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TOWN PLANNING REPORT

ECHUCA LAW COURT
161 STURT STREET, ECHUCA

OCTOBER 2025

PREPARED FOR COURT SERVICES VICTORIA (CSV)

This report has been prepared by the office of Spiire
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Acknowledgements and Recognition

1:1 Architects – Architectural Plans & Urban Context Report
Traffix Group – Traffic Impact Assessment Report

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1. INTRODUCTION

Spiire Australia Limited has been engaged by Courts Services Victoria (CSV) to prepare a Town Planning application to develop land at 161 Sturt Street, Echuca for the use and development of an office (law court) and waiver of car parking requirements.

The purpose of this report is to provide a detailed description of the proposal and analysis of the proposal against the relevant provisions of the Campaspe Planning Scheme.

This Planning Report accompanies the application and addresses the following matters:

- ▶ A description of the subject site and surrounds;
- ▶ Details of the proposal;
- ▶ Identify the relevant policies, provisions and strategies within the Campaspe Planning Scheme; and
- ▶ Provide an analysis of the proposal against the relevant planning requirements.

A number of specialist reports and plans have been supplied in support of this application, and as such this report should be read in conjunction with the following:

- ▶ Architectural Plans prepared by 1:1 Architects (dated September 2025);
- ▶ Traffic Engineering Assessment prepared by Traffix Group (dated September 2025);
- ▶ Bushfire Hazard Assessment Report prepared by Spiire (dated September 2025); and
- ▶ Urban Context Report prepared by 1:1 Architects (dated October 2025).

Given the land is Crown Land under management of Victorian Land Track (VicTrack), written consent of the land manager, VicTrack, under delegation of the Head, Transport for Victoria.

In addition, we confirm that this proposal is an application to which Clause 53.22 'Significant Economic Development' applies. The Minister for Planning is the Responsible Authority for this application.

1.1 PROJECT SYNOPSIS

A summary of the key town planning details of this application are provided in **Table 1** below.

Table 1: Project Synopsis

Project Synopsis		
Property Address	161 Sturt Street, Echuca	
Parcel Details	CA 1 Sec 23B Township of Echuca	
Planning Controls	Planning Scheme	Campaspe Planning Scheme

Zone	The site is within the following zone: <ul style="list-style-type: none"> ▶ Transport Zone 1 (TRZ1)
Overlays	The site is affected by the following overlays: <ul style="list-style-type: none"> ▶ Environmental Significance Overlay - Schedule 1 (ESO1) (partially) ▶ Heritage Overlay 1 (HO1) (partially) ▶ Design and Development Overlay – Schedule 4 (DDO4) ▶ Floodway Overlay (FO) (partially) ▶ Land Subject to Inundation Overlay (LSIO) (partially) ▶ Bushfire Management Overlay (BMO) (partially)
Proposal	Use and development of land for an office (law court) and waiver of car parking.
Bushfire	This parcel is in a designated Bushfire Prone Area (BPA). The land is also partially covered by the Bushfire Management Overlay (BMO).
Site Area	Approximately 1.9ha
Cultural Heritage	The subject site is not within an area of Aboriginal Cultural Heritage Sensitivity
Planning Permit Triggers	<p>Clause 36.04-1: TRZ1 - Section 2 land use</p> <p>Clause 36.04-2: TRZ1 - Buildings and works</p> <p>Clause 42.01-2: ESO - Buildings and works</p> <p>Clause 43.02-2: DDO - Buildings and works</p> <p>Clause 44.04-2: LSIO - Buildings and works</p> <p>Clause 44.06-2: BMO - Buildings and works</p> <p>Clause 52.06 Car Parking: Waiver of car parking</p>
Approval Pathway	Clause 53.22 Significant Economic Development

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2. SITE CONTEXT AND SURROUNDINGS

2.1 THE SUBJECT SITE

The subject site is irregular in shape and spans approximately 1.9 hectares. It is situated within a mixed-use area, surrounded by residential, commercial, business, and industrial developments. It is located on the eastern edge of the Central Business District (CBD) of Echuca and has a significant frontage to Sturt Street abutting the east boundary.

The subject site is Crown Land administered by Victorian Rail Track (VicTrack). The land is formally described as CA1 Section 23B of the Township of Echuca and is known as 161 Sturt Street, Echuca.

The site of the proposed new Echuca law court takes up only a small section of the much larger parcel, refer to Figure 1 overleaf. The remainder of the site currently contains an existing commercial building occupied by Echuca Bulk Grains & Fertilizers. The existing rail line extends along the west side of the property, with the rail corridor extending through the north and south boundaries.

