

PLANNING PERMIT APPLICATION PLP034/19 AT 21 STATION STREET WALLAN (CONT.)

be required on a weekday and a maximum of 121 car parking spaces on a weekend. As the proposed rate is greater than the anticipated maximum, it is considered that the traffic generation can be adequately managed on site. Although in order to restrict the public spaces from being used by commuter traffic and to ensure availability of spaces for parents dropping off and picking up children from the proposed childcare centre, additional consideration must be made.

Table 2: Anticipated Parking Demands – Typical Weekday

Use	Peak Parking Demand	Weekday Lunchtime		Weekday Evening	
		% of Peak	Parking Demand	% of Peak	Parking Demand
Shop	25	85%	21	50%	13
Tavern	40	80%	32	100%	40
Supermarket	60	80%	48	50%	30
Child care centre	27	50%	14	80%	22
Dwelling (residential visitors)	4	30%	1	100%	4
TOTAL			116 spaces		109 spaces

Table 3: Anticipated Parking Demands – Typical Weekend

Use	Peak Parking Demand	Weekend Lunchtime		Weekend Evening	
		% of Peak	Parking Demand	% of Peak	Parking Demand
Shop	25	100%	25	50%	13
Tavern	40	80%	32	100%	40
Supermarket	60	100%	60	50%	30
Child care centre	27	0%	0	0%	0
Dwelling (residential visitors)	4	100%	4	100%	4
TOTAL			121 spaces		87 spaces

Tables 2 and 3 indicate that a total parking demand for no more than 121 spaces is likely to be generated by the various uses associated with the proposed development (excluding resident parking), including parking associated with residential visitors.

In order to restrict the Wallan Station car parking encroaching into the subject site's parking spaces, timing restrictions on parking spaces along Station Street (adjacent to the site) and the within the carriageway easement will be imposed. Parking spaces within the common area (east-west connection) will not be under Council maintenance or control, therefore, the conditions relating to timing restrictions are not applicable to these spaces and timing restrictions may be limited to the discretion of the body corporate that owns them.

A parking strategy is required to determine the time limits. A condition will be placed on the permit requiring a strategy and be endorsed under the permit. The strategy will also be utilised to determine the drop off and pick up spaces for the proposed childcare centre to ensure availability close to the centre for parents during peak times. This is

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an appropriate outcome for balancing the needs for future local road connections within the area whilst restricting encroachment from the Wallan Station parking area.

Further to the above car parking considerations, the proposal is also seeking to provide a north-south local distributor road that will provide an opportunity for lots to the north and south to provide an additional road connection to support traffic movement within the site and surrounds. This is considered to be an appropriate outcome for ensuring that traffic movements to and from the station and from future mixed use development along Station Street is appropriately managed to reduce sole reliance upon Station Street, particularly if the level crossing is removed and direct access from Wallan Whittlesea Road is removed. It is not anticipated that this connection will turn into the sole access that will result in commuter traffic travelling east-west through the site, given that access through the industrial estate to the west will be provided to Station Street in the future.

Bill's Horse Trough

It is recommended that conditions relating to the relocation, repair and interpretation of the Annis and Bill's Horse Trough are included as part of any issued permit to ensure the heritage asset is protected, sensitively repaired and relocated so that it may be appreciated by the public. Further, the interpretation at the original location of the horse trough will enable an understanding of the trough and its significance to the history and development of Wallan East for the support of working horses in the early to mid-twentieth century and the recognition of the role horses played in World War I.

Although, the proposal currently seeks to locate the horse trough within the common property area. As the trough is a Council asset, the trough must be located within Council owned or public land to ensure that Council is able to continue to maintain the asset post development of the site. Therefore, it is recommended that an amended site plan is provided as part of any conditional approval to relocate the trough into Council land to the satisfaction of the Responsible Authority.

Removal of native vegetation

The relevant objectives of Clause 52.17 and the policies of the PPF and LPPF seek to ensure that there is no net loss to biodiversity within the State. The application is seeking to remove a single small native tree and surrounding native grass with a condition and strategic biodiversity value score of 0.360. The submitted ecologist report demonstrated that there are no existing patches of remnant native vegetation within the immediate surrounds of the subject site that form stepping stone connections with the vegetation on site and the removal within the basic assessment pathway. Therefore, given the low risk of the proposed removal from detrimentally impacting on the biodiversity value within the surrounding area and the State, with the ability for the removal to be offset to replace the existing value elsewhere, the proposed loss of 0.031ha of native vegetation (consisting of a small stringybark tree and native understorey within the existing Rattler's Hotel car park) is appropriate in this instance.

