



**Development Plan Response to  
Schedule 13  
135-235 Austin Street, 50 Witcombe  
Street, Winchelsea**

Ref: 17797-04

**PLANNING & ENVIRONMENT ACT 1987  
SURF COAST PLANNING SCHEME**  
This Development Plan complies with the requirements of Clause  
43.04 of the Surf Coast Planning Scheme

Approval Number: PG19/0086  
Date: 4/08/2021 Sheet No: 1 of 21

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## Appendices

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- Appendix 1 Proposed Development Plan
- Appendix 2 Cultural Heritage Due Diligence – TerraCulture
- Appendix 3 Vegetation Assessment – Mark Trengove
- Appendix 4 Traffic Assessment – Cardno Victoria
- Appendix 5 Bushfire Risk Assessment – South Coast Bushfire Consultants
- Appendix 6 Arborist Assessment – Lets Talk About Trees
- Appendix 7 Landscape Masterplan – Weir & Co
- Appendix 8 Site Stormwater Management Assessment - CardnoTGM
- Appendix 9 Infrastructure Servicing Assessment – CardnoTGM
- Appendix 10 Environmental Assessment

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# 1 Introduction

CardnoTGM has been engaged on behalf of Anthony Robert Grant Pty Ltd to submit a Response to Schedule 13 of the Development Plan Overlay of the Surf Coast Shire Planning Scheme for land at 135-235 Austin Street and 50 Witcombe Street, Winchelsea.

The land is located a short distance from central Winchelsea and is zoned General Residential Zone to facilitate the development of a conventional residential estate.

The Development Plan has been drafted in response to the requirements of Schedule 13 and is supported by a number of technical investigations and assessments that demonstrate the developability of the land and general compliance with the Schedule.

The Development Plan will facilitate the future orderly subdivision of the land which will create a variety of lot sizes to meet the varying housing needs of the emerging Winchelsea Community. The Development Plan will also facilitate the creation of a logical integrated road network to provide a number of access opportunities to meet the future needs of the pedestrians and cyclists of this community.



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## 1.1 Site Location

The site is identified as 135-235 Austin Street and 50 Witcombe Street, Winchelsea. The site is bound by Austin Street to the south and Witcombe Street to the north. The western boundary is bound by Stephenson Street. The site consists of three Titles, Allotment 1, Section 21 Township of Winchelsea, Allotment 52 Township of Winchelsea and RES1 on PS822884. The site is irregular in shape with a frontage of approximately 435 metres to Austin Street, a frontage of approximately 367 metres to Witcombe Street and a frontage of approximately 336 metres to Stephenson Street. The site has an overall area of approximately 9 hectares. The subject site is located approximately 550 metres east of the town centre of Winchelsea.