The property is relatively flat and is generally clear of vegetation with only a small number of canopy trees along the west boundary and a small stand of mature trees at the north end of the property. None of these trees are impacted by the proposed development

Sturt Street is a sealed road with footpath and drainage facilities constructed on side facing the existing established area.

A current copy of the Certificate of Title is enclosed with this application in **Appendix A**. There are no covenants, restrictions or agreements that would prevent the proposal.

An aerial map including photos showing the subject site and the environs are provide in **Figures 1-4** overleaf.

2.2 THE SURROUNDING CONTEXT

The site is located on the east side of the Echuca commercial precinct, with Sturt Street the delineation between commercial to the west and residential to the east. The immediate area surrounding the subject site consists of a mixed-use area, surrounded by residential, commercial, business, and industrial developments. The surrounding context is described as follows:

- ▶ **North:** Directly adjoining the site to the north is Sturt Street which provides access to the nearby roundabout. Further north is the Murray River Sawmills and beyond this is the Banyula Forest.
- ▶ **South:** The southern boundary adjoins a Council-operated car park which has vehicular access from Sturt Street and exit via Pakenham Street.
- ▶ **East:** The eastern boundary of the site fronts Sturt Street and further east lies a mixed-use area comprising of residential, educational and services facilities, including the Echuca Police Station.
- ▶ **West:** Immediately to the west is the railway track and beyond this is a cluster of shop and different commercial activities with access onto Annesley Street.



Figure 1: Aerial image showing the subject site and the surroundings



Figure 2: Site Plan

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Figure 3: Subject Site looking south of Sturt Street



Figure 4: View of the Subject Site looking from east of Sturt Street

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3. THE PROPOSAL

This application seeks approval for the use and development of the land for an office (law court) and waiver of car parking requirements.

3.1 LAND USE

The proposed use of land as a law court is best characterised as ‘Office’ under the definitions provided at Clause 73.03. The proposal includes ancillary uses such as a cell room and multipurpose room, all of which support the primary civic function of the facility.

An extract of the land use terms at Clause 73.03 is provided below.

Land use term	Definition	Includes	Included in
Office	Land used for administration, or clerical, technical, professional or other like business activity. No goods or materials intended for manufacture, sale, or hire may be stored on the land. Other than electoral office and medical centre, it does not include any other defined use.		<ul style="list-style-type: none"> Bank Electoral office Electorate office Medical centre Real estate agency Travel agency

3.2 PROPOSED COURTROOM

The proposed courtroom, being the main feature of the development, is centrally located within the proposed building. In addition to the courtroom, the development will include the following ancillary components among others, including:

- ▶ A public waiting area located near the main entrance;
- ▶ A multipurpose room;
- ▶ Office spaces;
- ▶ A cell room;
- ▶ Toilet facilities; and
- ▶ An outdoor area.

A detailed description of the proposal is provided in the following sections of this Report. The proposed layout of the building including the elevation plans are provided in **Figures 5-10** overleaf. A full set of architectural plans are in **Appendix B**.

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Figure 5 – Proposed layout of the proposed building

3.3 BUILDING DESIGN AND MATERIALITY

The proposed building has been designed to complement the existing built form along Sturt Street and the surrounding area.

An Urban Context Report has been prepared by 1:1 Architects and accompanies this application (**Appendix C**). The enclosed report describes the proposed built form and materiality as follows:

Building Form and Scale

- ▶ The building adopts a simple, rectilinear form that reads as a low-lying civic pavilion within the site. The modest height reinforces compatibility with surrounding development and minimizes visual impact from adjoining streets. The overall massing is broken into articulated volumes to provide legibility and a sense of human scale.

Height

- ▶ At one storey, the proposed height is consistent with the predominant built form in the immediate context. Roof lines are low and horizontal, reinforcing the civic typology while maintaining a clear visual relationship with the street.

Materials and Finishes

- ▶ The architectural character is defined by durable, low-maintenance materials suitable for public use. The proposed palette includes:

- Precast concrete panels with subtle articulation and neutral tones;
 - Face brickwork to reinforce texture and contextual warmth;
 - Metal cladding for lightweight roof and fascia elements; and
 - Glazing to enhance transparency and passive surveillance at the public entry.
- ▶ These materials were chosen to be durable, visually appealing, sustainable and suitable for a civic building, while fitting in with nearby public structures.

3.4 SIGNAGE

The proposed signage consists of a non-illuminated business identification sign. The sign will have a display area of approximately 3.1 square meters with dimensions of 6.46 metres in width and 0.48 metres in height. It will display the facility name 'Echuca Law Court', and it will be affixed to the upper concrete façade panels of the proposed building.

