaces can be improved by the increased provision of short-term parking close to the centre of Activity Centre achieving an appropriate balance with unrestricted car parking. On-street parking in non-residential zones (i.e. parts of Victoria Street) is the most distant from the public entrances to Community Hub and therefore is most likely to be occupied in non-residential zones

	<p>mainly in peak periods only.</p> <ul style="list-style-type: none"> Several parts of Victoria Street are in the Commercial Zone on the northern side of the street (e.g. 2 Victoria Street) and within the General Residential 1 Zone on the south side street.
On street parking in residential zones in the locality of the land that is intended to be for residential use.	The south side of Victoria Street is intended to be for residential use.
The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.	N/A
Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.	The parking rates stated in Planning Scheme are the starting point for an assessment. The subject land is not an island site and due to the existing public car parks and on-street parking adverse economic impact the on-site shortfall of parking there is not expected to be an adverse impact on the economic viability of the Korumburra activity centre.
The future growth and development of any nearby activity centre.	It is expected that the growth of Leongatha activity centre as a result of new residential subdivisions and development is likely impact on the demand for car parking in Korumburra. For example, currently there is escape expenditure, traffic and car parking due to the superior offer of supermarkets in Leongatha. At such time when a full-line supermarket is provided in Korumburra, a more appropriate balance will be achieved.
Any car parking deficiency associated with the existing use of the land.	As the land is currently vacant there is no car parking deficiency. The previous use as a kindergarten cannot be considered.
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.	No credit should be allowed for car parking spaces. There is no history of the site contributing to car parking on common land, by a Special charge Scheme or cash-in-lieu payment.
Local traffic management in the locality of the land.	Currently, no Local traffic management in the locality of the land impacts on the car parking assessment.
The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.	The empirical rates stated in the Planning Scheme are the starting point for an assessment. Fewer car parking spaces has a positive impact on the local

	amenity as it avoids large expanses of underutilised car parking areas, greater tree removal and cumbersome car park layout. Pedestrian amenity at the entrance to the Community Hub will be improved by car parking space free areas, DDA non-compliant spaces being removed and vehicle speeds reduced in Little Commercial Street. Car parking spaces close to the dwelling 2 Victoria Street would lower its amenity due to headlights, fumes and increased loss of trees. On-street parking in Victoria Street is only likely to be used as the last choice at peak times as these are the greatest distance from the public entrances to the Community Hub building.
The need to create safe, functional and attractive parking areas.	There is a need to improve several car parking areas in Korumburra Activity Centre. There is opportunity as part of this proposal to create safer, more functional parking areas adjoining the site in Little Commercial Street and Boston Place in the context of the Korumburra Master Plan.
Access to or provision of alternative transport modes to and from the land.	Walking and bicycle usage are to be encouraged to the Community Hub. In particular the design of bicycle facilities must be in compliance with Clause 52.34 of the Planning Scheme. This will be addressed by permit condition.
The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.	The reduction of the car parking requirement is not being reduced as a result 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.	The subject site interfaces with land in Commercial, Residential and Public car parks. In particular the transition to residential development is benefitted by a quality/positive urban design outcome. This includes a building designed around the retention of existing trees and addressing the slope of the land by the single storey parts of the building closest to the dwelling at Victoria. There are also opportunities for improved pedestrianisation in the areas part of the Korumburra Master Plan.
Any other matter specified in a schedule to the Parking Overlay.	Not applicable
Any other relevant consideration.	Nil
For applications to allow some or all of the required car parking spaces to be provided on another site	
The proximity of the car parking on the alternate	Not applicable. It should be noted that additional

site to the subject site.	car parking is to be provided as part of the Korumburra Master Plan adjoining the former railway. This is independent of this application.
The likelihood of the long-term provision and availability of the car parking spaces.	Not applicable
Whether the location of the car parking spaces is consistent with any relevant local policy or incorporated plan.	Not applicable
Any other matter specified in a schedule to the Parking Overlay.	Not applicable.