OBJECTORS' CONCERNS

The objections received in relation to the current proposal cover a number of matters and are addressed below:

Concern:	Response:
Noise impacts from childcare centre during "serene hours of the day"	Given the noise impacts already generated by the station during peak parking and train service times together with the industrial activities to the immediate west of the site, it is not considered that the childcare centre would generate any detrimental increase to noise generated within the surrounding area.
Traffic impacts from childcare centre	Peak traffic times are already significantly impacted by the station carpark, therefore, the applicant has provided future north-south road connection at the rear of the site to assist with traffic flows.
Additional childcare centre application at 25 Station Street Wallan. Argument that issuing approval for the application herein would be unfair.	It is not the responsibility of Council to manage market competition. The childcare centre proposed herein has been assessed against the relevant provisions of the Mitchell Planning Scheme which seeks to encourage childcare centres in close proximity to public transport.
Removal of pine trees at the front of the site.	The pine trees are not protected by any controls under the Mitchell Planning Scheme; therefore, their removal is not a planning consideration.
Stormwater and flooding risk	The application was referred to Council's Engineering Services Unit and Melbourne Water who provided conditional consent to the application pursuant to conditions regarding the submission of a stormwater drainage strategy.
Childcare centre should be located in a residential estate.	The relevant policies of the PPF and LPPF seek to locate early childhood learning centres within close proximity to public transport and increase integration with local communities, including employment areas.
Childcare centres should only be provided once the entirety of Station Street has been redeveloped.	This is not considered to be an appropriate outcome for sequencing the re-development of Station Street and ensuring that community facilities are available at an early stage.
Concerns that supermarket would isolate Wallan East	The proposed supermarket is defined as such under the Planning Scheme but would more appropriately be labelled a minimarket for convenience purchases

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Concern:	Response:
from the central commercial area of Wallan.	associated with people in the area and utilising public transport. It is not considered that new commercial opportunities along Station Street would prevent visitors from shopping along High Street.
Lack of Structure Plan for Wallan East	Work on the Wallan East and South Structure Plan has commenced this year. No parts of the Structure Plan have been adopted or progressed sufficiently to be considered herein.
Issues of bus access along Station Street	Transport for Victoria have imposed conditions relating to parking along Station Street to ensure sufficient turning areas and access widths for bus movements.
Traffic impacts along Station Street	Council's Engineering Unit have not raised any concerns with the ability for traffic to safely and efficiently move along Station Street as a result of the proposal. The application seeks to provide a future north-south connection (local distributor road) at the rear of the site that will assist with increased traffic movements in the future.
Street encroachment limits availability of bicycle facilities	The proposal provides more than the required rate of bicycle parking. Further, the proposal is not seeking to construct over the property boundary excepting the green wall set on a frame over part of the road reserve.
Lack of underground parking	The flooding risk associated with the site is cost prohibitive in providing basement car parking.
Lack of visitor car parking	The traffic impact assessment provided as part of the application demonstrates that the location of the site in proximity to the Wallan Station provides good access to public transport, with the visitor parking spaces for the apartments more likely to be 4 than the required 6. With the implementation of time restrictions on the proposed local distributor road and Station Street (adjacent to the subject site), it is considered that visitor parking can be sufficiently dealt with.
Overall reduction of car parking	It is recommended that time restrictions be imposed on parking spaces within the existing and future local roads to reduce commuter parking encroachment within the site and to facilitate short stay visitation. Further, the expected maximum traffic generation is less than the spaces provided as part of the proposal.
Future road connection	Additional road connectivity will ensure that vehicles are able to move efficiently within the area if the Wallan-Whittlesea Road grade separation occurs. Other lots will be required to connect with the road should they seek to redevelop those properties to

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Concern:	Response:
	ensure a cohesive redevelopment along the southern portion of Station Street occurs.
Upgrading of Station Street	Council's Engineering Unit are seeking to impose upgrade conditions for Station Street for the length of the frontage of the subject site.
Building height not consistent with surrounding character	Given the intent of this portion of Station Street to be redevelopment for mixed use purposes commensurate with the intended traffic to the Wallan Station and future residential growth, the variation to the building height requirements of Clause 55 is considered to be appropriate.
Drive-in bottle shop concerns	The bottle shop proposed herein is not drive in.
Operating hours for the service of liquor for the proposed tavern	It is considered appropriate to limit the hours of service and operation on weekdays to 11pm at the latest to protect the amenity of existing residential properties.
Lack of tenants proposed as part of the application	The Planning Scheme does not require the permit application to have pre-set tenants for the shop and café land uses.