3.5 SERVICES AND INFRASTRUCTURE

The development can be adequately serviced as follows:

Water Supply

Coliban Water is the responsible authority for the provision of potable water infrastructure. The site is already connected to reticulated water and the proposed new building will be connected in accordance with Coliban Water requirements.

Sewer

The site is already connected to reticulated sewer mains. The proposed development will be connected as required in accordance with Coliban Water requirements.

Drainage

Campaspe Shire Council is the responsible authority for drainage for the site. The proposed development will connect into the drainage system as per the requirements of the Infrastructure Design Manual (IDM).

Electricity

Powercor is the responsible authority for electricity supply in this area. The proposed building will be connected to electricity in accordance with the requirements of Powercor.

3.6 ACCESS AND TRAFFIC MANAGEMENT

The following traffic management measures will be provided and involved as part of the proposal:

- ▶ The courthouse will have a total Net Floor Area (NFA) of 734m².
- ▶ Vehicle access to a staff carpark will be provided via a two-way crossover to Sturt Street at the south-eastern corner of the site.
- ▶ A total of 8 car spaces will be provided within the staff carpark.

- ▶ A separate single-width crossover will be provided at the north-eastern corner of the site for a divisional van that transfers personnel to/from the salle port.
- ▶ The court sits twice a week, however the registry is open for administrative purposes on the other week days.
- ▶ On sitting days, there will be up to 11 staff on-site, while on non-sitting days, there will be up to 4 staff.
- ▶ There will be an average of 14 cases that occur on a sitting day.

3.7 PERIMETER FENCE

As part of the development, it is also proposed to construct a 1.5 metre black picket-style metal fence around the perimeter of the courthouse.