Aerial of site



Subject site



235 Austin Street - Indicative Design only

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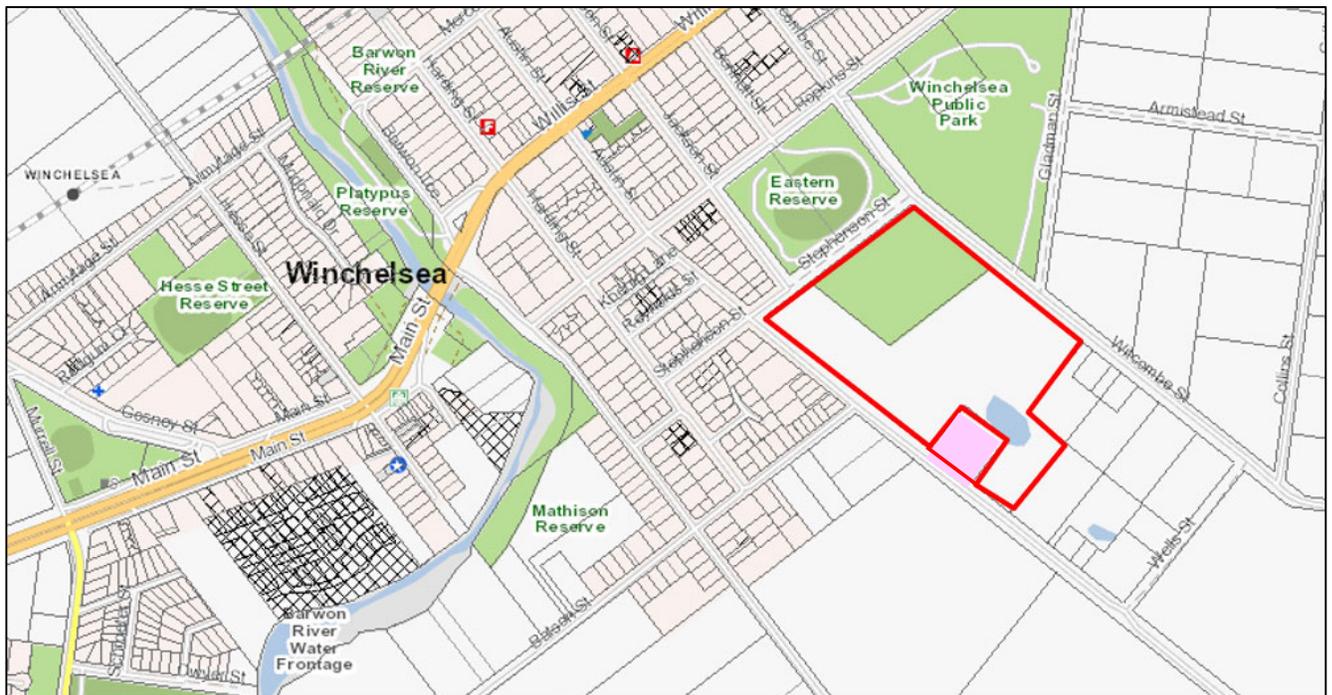
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## 1.2 Site Context

The subject land is described as generally cleared former farming land that slopes predominately north south. The land is located to the south east of central Winchelsea and is surrounded by both developed general residential land, low density zoned and farming land to the south east. The subject land also contains a 3.49 ha open space reserve along the north west frontage which was recently created from the two lot subdivision of the subject land and will form part of the extension of the Eastern Reserve.

The site is a large parcel of land of 9 ha in close proximity to the town centre of Winchelsea to the north and west and is zoned to facilitate residential development (General Residential Zone). Adjoining the site along the southern boundary at 235 Austin Street is a separate lot which contains remnant river red gums proposed for retention. The subdivision of this land is outside the scope of this application.

The proposed residential development of the site has been designed to integrate with the adjoining road network and adjacent residential developments and thus will provide a positive contribution to the continued growth of Winchelsea.



Locality Plan

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## 2 Supporting Information

This development plan includes the following reports and assessments that support the future residential development of the land and the adopted overall design approach.

### 2.1 Cultural Heritage

A Desktop Due Diligence Assessment was undertaken by TerraCulture, Heritage Consultants (Appendix 2) to determine the Aboriginal heritage values of the subject site. The summary of the findings and recommendations are:

- *'There are no registered Aboriginal places listed for the study area.*
- *The proposed activity is a high impact activity according to the Aboriginal Heritage Regulations.*
- *According to the AV sensitivity mapping, the activity area is not an area of Aboriginal cultural heritage sensitivity.'*

### 2.2 Vegetation Assessment

The site was subject to a Native Vegetation assessment which was undertaken by Mark Trengove (assessment completed on behalf of Surf Coast Shire) (Appendix 3). The assessment concluded that:

*'The 13.5 hectare site at 135 Austin Street Winchelsea, that is the subject of this report, mostly contains vegetation that is overwhelmingly exotic and degraded, with four individual isolated indigenous tree specimens which is comprised of medium old and large old trees.*

*Two scattered trees (Native Vegetation) are proposed to be impacted on. There are no State, National or Regionally significant plant species recorded within the area.*

*Should a permit be sought for the removal of the two trees, the off-set requirements would be for the generation of 0.024 general habitat units.*

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### 2.3 Traffic Assessment

A Traffic and Transport Assessment had been undertaken by Cardno (Appendix 4) which concluded that:

- *'The proposed residential subdivision is anticipated to generate a total of 1260 vehicle movements per day, inclusive of 126 movements in the peak hours;*
- *The internal site layout is designed in accordance with Clause 52.06 of the Surf Coast Planning Scheme and the IDM to provide adequately for vehicles, pedestrians and cyclist connectivity;*
- *The duplication and upgrade of the Princes Highway near to the site will more than adequately cater for the traffic generation and distribution associated with the proposal, with turning lands provided; and*
- *The roads interfacing with the proposed development will be upgraded to urban standards on one side of the road (development side).'*