The purpose of Clause 52.34 Bicycle Facilities is:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenience bicycle spaces and associated shower and change facilities.*

The standard provision of a bicycle rail is:

Use	Employee/Resident	Visitor/Shopper/Student
Library	1 to each 500m ² of net floor area	4 plus to 2 to each 200m ² of net floor area

Bicycle Facilities – Clause 52.34	
Decision Guideline	Response
Whether the proposed number, location and design of bicycle facilities meets the purpose of this clause.	An area has been indicated adjoining the site for bicycle facilities. The location is satisfactory. The number and design of bicycle facilities will need to meet the purpose of Clause 52.34. This will be addressed in a permit condition.
The location of the proposed land use and the distance a cyclist would need to travel to reach the land.	The proposed use is centrally located within the Korumburra township. The facility is within convenient distance to residential areas and schools.
The users of the land and their opportunities for bicycle travel.	The users of the land are expected a significant proportion of students and an increasing number of other cyclists to the facility.
Whether showers and change rooms provided on the land for users other than cyclists are available to cyclists.	Showers and changerooms are not required or provided on the land for staff or visitors. There are no showers and changerooms available for cyclists.
The opportunities for sharing of bicycle facilities	The bicycle facilities to be provided as part of

by multiple uses, either because of variation of bicycle parking demand over time or because of efficiencies gained from the consolidation of shared bicycle facilities.	this proposal will be available to all of the community.
Australian Standard AS 2890.3 1993 Parking facilities Part 3: Bicycle parking facilities.	The standard for bicycle facilities form will be considered as part of the assessment required by the permit condition.
Any relevant bicycle parking strategy or equivalent.	Not applicable other than Korumburra Master Plan

The Traffic Report concluded:

The proposed Korumburra Community Centre Masterplan has been assessed in regards to the transport conditions and is summarised as follows:

- The Masterplan shows the inclusion of a library, flexible/lunch area and a small Centrelink office.
- In order to provide greater pedestrian access to the Community Centre and compliant parking spaces for DDA, several modifications to the layout of Little Commercial Street and Boston Place have been made.
- Little Commercial Street has been reduced to one way at the approach to the South Gippsland Highway, in addition to a left turn only restriction.
- Parking surveys indicate that the existing parking provision surrounding the site is sufficient to accommodate the additional anticipated demand generated by the Community Centre, even with the reduction of parking as a result of the Masterplan modifications of Little Commercial Street and Boston Place.
- The anticipated traffic volumes generated by the Community Centre is considered low from a traffic perspective and is not expected to have any negative effects on the surrounding road network.
- Swept path diagrams have been prepared to confirm access and circulation of the Masterplan layout for Little Commercial Street and Boston Place.

Clause 65 General Decision Guidelines

The relevant matters to be considered under Clause 65.01 have been considered above.

Declaration of Conflict of Interest:

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

Conclusion and Recommendation:

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

It is recommended that a notice of decision to grant a permit to be issued be written to Council supporting the Use and Development of land with a Place of Assembly (Community Hub including Library and Meeting Room), Waiver of Car parking Requirements, in accordance with the endorsed plans.

Signed.

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Peter Bergman
Statutory Planning Co-ordinator
Date:

2020/135 - 15 Little Commercial Street Korumburra (also known as 4 Victoria Street – former Kindergarten site)-Use and Development of land with a Place of Assembly (Community Hub including Library and Meeting Room), Waiver of Car parking Requirements

This Permit Allows

Use and Development of land with a Place of Assembly (Community Hub including Library and Meeting Room), Waiver of Car parking Requirements, in accordance with the endorsed plans.

Proposed Conditions:

1. Before the building works commence amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application/other specified plans but modified to show:
 - a) Individual room areas and total floor areas to plans
 - b) Levels to each corner of the building on Ground Floor Plan
 - c) Setback dimensions of Community Hub building to dwelling at 2 Victoria Street
 - d) Dimensions showing depth of excavation added to Sections
 - e) Details of screening and fencing to air conditioning or other mechanical equipment to protect 2 Victoria Street including windows of Community Hub facing habitable room windows
 - f) Overlooking from windows of the Community Hub building facing 2 Victoria Street meeting Standard A15 of Clause 54.01-6
 - g) Overshadowing of the Community Hub building facing 2 Victoria Street meeting Standard A14 of Clause 54.01-5
 - h) Screening of waste storage areas
 - i) Bicycle facilities in accordance Clause 52.34
2. The building, works and layout as shown on the endorsed plan(s) must not be altered or modified except with the written consent of the Responsible Authority.
3. Once the development has started it must be continued and completed in a timely manner to the satisfaction of the Responsible Authority.
4. Prior to the use commencing landscaping must be undertaken in accordance with the endorsed plans. The landscaping must be maintained for the life of the development and any dead or dying vegetation replaced to the satisfaction of the Responsible Authority.
5. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
 - a) transport of materials, goods or commodities to or from the land;
 - b) appearance of any building, works or materials;
 - c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
 - d) presence of vermin.