RECOMMENDATION

That Council having complied with the relevant Sections of the *Planning and Environment Act 1987*, resolve to issue a Notice of Decision in respect of Application No. P034/19 for the use and development of the land for a mixed-use development comprising of apartments, childcare centre, retail premises (including shops, supermarket, bottle shop, cafés and tavern), sale and consumption of liquor, removal of native vegetation, reduction in car parking requirements and creation of carriageway easement at Lot 1 on Plan of Subdivision 344785P Volume 10371 Folio 461, known as 21 Station Street Wallan, subject to the following conditions:

Amended plans

1. Before the development starts, amended plans and documents 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 will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the application plans but further modified to show:
 - a) Removal of reference to public unisex toilet on the south side of café 7 within the overall ground floor plan (drawing C102).
 - b) Inclusion of appropriate toilets within the development which are accessible by the public and comply with Safer Design Guidelines.
 - c) The link road (north-south) to the west (rear) of the development shall be configured as a road with two lanes of 3.2m minimum width, with ingress to the east treated as an entry treatment. Any 90-degree parking must make provision for the rear buffer distances to the running lane and the parking

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- bays must be restrained from overhang to the footway (shared footway on the east side) and landscape strip (west).
- d) The locations of internal storage in accordance with Standard B30 of Clause 55 of the Mitchell Planning Scheme.
 - e) An acoustic report prepared by a qualified acoustic engineer to demonstrate how the apartments will be acoustically treated to minimise noise transmissions from the adjacent railway line in compliance with Standard B40 under Clause 55 of the Mitchell Planning Scheme.
 - f) The acoustic report must also address minimising noise impacts to the apartments from other proposed uses within the development.
 - g) Plans of acoustic treatments to the proposed tavern area to prevent noise (particularly live music) affecting the residential amenity of the proposed apartments.
 - h) A Parking Strategy that identifies appropriate parking restrictions for the car parking spaces along Station Street (adjacent to the subject site) and the proposed north-south road connection at the rear of the development, and for the identification of drop off and pick up spaces associated with the childcare centre.
 - i) Relocation of the Bill's Horse Trough to be located within Council owned land, to the satisfaction of the Responsible Authority.
 - j) Amended plans for the childcare to include appropriate and details buffer treatment to the outdoor play areas on the southern and western boundaries to the carpark.
 - k) A detailed waste management plan for the entire site taking account of the requirements of conditions 25, 26 and 27.
 - l) Detailed design plans for the proposed public square.

General

- 2. The layout of the use and development and extent of vegetation removal as shown on the endorsed plans must not be altered or modified unless otherwise agreed in writing by the Responsible Authority.
- 3. The apartments must be constructed in accordance with the endorsed acoustic report, to the satisfaction of the Responsible Authority.
- 4. 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 buildings, works or materials;
 - c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, reflection or glare, steam, soot, ash, dust, waste and storm water runoff, waste products, grit or oil;
 - d) Presence of vermin; and
 - e) In any other way.

To the satisfaction of the Responsible Authority.

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5. Any materials or goods must be stored internal to the building or screened from public view to the satisfaction of the Responsible Authority.
6. All buildings must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
7. Loading areas must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
8. External lighting must be designed, baffled and located so as to prevent any adverse effect from light spill on adjoining land to the satisfaction of the Responsible Authority.
9. All external materials, finishes and paint colours are to be to the satisfaction of the Responsible Authority.
10. All new walls on or facing the boundary of an adjoining property must be cleaned and finished to the satisfaction of the Responsible Authority.
11. No plant, equipment or architectural features other than those shown on the endorsed plans are permitted above the roof level of the building unless otherwise agreed in writing by the Responsible Authority.
12. All piping and ducting (excluding down pipes, guttering and rainwater heads) must be concealed from public view to the satisfaction of the Responsible Authority.
13. The permit holder must ensure that the proposed clock structure is at all times operational and accurate and the maintenance of the proposed clock tower (or any similar structure) is undertaken by, and to the cost of, the body corporate to the satisfaction of the Responsible Authority.