### 2.4 Bushfire Risk Assessment

A Bushfire Risk Assessment has been completed by South Coast Bushfire Consultants (Appendix 5) which noted that:

*'The site is within a Bushfire Prone Area of the state and as such all development needs to demonstrate that it meets the objective of Clause 13.02 Bushfire Planning. The objective of Clause 13.02 is "to strengthen the resilience of settlements and communities to bushfire through risk-based planning that priorities the protection of human life'.*

*The site is within a General Residential Zone and the dominant bushfire hazards are grasslands. The proposed subdivision is within a landscape at a low risk from bushfire.*

*The proposed development is not within the Bushfire Management Overlay.*

*The proposed development can mitigate the bushfire hazards and provide adequate separation from the surrounding hazards, meeting the life safety objectives detailed in Clause 13.02.'*

### 2.5 Arborist Assessment

An Arborist Assessment has been undertaken by Let's Talk About Trees (Appendix 6). The Assessment provides detail in relation to the health of the existing trees onsite.

### 2.6 Landscape Masterplan

A Landscape Masterplan has been prepared by Weir & Co (Appendix 7) demonstrating the proposed street tree layout and species within the site.

### 2.7 Site Stormwater Management Plan

A Stormwater Management Plan has been prepared by Cardno (Appendix 8) which concluded that the proposed subdivision will create an increase in impervious surfaces resulting in increased runoff volumes and contaminant loading. The Stormwater Management Plan demonstrates that the site can be developed using best practice stormwater management principles and techniques. The objectives will inform stormwater designs and ensure that stormwater quality and quantity targets are achieved and maintained.

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## 2.8 Infrastructure Servicing Assessment

An Infrastructure Servicing Assessment has been undertaken by CardnoTGM (Appendix 9) which demonstrates that the proposed subdivision can be appropriately serviced, subject to relevant approvals from the service authorities.

## 2.9 Environmental Assessment

An Environmental Assessment had been undertaken by DRC Environmental (Appendix 10) the assessment concluded that the land is suitable for sensitive uses and no further mitigation measures are required.

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## 3 Design Response

### 3.1 Subdivision Design

The proposed Development Plan will facilitate subdivision to create 126 conventional residential allotments. The proposed lots range from 309m<sup>2</sup> to 894m<sup>2</sup> in area. The proposed Development Plan also contains a reserve for drainage and municipal purposes located along the Austin Street frontage with an area of 4,899m<sup>2</sup>. The proposed subdivision consists of a grid style road network which allows the easy movement of pedestrians and vehicles throughout the subdivision. In addition to this, the design allows for connection to the Princes Highway to the west and Gladman Street to the north, providing integration to the surrounding neighbourhood and broader arterial networks. The road network includes a creation of two local roads on the boundary of the open space reserve to provide easy access and visual surveillance opportunities. The proposed connector road which extends through the entire subdivision has been designed to both provide the main access to the subdivision and also substantially sets the subdivision design to allow the creation of a considerable number of lots orientated to the north.

The road located on the eastern edge of the reserve has been designed to provide connected access and opportunity for on road car parking for those people attending the reserve. Another key feature of the proposed road network is the 20.4 metre wide connector road which generally runs through the the subdivision. This road will act as the primary access to the subdivision and to Gladman and Austin Streets which provide access to the Princess Highway. This road has been designed to facilitate the creation of north/south oriented lots.

A 3.49 ha open space reserve is located in the northern corner of the site will form an extension to the existing Eastern Reserve and was created as part of a previous two lot subdivision of the land. The reserve will provide a significant community asset as well as acting as an attractive landscape reserve for the future residents of this subdivision.

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Development Plan

The design also features a tree reserve along the western edge of 235 Austin Street which has been created primarily to prevent impacts on a substantial river redgum which is proposed to be retained. The tree is located in 235 Austin Street which will be subject to a future separate planning permit for submission and thus includes an indicative design only to demonstrate potential yield, integration with the adjoining land and protection of the river redgum.

## 4 Schedule 13 to the Development Plan Overlay

### 4.1 The Development Plan

The development plan must describe:

- > The land to which the plan applies.
- > The proposed use and development of each part of the land.
- > Any other requirements specified for the plan in a schedule to this overlay.