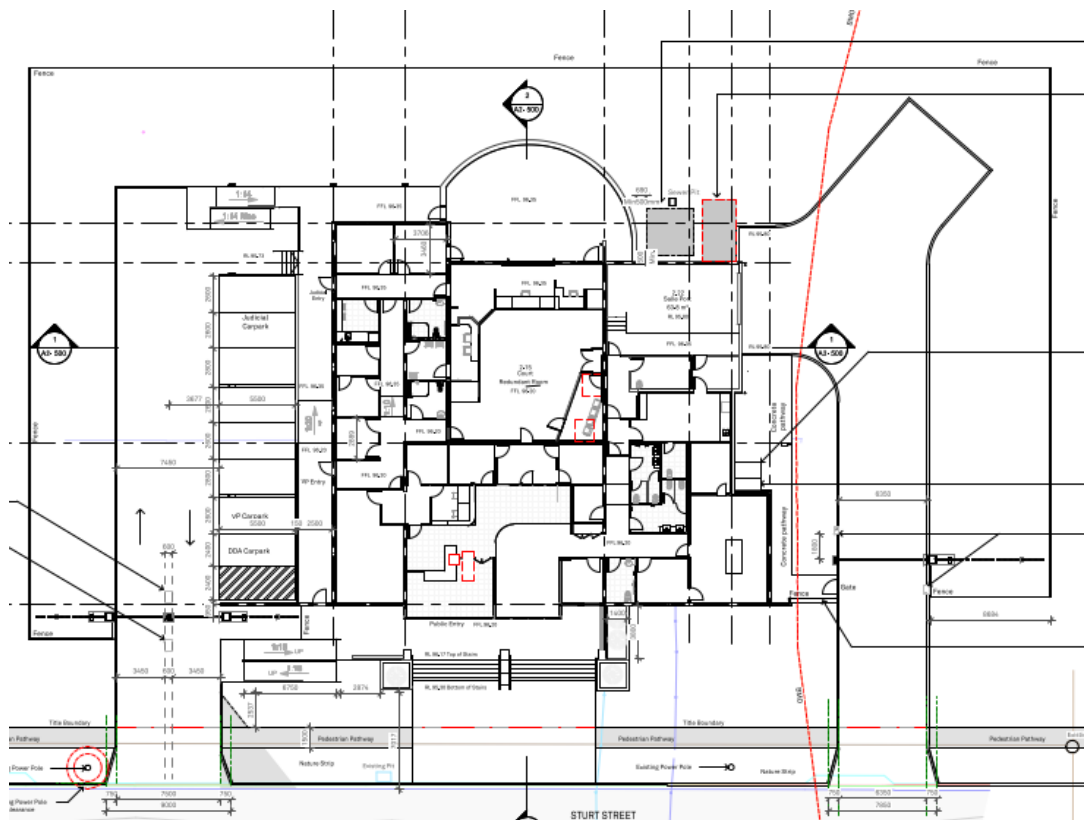


Figure 6: Proposed Floor Plan

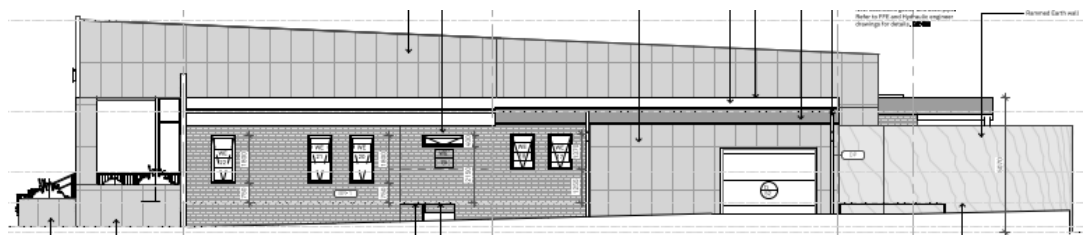


Figure 7: Proposed North Elevation

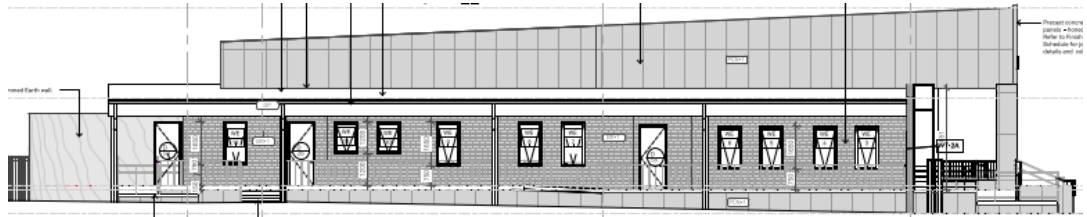


Figure 8: Proposed South Elevation



Figure 9: Proposed East Elevation

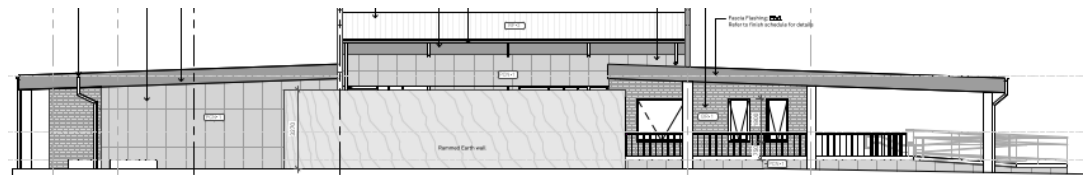


Figure 10: Proposed West Elevation

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4. CAMPASPE PLANNING SCHEME

The Planning Scheme guides the use and development of land within the municipality.

Listed below are the relevant planning policies, zoning and overlay provisions within the Planning Scheme that are applicable to this application.

4.1 MUNICIPAL PLANNING STRATEGY

Clause 02.01 Context

- ▶ *‘Campaspe Shire is located in north central Victoria, about 200 kilometres north of Melbourne. The Shire covers an area of about 4,500 square kilometres and mainly consists of rural land. The Campaspe and Goulburn Rivers run through the Shire and the nationally significant Murray River forms the northern boundary of Campaspe Shire.*
- ▶ *The 2018 population of the Shire was estimated to be about 37,590 which is expected to grow to about 39,080 by 2036 (Victoria in Future, 2019). The majority of this growth is expected to occur in Echuca. Echuca interacts with Moama, its New South Wales’ counterpart over the border, to give a combined population of about 20,000 persons. Compared to regional Victoria, the Shire has a higher population of younger and older people and this trend is expected to grow which may leave a ‘population donut’ with less and less working age residents in the municipality.’*

Clause 02.02 Vision contains the following relevant strategies:

- ▶ *‘The Vision that is contained in the Council Plan (2017-2021) is of a:
.....strong, supportive, vibrant and sustainable community.*

The Council Plan addresses some key themes relevant to land use planning including Strong and Engaged Communities; Resilient Economy; Healthy Environment; Balanced Services and Infrastructure; Responsible Management and it is supported by a series of objectives, actions and strategies.’