Hours of Operation

Tavern

14. The use of the tavern must only operate between the hours of 7am to 11pm Monday to Thursday, 7am to 1am (the following morning) Friday to Saturday and 10am to 11pm Sunday unless otherwise agreed in writing by the Responsible Authority.

Childcare Centre

15. The use of the childcare centre must only operate between the hours of:

- 6:30am and 7:00pm Monday to Friday

unless otherwise agreed in writing by the Responsible Authority.

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Hours of Delivery

16. Deliveries to or from the land must only occur between the hours of:

- 6am and 6pm Monday to Friday;
- 8am to 4pm Saturday to Sunday

unless otherwise agreed in writing by the Responsible Authority.

Sale and consumption of liquor

Packaged liquor

17. The sale of packaged liquor for consumption away from the subject site must only occur between the hours of:

- 9am and 10pm Monday to Sunday

unless otherwise agreed in writing by the Responsible Authority.

Consumption of liquor

18. The sale and consumption of liquor associated with the tavern must only occur between the hours of:

- 12 noon and 11pm Monday to Thursday and Sunday;
- between 12 noon and 1am (the following morning) Friday to Saturday

unless otherwise agreed in writing by the Responsible Authority.

Maximum patron/childcare numbers

Tavern

19. No more than 100 patrons in association with the use of the land as a tavern may be permitted on the land at any one time unless otherwise agreed in writing by the Responsible Authority.

Childcare centre

20. No more than 125 children may be permitted to receive care on the land at any one time unless otherwise agreed in writing by the Responsible Authority.

Noise

21. Noise emanating from the premises must comply with the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1, to the satisfaction of the Responsible Authority.

22. No amplified music, announcements or broadcasts are to be audible beyond the property boundary of the land.

23. All security alarms must be of a silent type and be directly connected to a security service to the satisfaction of the Responsible Authority.

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24. All external plant and equipment must be acoustically treated or placed in sound proof housing to reduce noise to the level satisfactory to the Responsible Authority.

Waste Management

25. Provision must be made on the land for the storage and collection of waste and recyclables. This area must be graded and drained and screened from public view to the satisfaction of the Responsible Authority.
26. Waste and recyclables must only be collected between the hours of 6am to 6pm Monday to Friday unless otherwise agreed in writing by the Responsible Authority.
27. The removal of waste and recyclables from the site must be undertaken in accordance with the Waste Management Plans prepared by Frater named 'Apartments, 21 Station Street, Wallan' and 'Childcare, 21 Station Street, Wallan' prepared 20 December 2018

Landscaping

28. Before the development starts, a detailed landscaping plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved the plan will be endorsed and will then form part of the permit. The landscape plan must be prepared by a person suitably qualified or experienced in landscape design and must be drawn to scale with dimensions. The landscape plan must show:
- a) The locations of all landscaping works to be provided on the land;
 - b) The locations of any trees to be retained or removed from the land (including details of species and size);
 - c) A detailed schedule of all proposed trees, shrubs and groundcovers (including species for the proposed green walls), including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant (species should be low maintenance and drought tolerant);
 - d) Details of the proposed surface finished of pathways and driveways;
 - e) Details of the irrigation system to be used on land following completion of the landscaping works.
29. Before the use commences, all landscaping works as shown on the endorsed plan must be carried out and completed to the satisfaction of the Responsible Authority. When the landscaping works have been completed, written confirmation must be provided to the satisfaction of the Responsible Authority that landscaping of the land has been undertaken in accordance with the endorsed landscaping plans.