The development plan may be amended to the satisfaction of the responsible authority.

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## 4.2 Liveable and Sustainable Communities

- > A comprehensively planned residential subdivision, incorporating a range of densities, outlining any proposed staging of development.
- > Allocation of land, approximately 3.49 hectares in area, located on the corner of Stephenson and Witcombe Streets to accommodate the extension of Eastern Reserve.
- > Provision of 10% public open space contribution, which must not comprise encumbered land (such as retarding basins that form part of drainage infrastructure), that will form part of the extension of Eastern Reserve.
- > The location for a possible convenience store to service the local neighbourhood.
- > An area of medium density housing that will achieve a density in the order of 15 dwellings per hectare (exclusive of open space, roads, public utilities, drainage reserves and the like) located adjacent to the extension of Eastern Reserve.

**Comment:** *The plan of subdivision proposes to create lots which range from 309m<sup>2</sup> to 894m<sup>2</sup> to meet the emerging and variable housing needs of the Winchelsea community. The lots are an appropriate size and orientation to provide solar access, private open space and has sufficient area for a dwelling and onsite parking.*

*The subdivision has been designed to integrate with the local existing street network with connection to Austin Street, Stephenson Street and Witcombe Street. These multiple connections will provide outstanding road connection opportunities and will assist in distributing and reducing the impact of vehicle traffic.*

*The subdivision features a 20.4 metre wide connector road which is located approximately in the middle of the subdivision and will act as the main vehicle/pedestrian route to the subdivision from Gladman Street.*

*The subdivision also features a 3.49 hectare open space reserve located on the corner of Stephenson and Witcombe Streets to form part of the extension of the Eastern Reserve. This reserve was created previously via a two lot subdivision of the land.*

*Another key feature of the subdivision is the proposed road network surrounding the extension to the eastern reserve which will provide a key landscape attraction for adjacent residents, excellent access and visual surveillance opportunities to provide a safe residential estate.*

*We note that Schedule 13 also requires a 10% open space contribution to be incorporated with the 3.49 extension of the Eastern Reserve. However, we understand that the Council has agreed that this requirement is no longer relevant as indicated in the Section 173 Agreement attached to this title.*

*Schedule 13 also requires the provision of a site for a future convenience store. However, given the subdivision is only a short distance from the Winchelsea shopping center area along the Princess Highway its is considered that such a site is not warranted.*

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The proposed plan of subdivision will create 126 lots at 14.7 lots per hectare. Whilst this density is marginally higher than stipulated in Schedule 13 we understand this density and the lot range reflects consumer demand and also provides density within the Winchelsea town boundary close to all services and conveniences.

Smaller lots between 300-379 square metres are located adjacent to, or within close proximity to the open space reserve and the municipal drainage reserve along the Austin Street frontage which accords with the development plan requirements.

The Development Plan also shows an indicative lot design for land at 235 Austin Street which is not part of the immediate development of the land as this land will require further environmental rehabilitation to manage potential contamination on the land.

### 4.3 Urban Landscape

- > Landscaping which reinforces site components such as entry points and circulation routes.
- > A lot design response which incorporates the protection of the remnant large trees identified as significant in the Mark Trengove 2010 Vegetation Net Gain Assessment report.
- > Any works required for the remediation of 235 Austin Street must include measures to protect and retain the remnant large trees identified in the Mark Trengove 2010 Vegetation Net Gain Assessment, and avoid compaction of root zones.
- > A street tree planting program, including a list of indigenous species, number of plants and locations of proposed planting.
- > A prohibition of planting of environmental weeds on any part of the land.
- > A Road Network and Traffic Management Plan, based on an assessment of the traffic generated by the proposed use of the land, which includes:
  - A network designed to reduce traffic speeds and promote community interaction and use of the road reserve. It should comprise a predominantly grid based layout modified for topographical conditions (court bowls should not be provided except where they create a pedestrian linkage to adjoining streets). The network design is to cater for vehicles, pedestrians and cyclists.
  - A connector street to link with Gladman Street, which will become the connector route to the Princes Highway for this residential growth area.
  - Street frontages to areas of public open space to maximise surveillance of public areas.
  - Pedestrian and cycle routes to link with the extension of Eastern Reserve, and the Princes Highway for the length of the Austin Street property frontage.