Clause 02.03-1 Settlement contains the following relevant strategies:

- ▶ *‘Echuca is the largest centre in the Shire with a population catchment area estimated to include 50,000 people within a 70 kilometre radius. Echuca is a hub for commercial, industrial, community, recreational and transportation activity for northern Victoria and southern New South Wales. Echuca’s population is estimated to be about 16,762 by 2031 (Victoria in Future, 2016) and it is estimated that Echuca will need an average of about 110 new dwellings per year up until 2031 (Echuca Housing Strategy 2011).’*

Clause 02.03-2 Environmental Risks contains the following relevant strategies:

- ▶ *‘Extensive areas of the Shire are prone to bushfires, especially in the south near Rushworth and Toolleen. Safety and access issues are also evident within bushfire prone areas along the Muray River.*
- ▶ *Sound floodplain management is critical for the economic, social and environmental risks associated with the many floodplains in Campaspe. This level of management is provided by local floodplain development plans.’*

Clause 02.03-7 Economic Development

A key strategic direction relating to 'Economic development' is to:

- ▶ *'Maintain the primacy of the Echuca CBD as the regional centre for the Shire.'*

4.2 PLANNING POLICY FRAMEWORK

Clause 11.01-1S Settlement contains the following relevant strategies:

- ▶ *'Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.'*
- ▶ *Support sustainable development of the regional centres of Ararat, Bacchus Marsh, Bairnsdale, Benalla, Castlemaine, Colac, Echuca, Gisborne, Hamilton, Kyneton, Leongatha, Maryborough, Portland, Sale, Swan Hill, Warragul/Drouin and Wonthaggi.'*
- ▶ *Provide for growth in population and development of facilities and services across a regional or sub-regional network.'*
- ▶ *Ensure retail, office-based employment, community facilities and services are concentrated in central locations.'*

Clause 13.02-1S Bushfire planning seeks 'to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life' through the following strategies:

- ▶ *'Give priority to the protection of human life by:*
 - *Prioritising the protection of human life over all other policy considerations.'*
 - *Directing population growth and development to low risk locations and ensuring the availability of, and safe access to, areas where human life can be better protected from the effects of bushfire.'*
 - *Reducing the vulnerability of communities to bushfire through the consideration of bushfire risk in decision making at all stages of the planning process.'*

Clause 15.01-2S Building design seeks 'to achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development' through the following strategies:

- ▶ *'Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.'*
- ▶ *Ensure development responds and contributes to the strategic and cultural context of its location.'*
- ▶ *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.'*
- ▶ *Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.'*

- ▶ *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
- ▶ *Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.'*

Clause 17.01-1S Diversified economy seeks to 'strengthen and diversify the economy', through the following strategies:

- ▶ *'Protect and strengthen existing and planned employment areas and plan for new employment areas.*
- ▶ *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*
- ▶ *Improve access to jobs closer to where people live.*
- ▶ *Support rural economies to grow and diversify.'*

Clause 18.01-1S Land use and transport integration seeks to 'facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport' through the following relevant strategies:

- ▶ *'Plan land use and development to:*
 - *Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.*
 - *Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction or future function of the asset.*
 - *Protect planned transport infrastructure from encroachment or detriment that would impact deliverability or future operation.*
 - *Protect identified potential transport infrastructure from being precluded by land use and development.*
- ▶ *Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.'*

Clause 19.03-2S Infrastructure design and provision seeks 'to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community' through the following relevant strategies:

- ▶ *'Provide an integrated approach to the planning and engineering design of new subdivision and development.*
- ▶ *Integrate developments with infrastructure and services, whether they are in existing suburbs, growth areas or regional towns.'*

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4.3 ZONE

The subject site is within the Transport Zone 1 (TRZ1), the purpose of which is:

- ▶ *‘To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To provide for an integrated and sustainable transport system.*
- ▶ *To identify transport land use and land required for transport services and facilities.*
- ▶ *To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.*
- ▶ *To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.’*

A permit is required to use land for as an office (law court) in the TRZ1 under Clause 36.04-1. Pursuant to Clause 36.04-2, a planning permit is also required to use construct a building or construct or carry out works associated with a Section 2 Use.

Clause 36.04-6 relates to ‘Signs’ and states that:

‘A permit is required to construct or put up for display a sign:

- ▶ *Over a road carriageway or over land within 600 millimetres of a carriageway.*
- ▶ *On land in a Transport Zone 1, if a Transport Zone 2 or Transport Zone 3 is the adjoining zone.’*

The proposed signage associated with the development is however exempt from a planning permit under Clause 52.05-10 as outlined in the relevant section below.

An existing zoning map is provided in **Figure 11** below.



Figure 11: Zoning Map

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4.4 OVERLAYS

4.4.1 CLAUSE 42.01 ENVIRONMENTAL SIGNIFICANCE OVERLAY

The site is partially affected by the Environmental Significance Overlay – Schedule 1 (ESO1). The purpose of this overlay is:

- ▶ *‘To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To identify areas where the development of land may be affected by environmental constraints.*
- ▶ *To ensure that development is compatible with identified environmental values.’*

Pursuant to Clause 42.01-2 a permit is required to construct a building or construct or carry out works.