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30. The landscaping is to be maintained for a period of 24 months including at least two full summer periods from practical completion of the landscaping. During this period, any dead, diseased or damaged plants or landscaped areas are to be replaced to the satisfaction of the Responsible Authority.
31. Any weed infestations resulting from soil disturbance and/or the importation of sand, gravel and other material must be controlled during the construction period to ensure that there is no weed spread outside of the subject site to the satisfaction of the Responsible Authority.
32. Before the use commences, all noxious weeds on the land must be eradicated to the satisfaction of the Responsible Authority

Native Vegetation

33. Before works start, the permit holder must advise all persons undertaking the vegetation removal/works on land of all relevant conditions of this permit.
34. In order to offset the removal of 0.031 hectares of native vegetation approved as part of this permit, the applicant must provide a native vegetation offset that meets the following requirements:
 - a) The offset must:
 - i. Contribute a gain of 0.011 general habitat units;
 - ii. Be located within the Mitchell Shire Council or Port Phillip and Westernport Catchment Management Authority boundary; and
 - iii. Have a strategic biodiversity score of at least 0.288.
35. Before any native vegetation is removed, evidence that an offset has been secured must be provided to the satisfaction of the Responsible Authority. Offset evidence can be either:
 - a) A security agreement to the required standard, for the offset site or sites, including a 10-year offset management plan;
 - b) A credit register extract from the Native Vegetation Credit Register.
36. Every year, for ten years, after the Responsible Authority has approved the offset management plan, the applicant must provide notification to the Responsible Authority of the management actions undertaken towards the implementation of the offset management plan. An offset site condition statement, including photographs must be included in this notification.

Note: This condition does not apply to offsets on the native vegetation credit register as these including monitoring requirements.

Heritage

37. Before the development commences, a fully detailed method statement outlining the removal, repair and relocation of the horse trough and its associated timber infrastructure must be submitted to and approved by the

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Responsible Authority. When approved, the statement will be endorsed and will then form part of the permit. The method statement must be prepared by a suitably qualified heritage professional and must full describe and clearly demonstrate that the removal and relocation will be carried out carefully and the trough safeguarded, and that the repairs utilize appropriate materials and methods. Upon completion of the works in accordance with the endorsed method statement, the Responsible Authority must be notified and will inspect the completed works.

38. Prior to the use commencing, interpretation must be provided in a prominent location, as close as possible to the current location of the trough. This must provide a brief history of Annis and Bill's Horse Troughs and refer to the new location of the trough. The nature and wording of this interpretation must be approved by the Responsible Authority prior to it being undertaken. Following installation of the interpretation, the Responsible Authority must be notified and will inspect the completed interpretation.

Engineering

39. Unless otherwise agreed in writing by the Responsible Authority and prior to occupancy, a minimum 6.0m wide carriageway easement for right of way must be provided over the east-west common property connection from Station Street to the new road on the western boundary of the site. Right of way must be set aside for public vehicle access between the two roads, until such time a road connection can be suitably provided to the satisfaction of the Responsible Authority.
40. Unless otherwise agreed in writing by the Responsible Authority, before the use commences, the permit holder must upgrade the Station Street frontage to a residential standard in accordance with the requirements under the Engineering Design and Construction Manual and to the satisfaction of the Responsible Authority. Specific details include:
 - a) Fully sealed pavement widening;
 - b) Intersection construction and pavement tie in at the ingress and egress point of the development;
 - c) Indented car parking (to both the eastern and western sides of Station Street);
 - d) Kerb and channel;
 - e) Underground drainage connecting existing road reserve drainage into an approved outlet system;
 - f) Underground conduits for all service utilities;
 - g) Appropriate intersection treatment and traffic management measures, demonstrating adequate sight distances and stopping distances;
 - h) Appropriate survey marks; and
 - i) Line marking, road side barriers and signage.
41. Unless otherwise agreed in writing by the Responsible Authority, prior to the commencement of any works associated with the development, a Drainage

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Strategy to the satisfaction of the Responsible Authority must be prepared. Once approved, the strategy will be endorsed and form part of the permit. The Strategy must include (as applicable):

- a) General sizing and specification of any retention and treatment facilities;
- b) Location of any proposed retention and treatment facilities;
- c) Typical details of proposed systems to be utilised;
- d) Evidence to support water quality improvements;
- e) Evidence to support appropriate retention;
- f) Major storm overland flow paths and requirements;
- g) Outfall works and proposals;
- h) Any required staging or interim facilities.

Unless otherwise agreed by the Responsible Authority, prior to the use commencing, all works shown as part of the endorsed drainage strategy must be constructed or carried out in accordance with that strategy to the satisfaction of the Responsible Authority.