**Comment:** The application is supported by Landscape Masterplan by Weir & Co. The landscape concept proposes to utilise a variety of tree types to establish streetscape variability and provide individual street character.

The variability of the landscaping also provides visual streetscape variations to establish different entry points and circulation routes through the subdivision. This also helps establish individual street character to assist in providing an attractive and diverse neighbourhood.

Refer to the Development Plan which shows the location of the native trees to be retained and removed in accordance with the recommendations of Mark Trengove. It is acknowledged that the preservation of these

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trees will be subject to further detail design. The trees proposed to be retained will be located in reserves to ensure that they are not adversely impacted from the future development of the site and ongoing use.

The future subdivision of 235 Austin Street proposal to provide future residential lots will include the protection of two remnant large trees as indicated in the Development Plan. The subdivision and development of this land is subject to a future planning permit separate from the subdivision of the surrounding land.

The Landscape Master Plan includes a list of proposed street tree species that includes the use of native trees. The Master Plan also illustrates where these tree species will be planted.

In regard to the prohibition of environmental weeds on the land, the land will be weeded and landscaped as part of the construction of the subdivision. At the purchase of each lot perspective landowners will be advised that the planting of environmental weeds is prohibited as required by Schedule 13.

#### 4.4 Access and Mobility Management

- > A Road Network and Traffic Management Plan, based on an assessment of the traffic generated by the proposed use of the land, which includes:
  - A network designed to reduce traffic speeds and promote community interaction and use of the road reserve. It should comprise a predominantly grid based layout modified for topographical conditions (court bowls should not be provided except where they create a pedestrian linkage to adjoining streets). The network design is to cater for vehicles, pedestrians and cyclists.
  - A connector street to link with Gladman Street, which will become the connector route to the Princes Highway for this residential growth area.
  - Street frontages to areas of public open space to maximise surveillance of public areas.
  - Pedestrian and cycle routes to link with the extension of Eastern Reserve, and the Princes Highway for the length of the Austin Street property frontage.

**Comment:** The Development Plan is supported by a Traffic and Transport Assessment Report drafted by Cardno. The subdivision is a grid style design with a number of road connections to the surrounding street network to promote community interaction, low speed and traffic volumes to establish a safe and logical road network. The number of road connections to the surrounding network also assists with distributing traffic and providing residents with a number of road connection choices.

The subdivision design features a 20.4 metre wide connector road link through the subdivision from the Gladman Street and Whitcombe Street intersection through to Austin Street. The plan also includes street frontages along the boundaries of the extended Eastern Reserve to provide visual surveillance opportunities.

Pedestrian and cycle linkages are proposed along Austin Street frontage, the future connector road and part of Stephenson Street as indicated in the Traffic and Transport Assessment report by Cardno and the Development Plan. These features will provide pedestrian and cycle access to the Princess Highway as well to the surrounding area..

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#### 4.5 Utilities

- > An integrated Stormwater Management Plan, designed with reference to the wider catchment, that incorporates:
  - on site detention,
  - water sensitive urban design features,
  - best practice stormwater management initiatives,
  - opportunities for re-use for immediate or future implementation.
- > An urban services report that details how physical infrastructure will be provided in accordance with relevant authority requirements.
- > Use of sustainable lighting technologies as appropriate.

**Comment:** The Development Plan is supported by a Site Stormwater Management Plan by CardnoTGM, which recommends the creation of a municipal drainage reserve along the Austin Street frontage. The reserve will be developed using best practice stormwater principles and techniques to detain and treat stormwater from the subdivision.

The Development Plan is also supported by an Infrastructure Servicing Assessment by CardnoTGM which indicates that the land can be serviced to facilitate a subdivision. Sustainable lighting technologies can be implemented when the land is subdivided. The sustainable lighting will be designed with illumination levels appropriate to the lighting environment and generally in accordance with the Road Lighting Design Standard as nominated in the Australian/New Zealand Standards. The sustainable lighting design will ensure safe and comfortable movement of vehicular and pedestrian traffic.