Schedule 1 to the ESO applies to the ‘Murray River Corridor’. The Statement of Environmental Significance for this overlay at Section 1 states the following:

- ▶ *‘Clause 2 and the NSW Murray Regional Environment Plan No. 2 – Riverine identify the Murray River as an asset of national and state significance. The Murray River, its tributaries and environs serve a variety of environmental, economic, social, recreational and tourist functions.’*

The ESO schedule does not exempt buildings and works and as such, the requirements of this overlay will be addressed further at Clause 5.3.1 of this report.

A map showing the existing overlay is provided at **Figure 12** below.

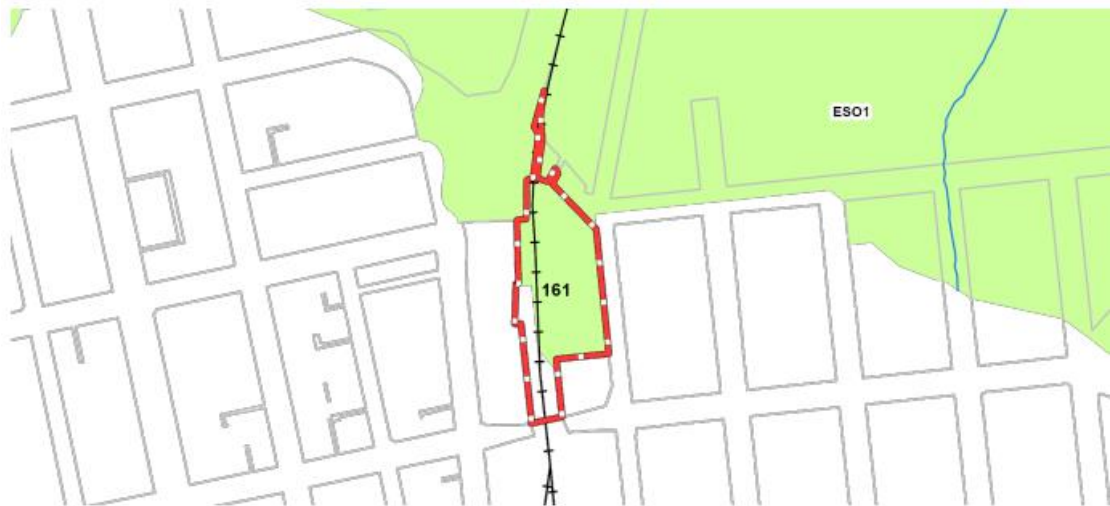


Figure 12: Environmental Significance Overlay Map

4.4.2 CLAUSE 43.01 HERITAGE OVERLAY

The site is partially affected by the Heritage Overlay 1 (HO1). The purpose of this overlay is:

- ▶ *‘To implement the Municipal Planning Strategy and the Planning Policy Framework.*

- ▶ *To conserve and enhance heritage places of natural or cultural significance.*
- ▶ *To conserve and enhance those elements which contribute to the significance of heritage places.*
- ▶ *To ensure that development does not adversely affect the significance of heritage places.*
- ▶ *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.'*

The proposed building is located outside the area affected by the Heritage Overlay. As such, the provisions of the overlay are not applicable to this proposal and are not addressed further in this report.

A map showing the existing overlay is provided at **Figure 13** below.

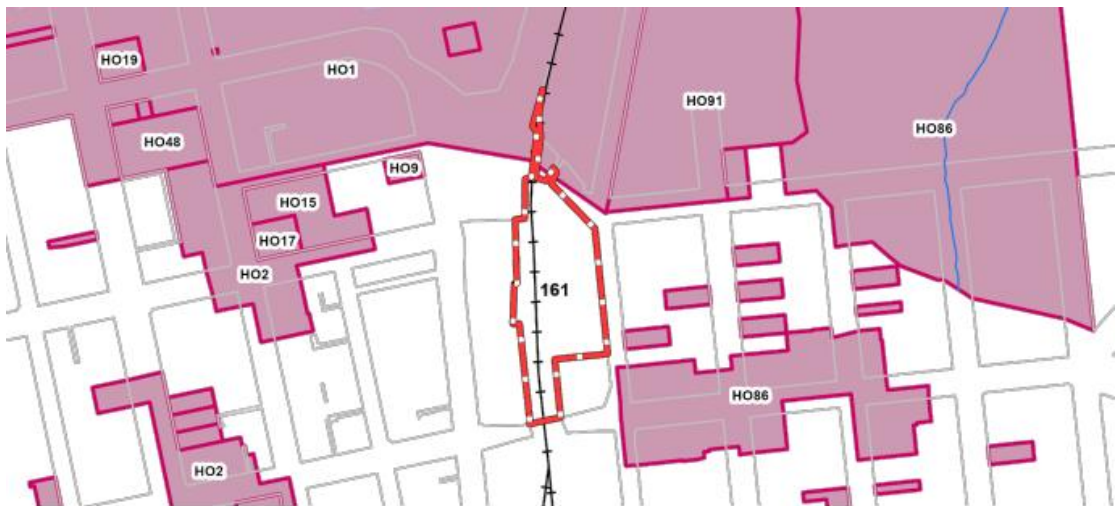


Figure 13: Heritage Overlay Map

4.4.3 CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

The subject site is affected by the Design and Development Overlay – Schedule 4 (DDO4). The purpose of this overlay is