42. Unless otherwise agreed to in writing by the Responsible Authority, prior to the use commencing, the permit holder must provide suitable onsite parking to the satisfaction of the Responsible Authority.
43. Unless otherwise agreed to in writing by the Responsible Authority, prior to the use commencing, the permit holder must provide suitable vehicle manoeuvrability that facilitates forward moving ingress and egress from the Development site to the satisfaction of the Responsible Authority.
44. Unless otherwise agreed to in writing by the Responsible Authority, prior to the use commencing, the permit holder must provide bin storage within the development to the satisfaction of the Responsible Authority.
45. Before any road and/ or drainage works associated with the subdivision for any stage start, detailed construction plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale with dimensions. The plans must include (as applicable):
 - a) All necessary computations and supporting documentation for any structure, traffic data, road safety audit and geotechnical investigation report.
 - b) All details of works consistent with the approved functional layout plan, relevant landscape plan and plan of subdivision for the relevant stage of the subdivision.
 - c) Design for full construction of streets and underground drainage, including measures to control / capture pollutants and silt.
 - d) Provision for all services and conduits (underground), including alignments and offsets, on a separate services layout plan.
 - e) All road reserve and pavement widths to be in accordance with relevant Mitchell Shire Council Standards.

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- f) All intersection treatments to allow Council's waste collection vehicles to manoeuvre in a forward direction without the need for reversing.
- g) Where an intersection, bend or junction is part of a designated bus route, the design must allow for the movement of an ultra-low floor bus (ULFB 12.5m) and roundabouts at the intersection of two connector streets must be designed to accommodate an ULFB, 12.5 metres and all service and emergency vehicles.
- h) Verge widths around all bends, intersections and within court bowls must not be less than 3m in width.
- i) Solid white centreline pavement marking and raised reflective pavement markings (RRPM) on all 90-degree bends on through roads.
- j) Vehicle crossings must be provided to each lot in accordance with Mitchell Shire Council Standards.
- k) Provision of concrete footpaths in all streets and reserves. All footpaths shall be a minimum 1.5 metres in width and be in accordance with Mitchell Shire Council Standards.
- l) Shared paths as required within streets and reserves. All shared paths must be a minimum 2.5m in width and be in accordance with Mitchell Shire Council Standards.
- m) All court heads to allow Council's waste collection vehicles to access and egress from the courts in a forward direction.
- n) Provision of a temporary turning area with sufficient size in locations where the road terminates at stage boundaries to allow waste collection vehicles to access and egress in a forward direction.
- o) Provision of public lighting with underground electricity supply to all streets, footpaths, bus stops and to major pedestrian and bicycle links.
- p) All street lighting must be designed in accordance with AS 1158. Non-standard street lighting will not be accepted, except where this provides continuity with existing lighting and is agreed by the Responsible Authority. A non-standard lighting fee will apply. Energy efficient lighting, (e.g. LED (preferred), T5 or CFL), should be utilised.
- q) Access to all public buildings, pathways and road crossings shall comply with the Disability Act 2006 and be to the satisfaction of the Responsible Authority.
- r) Provision of street name plates to the Mitchell Shire Council Standard, including a schedule of individual signs and associated street numbers.
- s) Provision of underground drains of sufficient capacity to serve all lots being created which connect to a legal point of discharge including the provision of an inlet to each lot.
- t) The location and provision of vehicle exclusion mechanisms abutting reserves.
- u) Details of the proposed treatment and provision for lot boundary fencing adjoining all reserves other than road reserves.
- v) Permanent survey marks.
- w) Survey details of the canopy trunk location and size of all trees to be removed or retained and associated tree protection zones.
- x) Details in relation to all filling on the land that must be compacted to specifications approved by the Responsible Authority.