#### 4.6 Extension of Eastern Reserve

- > A Preliminary Environmental Site Assessment to determine the extent of lead shot on the land from former Winchelsea Gun Club activities at the Winchelsea Common. The Assessment should include as appropriate:
  - The nature of the previous activities of the Winchelsea Gun Club that may have affected the subject site.
  - How long the land use or activity took place and where the site is contaminated.
  - A description of the contamination on and/or under the subject site and its extent.
  - Recommendations as to whether, subject to appropriate remediation, the land would be suitable for the proposed use or development.
- > The Preliminary Environmental Site Assessment should be conducted by a suitably qualified professional, to the satisfaction of the responsible authority, in accordance with the National Environmental Protection Measure (assessment of site contamination) 1999, as amended.
- > A Site Remediation Strategy Plan which:
  1. Describes the:
    - (a) Location of possible land and/or groundwater contamination on the subject site.
    - (b) Potential impacts of any land and/or groundwater contamination (including the potential for vapour intrusion or gas migration) on the proposed land use, the arrangement of land use across the land, and any particular design requirements for the development.
  2. Provides an assessment of the:

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## 5 Policy Context

### 5.1 Local Planning Policy Framework

The following polices apply to this land:

#### 5.1.1 Municipal Strategic Statement

**21.02 – Settlement, Built Environment, Heritage and Housing** – Contains policies including the provision of activity centre planning, settlement patterns, neighbourhood character, heritage, open space and infrastructure.

**21.09 – Winchelsea Strategy** – Contains the following;

#### Objectives

##### **Settlement, Built Environment and Heritage**

- > To accommodate and manage the projected population growth and ageing demographics of Winchelsea in a manner that respects and celebrates the authentic country village atmosphere and rich cultural heritage of the town.

##### **Environment**

- > To protect and enhance the significant environmental assets, landscape values and scenic vistas of the Winchelsea district, in particular the Barwon River and surrounding environs as a focal point of the town.

##### **Economic Development**

- > To foster local economic growth and employment opportunities through supporting a “mixed economy” pathway in accordance with Growing Winchelsea: Shaping Future Growth 2015.
- > To maximise tourism opportunities by promoting the country village and historical character of Winchelsea through commercial development.

##### **Transport and Infrastructure**

- > To facilitate active transport opportunities and connections with public transport.

#### Strategies

##### **Settlement, Built Environment and Heritage**

- > Ensure that any new development is generally consistent with Map 1 and 2 to Clause 21.09, Winchelsea Framework Map and Winchelsea Commercial Centre Framework Map.
- > Encourage residential development in the south east growth corridor consistent with the Winchelsea Growth Area Outline Development Plan (2011).
- > Ensure that new subdivisions contribute to the country village character of Winchelsea by providing wide streets, open spaces, and adequate space for front gardens with a generous setback from the street.
- > Encourage the provision of smaller lot sizes as part of future residential subdivision in close proximity to the town centre and community facilities.

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- > Encourage dwelling diversity, including the provision of 1 and 2 bedroom dwellings, in close proximity to the commercial and health precincts allowing for people to 'age in place'.
- > Provide where possible housing and associated infrastructure suited to all abilities to accommodate the high proportion of older residents and people with a disability.
- > Encourage aged care facilities (e.g. special accommodation and nursing homes) and older persons housing (e.g. retirement villages) in areas that are fully reticulated, close to services and facilities and served by public transport.
- > Discourage further subdivision in the Quambatook Estate, Trebeck Court and Barkly Street Estates that do not have capacity for increased density due to the inability to treat wastewater and stormwater flows, flooding potential and significant environmental assets.
- > Maintain the existing low density residential development surrounding the Winchelsea Water Reclamation Plant.
- > Encourage the retention and conservation of Winchelsea's heritage buildings and historical fabric and ensure that any new use and development contributes to the heritage significance of the place and its longevity.
- > Recognise, protect, and celebrate culturally significant heritage places and areas of indigenous cultural heritage significance such as the Barwon River and environs.
- > Encourage provision of new schools in the south east growth corridor. The "possible school precinct location" shown on Map 1 to Clause 21.09 – Winchelsea Framework Map should be investigated further as part of a future planning scheme amendment process.
- > Support the co-location of health, education and other community services in the Health and Education Precinct within the area bounded by the Princes Highway, Hesse Street, Armitage Street and Murrell Street.