- ▶ *'To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To identify areas which are affected by specific requirements relating to the design and built for of new development of land may be affected by environmental constraints.'*

A permit is required to construct a building or construct or carry out works under Clause 43.02-2.

Schedule 4 to the DDO applies to the 'Echuca Town Entrance Gateway'. The design objectives of this Clause are:

- ▶ *'To create a vibrant and active highway business precinct based around large buildings for bulky goods retailing, manufacturing and associated services within a well landscaped boulevard setting.*

- ▶ *To encourage contemporary architectural outcomes in terms of building facades, roof forms and lines, colours and materials that reinforces an attractive gateway.*
- ▶ *To avoid signage that dominates the streetscape image or leads to visual clutter.*
- ▶ *To provide landscape treatments that contribute to the boulevard streetscape character of the Northern and Murray Valley Highways, and that provide landscaped rear setbacks that reduce the impact of commercial development on the adjoining residential neighbourhoods.*
- ▶ *To provide access from the Northern and Murray Valley Highways to the new residential areas are clearly defined, legible and provide attractive gateways.'*

All buildings and works should comply with the requirements as stipulated at Section 2.0 of the Schedule.

An assessment of Clause 43.02 is provided at Section 5.3.2 of this report.

A map showing the existing overlay is provided at **Figure 14** below.



Figure 14: Design and Development Overlay Map

4.4.4 CLAUSE 44.03 FLOODWAY OVERLAY

The site is partially affected by the Floodway Overlay (FO). The purpose of this overlay is:

- ▶ *'To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To identify waterways, major floodpaths, drainage depressions and high hazard areas which have the greatest risk and frequency of being affected by flooding.*
- ▶ *To ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting.*
- ▶ *To reflect any declarations under Division 4 of Part 10 of the Water Act, 1989 if a declaration has been made.*

- ▶ *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*
- ▶ *To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health.'*

The proposed building is located outside the area affected by the Floodway Overlay. As such, the provisions of the overlay are not applicable to this proposal and are not addressed further in this report.

A map showing the existing overlay is provided at **Figure 15** below.

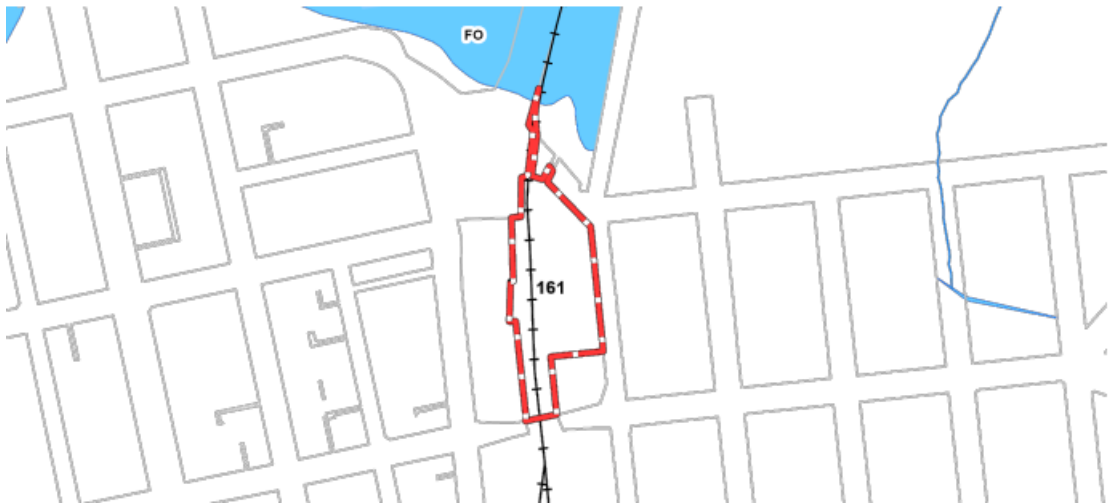


Figure 15: Floodway Overlay Map

4.4.5 CLAUSE 44.04 LAND SUBJECT TO INUNDATION OVERLAY

The site is partially affected by the Land Subject to Inundation Overlay (LSIO). The purpose of this overlay is:

- ▶ *'To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.*
- ▶ *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- ▶ *To minimise the potential flood risk to life, health and safety associated with development.*
- ▶ *To reflect a declaration under Division 4 of Part 10 of the Water Act, 1989.*
- ▶ *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*

- ▶ *To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health.'*

Pursuant to Clause 44.04-2 a permit is required to construct a building or construct or carry out works.