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- y) The underground relocation of all existing aerial services, on the services layout plan.
 - z) The location of any earthworks (cut or fill) or service provision in a location outside the designated tree protection zone which does not adversely impact on the health and integrity of any trees to be retained.
 - aa) The drainage system of the proposed development must be designed to ensure that flows downstream of the land are restricted to pre-development levels unless increased flows are approved by the Responsible Authority.
 - bb) Underground drainage must be provided and any other drainage works necessary for the transmission of drainage as required to the approved outfall.
 - cc) All drainage works must be designed to meet the following current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (1999) unless otherwise agreed by the Responsible Authority:
 - dd) 80% retention of the typical annual load of total suspended solids
 - ee) 45% retention of the typical annual load of total phosphorus; and
 - ff) 45% retention of the typical annual load of total nitrogen.
 - gg) Each lot must be provided with one drainage discharge point.
 - hh) All lots within the proposed development abutting or adjoining a watercourse or water body must have a minimum 600mm freeboard above the 1 in 100 year flood level of the water course or water body.
 - ii) Roads and allotments are to be designed such that the allotments are protected with a minimum 300mm freeboard against the 1 in 100 flooding, where the water level exceeds 50mm above the top of kerb.
46. Unless otherwise agreed by the Responsible Authority prior to the commencement of the use, all works shown on the approved construction plans must be constructed or carried out in accordance with the plans and to the satisfaction of the Responsible Authority.
47. The discharge of water from the development site must be controlled around its limits to prevent any discharge onto any adjacent property or streets other than by means of an approved drainage system discharged to an approved outlet in a street or to an underground pipe drain to the satisfaction of the Responsible Authority.
48. Unless otherwise agreed to in writing by the Responsible Authority, prior to the use commencing, the development site must be connected to an underground drainage system and underground outfall including an on-site detention system to control flows to pre-development levels and treat stormwater wholly within the boundaries of the subject land, to the satisfaction of the Responsible Authority.
49. Unless otherwise agreed to by the responsible authority; before any works associated with the development start, management plans must be submitted

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to and deemed satisfactory by the Responsible Authority. The required management plans are:

- a) A Construction Management and Safety Plan to include the following:
- i. A Gantt chart for all aspects of works including civil and all other authority specific works;
 - ii. A liaison officer for direct contact by residents and the responsible authority;
 - iii. Location of site office;
 - iv. Methods to contain dust and mud including clean up frequency and control frequency;
 - v. Details of proposed stock pile heights, locations, materials and volumes;
 - vi. Details proposed storage areas;
 - vii. Methods to control unauthorised personal entering the site;
 - viii. Methods to keep the site presentable being free of debris, rubbish and stockpiled material;
 - ix. Company OH&S management organisation chart;
 - x. Methods to ensure that appropriate PPE is always worn by all personal on site;
 - xi. Subcontractors, suppliers and external testing company contact list; and
 - xii. Proposed working hours.
- b) An Environmental Management Plan to include the following:
- i. Sediment control techniques to ensure that no mud, dirt, sand, soil, clay or stones are washed into or allowed to enter the storm water drainage system, waterways, roads, streets or reserves;
 - ii. Methods to control erosion and the flow of water to nominated points of discharge;
 - iii. Methods to prevent and manage illegal dumping on the land;
 - iv. Methods to ensure that only EPA clean fill material is imported/exported to and from the site;
 - v. Methods for weed and pathogen management;
 - vi. Designated machinery wash down and storage location;
 - vii. Methods to protect Environmental fauna and flora;
 - viii. Methods to control spill and storage of hazardous chemicals;
 - ix. Methods identify, report, and protect the discovery of archaeological and or heritage objects;
 - x. Methods to ensure that contractors working on the land are aware of the requirements of the all Management Plans and any other obligations of the planning permit.
- c) A Traffic Management Plan include the following:

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- i. Proposed haulage routes to and from the subject land;
 - ii. Expected frequency of vehicle movements to and from the land;
 - iii. Site access arrangements for construction vehicles and emergency vehicles; and
 - iv. A signage plan including working hours signage and after-hours signage to control both vehicle and pedestrian movements as required.
 50. Before the use commences, the following must be submitted to the satisfaction of the Responsible Authority unless otherwise agreed in writing by the Responsible Authority:
 - a) A complete set of “as constructed plans” of site works in digital file format both PDF and AutoCAD. The AutoCAD digital files must have a layer naming convention to enable identification of Council assets listed.
 - b) A Schedule of all sub-divisional civil work costs and asset quantities which include the following Council assets:
 - i. Total length of Roads, Footpath, Kerb and Channel;
 - ii. Total number of Bridges, WSUD features, Traffic calming devices;
 - iii. Total length of pipe and number of pits for Drainage
 - iv. Total number of streetlights.
 - c) Asset information in digital format to include asset data in accordance with the “A-Spec” Standard, including D-Spec for drainage infrastructure, open space data in accordance with the “O-Spec” Standard, road and footpath data in accordance with “R-Spec” Standards and B-Spec for building data.
 - d) A report containing a maintenance regime for all Water Sensitive Urban Design features.
 - e) Any relevant infrastructure manuals, specifications or maintenance requirements for assets to be handed over.
 - f) A CCTV video recording and report of all completed stormwater drains greater than 150mm diameter.
 - g) A refundable maintenance bond of 5 per cent of the total cost of all infrastructure to be handed over to Council is to be held by Council for a minimum of twelve (12) months in accordance with Section 17(4) of the Subdivision Act 1988.
 51. Any road(s), footpath(s) and/or other infrastructure damaged as a result of the construction works (including but not limited to trenching and excavation for utility service connections, movement of vehicle and the likes), must be reinstated to the satisfaction of the Responsible Authority and at the cost of the permit holder.
 52. All proposed roads, pavements and other infrastructure are to be constructed in accordance with Mitchell Shire Council Standard Drawings and Specifications, to the satisfaction of the Responsible Authority.
- Car parking and loading/unloading of vehicles
53. Before the use starts, the areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
 - a) Fully constructed;