**Comment:** *The proposed Development Plan is considered to generally accord with the relevant requirements of this clause as the provision of conventional residential development is supported at this site in the Winchelsea Growth Area Outline Development Plan (2011). It will provide increased density within close proximity to the nearby town services along the Princess Highway and provide an opportunity to develop a wide range of dwelling types to meet the varying needs of the emerging Winchelsea Community.*

**Environment**

- > Encourage the retention of native vegetation along the Barwon River and minimise visual intrusion of buildings and works.
- > Encourage the landscaping of the Winchelsea Industrial Estate to enhance the visual amenity of the western town entry.
- > Encourage the protection of Red Gums in the new residential growth areas.

**Comment:** *The proposed Development Plan is considered to generally accord with this clause as it seeks to protect the existing river redgums on site as agreed by the Surf Coast Shire.*

**Economic Development**

- > Facilitate commercial ventures in the health, education, "green industry" (e.g. renewable energy, local food production) and tourism sectors.
- > Encourage health, allied health and education focused business uses to locate in the "Health and Education Precinct" identified on Maps 1 and 2 to Clause 21.09 – Winchelsea Framework Map and Winchelsea Commercial Centre Framework Map.

**PLANNING & ENVIRONMENT ACT 1987**  
**SURF COAST PLANNING SCHEME**  
 This Development Plan complies with the requirements of Clause  
 43.04 of the Surf Coast Planning Scheme  
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 Karen Hose

- > Encourage uses compatible with tourism (e.g. cafes, antiques) to locate in the commercial precinct between the Barwon River and Austin Street, north of the Princes Highway as well as in the Winchelsea Town Centre.
- > Encourage the long term consolidation and growth of new commercial retail activities into a defined activity centre in accordance with Map 1 and 2 to Clause 21.09 – Winchelsea Framework Map and Winchelsea Commercial Centre Framework Map.
- > Avoid commercial and industrial use and development along the Princes Highway outside of commercial and industrial zones.
- > Direct industrial use and development to the Winchelsea Industrial Estate to prevent conflict with residential areas and to maintain rural land for agriculture.
- > Encourage the restoration of historic buildings and old shops. Support the establishment of associated tourism based commercial development.
- > Ensure subdivision and development in the industrial estate presents a high quality interface with the Princes Highway.
- > Respect and build on the historical and rural character of the town in commercial areas through the provision of signage, street lighting, street furniture and urban design features complementary to a country village or heritage theme.
- > New commercial development and external alterations to existing commercial buildings should respect and complement a country village or heritage theme (and include features in the design such as pitched roofs, wide eaves, or verandahs), particularly in the Main Street town centre and along the Princes Highway.
- > Where signage is appropriate, new commercial signs should complement a country village or heritage theme.

### **Transport and Infrastructure**

- > Provide pedestrian access and cycle routes that link new subdivisions to the town centre, community facilities and public transport.
- > Ensure that older residents or people with special needs are considered when community infrastructure and pedestrian accesses are provided.
- > Provide a network of safe and sustainable pathways to link key community assets, public spaces and recreation areas.
- > Improve connectivity by providing a pedestrian/cycling link across the Barwon River at Hesse Street.
- > Ensure that development of land surrounding the railway station maintains and enhances pedestrian links to the station.

**Comment:** The proposed Development Plan is considered to generally accord with the relevant requirements of the above clause. The subdivision is designed to facilitate pedestrian and cycle use by the provision of shared paths along Austin Street, Stephenson Street and as part of the proposed connector road which bisects the site and will provide access to the nearby commercial and community facilities of the town.

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**THIS IS NOT A BUILDING APPROVAL**

## 6 Conclusion

The proposed Development Plan in response to the requirements of Schedule 13 to the Development Plan Overlay provides an appropriate response to deliver a high quality subdivision close to all the town services of Winchelsea.

The Development Plan will facilitate the orderly subdivision of the land to provide opportunity to develop a wide variety dwellings to meet the variable needs of the Winchelsea Community. The subdivision design will also promote walking and cycling opportunities and demonstrates appropriate integration features with the surrounding road network.

The future subdivision will be landscaped with a variety of tree types to provide visual interest and individual streetscapes to establish an attractive residential estate. The environmental assessment undertaken to determine the extent of the lead contamination has revealed that the land is suitable for sensitive uses.

For the reasons outlined in this report, it is considered the Development Plan is appropriate and should therefore be supported by Council.



.....  
Chris Marshall  
Planning Manager, Regional Victoria/Principle

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