1 of 3 of Conditions

2020/135 - 15 Little Commercial Street Korumburra (also known as 4 Victoria Street – former Kindergarten site)-Use and Development of land with a Place of Assembly (Community Hub including Library and Meeting Room), Waiver of Car parking Requirements

6. External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land or passing vehicles to the satisfaction of the Responsible Authority.
7. All waste material or other refuse must be obscured from the view of the public and must be disposed of in a manner to the satisfaction of the Responsible Authority.
8. Deliveries to and from the site (including waste collection) must only take place between:
 - 7:00 am and 6:00 pm Monday to Friday.
 - 7:00 am and 1:00 pm Saturday.
9. The use, excluding the Library, may operate only between the hours of:
 - 7:00 am and 10:00 pm Monday to Friday
 - 8:00 am and 2:00 pm Saturday, Sunday and Public Holidays.
10. Prior to the commencement of use, bicycle spaces in accordance with Clause 52.34 of the planning scheme must be provided to the satisfaction of the Responsible Authority.
11. The property must be maintained in a neat and tidy condition to the satisfaction of the Responsible Authority.
12. Building construction must be carried out in accordance with *Construction Techniques for Sediment Pollution Control* (EPA May 1991) and *Control of Erosion on Construction Sites* (Soil Conservation Authority) to the satisfaction of the Responsible Authority.
13. Engineering conditions:
 - a) The Accessible Car Parking bays must:
 - i. Conform to Australian Standard AS/NZS 2890.6-2006.
 - ii. Be constructed of an impervious material, being concrete, bituminous asphalt or seal, or other material approved by the Responsible Authority.
 - iii. Be suitably line marked and signed.
 - b) Applicant is to install a stormwater detention system to restrict the stormwater discharge from the development within the Design Boundary to the equivalent of the pre-development discharge for that area. Calculations are to be based on a 10 % AEP Design Event.
 - c) Stormwater from the proposed development is to be discharged to Council's underground drainage network.
 - d) Prior to the issue of a Building Permit for the development, engineering plans and relevant computations for the proposed stormwater network, detention system, Accessible Car Parking bays and associated kerb and channel works are to be submitted to, and approved by, the Council. Engineering plans and drainage computations are to be based on the Infrastructure Design

2 of 3 of Conditions

2020/135 - 15 Little Commercial Street Korumburra (also known as 4 Victoria Street – former Kindergarten site)-Use and Development of land with a Place of Assembly (Community Hub including Library and Meeting Room), Waiver of Car parking Requirements

- e) Manual. Plans to also include cross sections demonstrating how the proposed development ties in with both Councils existing and proposed road and drainage infrastructure in Boston Place and Little Commercial Street.
 - f) Before the commencement of any works on site, a Construction Traffic Management Plan (CTMP) must be prepared to Council's satisfaction. The CTMP must address traffic and pedestrian management, including access for adjoining businesses during construction.
 - g) Prior to works commencing a Construction Management Plan must be submitted to the Responsible Authority which specifically address maintaining amenity of the surrounding sensitive uses.
All works must be delivered to the satisfaction of the Responsible Authority.
14. This permit will expire if either of the following applies:
- a) The development is not started within two (2) years of the date of this permit.
 - b) The development is not completed within four (4) years of the date of this permit.

The Responsible Authority may extend the periods referred to in accordance with Section 69 of the *Planning and Environment Act 1987*, if a request is made in writing.

Proposed Notes:

1. The owner/applicant is encouraged to check with the relevant service authorities before any excavation work is undertaken (e.g. Telstra, SP Ausnet and South Gippsland Water).
2. This permit does not include any approval of signage that may need further planning approval.