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- b) Properly formed to such levels that may be used in accordance with the plans;
- c) Surfaced with an all weather surface or seal coat (as appropriate);
- d) Drained and maintained in a continuously usable condition;
- e) Line marked to indicate each car space, loading bay and/or access lane;
- f) Clearly marked to show the direction of traffic along access lanes and driveways.

To the satisfaction of the Responsible Authority.

- 54. Car spaces, access lanes and driveways must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority.
- 55. All car parking spaces must be designed to allow vehicles to drive forwards both when entering and leaving the property.
- 56. No fewer than the number of car parking spaces shown on the endorsed plans must be provided on the land and along Station Street to the satisfaction of the Responsible Authority.
- 57. All car parking spaces identified within the endorsed Parking Strategy must be clearly signed in accordance with the time restrictions identified within the Strategy, unless otherwise agreed in writing by the Responsible Authority.
- 58. The loading and unloading of vehicles must only be carried out on the land within the designated loading bays and must not disrupt the circulation and parking of vehicles on the land.

Bicycle parking

- 59. No fewer than seven (7) bicycle parking spaces must be provided on the land to the satisfaction of the Responsible Authority.
- 60. Bicycle access and parking spaces must at all times be clearly signed and marked to the satisfaction of the Responsible Authority.

Transport for Victoria

- 61. Before the development starts, or other time agreed in writing with the Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will 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 but modified to show:
 - a) The removal of the proposed roundabout in front of the subject site;

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- b) The removal of the angle car parking proposed on the western side of Station Street;
 - c) The works proposed for Station Street;
 - d) The interaction of the subject site with Wallan Train Station;
 - e) The provision of pedestrian connection to Wallan Train Station and/or the bus interchange to be built.
62. Prior to the occupation of the development, or other time agreed in writing with the Head, Transport for Victoria, all works outlined on the endorsed plans must be completed to the satisfaction of Public Transport Victoria at the full cost of the permit holder.
63. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Station Street is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria eight (8) weeks prior by telephoning 1800 800 007 or emailing bus.stop.relocations@ptv.vic.gov.au

Melbourne Water

64. Prior to the commencement of works/issue of building permit, the Owner shall enter into and comply with an agreement with Melbourne Water Corporation for the acceptance of surface and storm water from the subject land directly or indirectly into Melbourne Water's drainage systems and waterways, the provision of drainage works and other matters in accordance with the statutory powers of Melbourne Water Corporation.
65. No polluted and/or sediment laden runoff is to be discharged directly or indirectly into Melbourne Water's drains or watercourses. Site Management Plan detailing pollution and sediment control measures must be submitted to Melbourne Water for comments. Appropriate sediment and litter control must be provided preventing any silt/debris discharging demonstrating the actions that will be carried out to minimise environmental degradation.
66. Prior to the commencement of works/issue of building permit associated with the application, a stormwater management strategy must be submitted and approved by Melbourne Water and Mitchell Shire Council. The Strategy must demonstrate the following:
- a) The proposed alignment for any 1 in 5 year drainage infrastructure and any associated overland flow paths directions for the 1 in 100 year ARI flood event.
 - b) That the lot layout adequately accommodates the overland flows and the current layout and/or number of lots may need to change. Overland flow path must be designed and constructed to comply with the floodway safety criteria outlined within Melbourne Water's Land Development Manual.