Pursuant to the Schedule of the Overlay, a permit is not required to construct 'Open type fencing (not including solid fences such as wooden or metal paling fences, cyclone mesh fences or brick, stone or concrete wall).'

An assessment of Clause 44.04 is provided at Section 5.3.3 of this report.

A map showing the existing overlay is provided at **Figure 16** below.

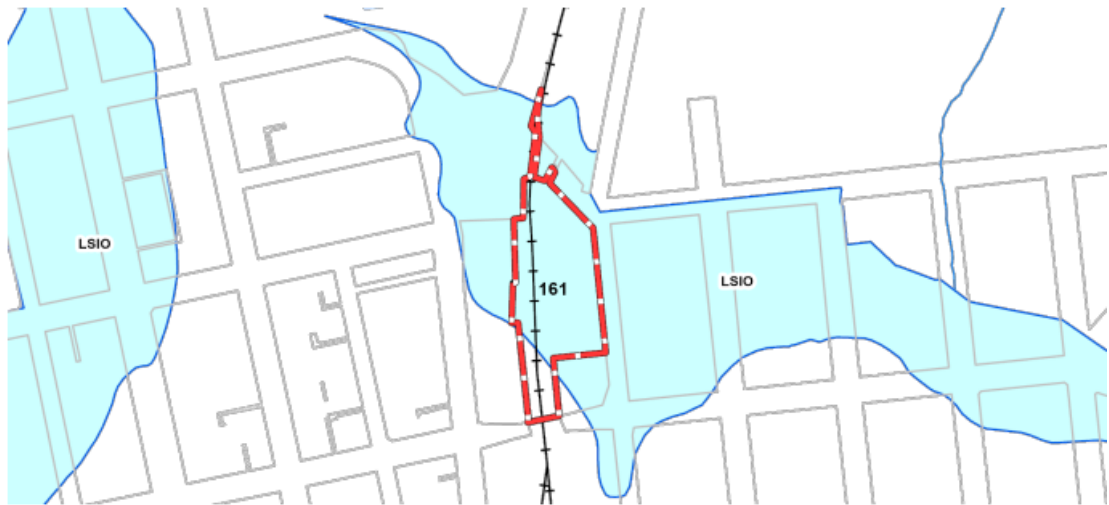


Figure 16: Land Subject to Inundation Overlay Map

4.4.6 CLAUSE 44.06 BUSHFIRE MANAGEMENT OVERLAY

The subject site is partially affected by the Bushfire Management Overlay (BMO). The purpose of this overlay is:

- ▶ *'To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- ▶ *To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.*
- ▶ *To identify areas where the bushfire hazard warrants bushfire protection measures to be implemented.*
- ▶ *To ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.'*

Pursuant to Clause 44.06-2, a planning permit is required to construct a building or construct or carry out works associated with *Office*.

An assessment of Clause 44.06 is provided at Section 5.3.4 of this report.

A map showing the existing overlay is provided at **Figure 17** overleaf.



Figure 17: Bushfire Management Overlay Map

4.5 PARTICULAR PROVISIONS

4.5.1 CLAUSE 52.05 SIGNS

Clause 52.05 applies to the development of land for signs. The purpose of this Clause is:

- ▶ *‘To regulate the development of land for signs and associated structures.*
- ▶ *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- ▶ *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- ▶ *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.’*

Clause 52.05-10 identifies ‘Signs not requiring a permit’ and states that

‘Despite any provision in a zone, overlay, or other particular provision of this scheme, a permit is not required to construct or put up for display any of the following signs:

- ▶ *A sign identifying the functions or property of a government department, public authority or municipal council, but not a promotion sign displayed at the direction of any of these bodies.’*

In light of the above, a planning permit is not required for the signage associated with the proposed office (law court).

4.5.2 CLAUSE 52.06 CAR PARKING

The purpose of Clause 52.06 is:

- ▶ *‘To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*

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- ▶ *To ensure the provision of an appropriate number of car parking spaces 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.*
- ▶ *To 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 use.'*

Table 1: Car parking requirements within Clause 52.06-5 state that the required car parking rate for an Office is:

- ▶ *3.5 spaces to each 100m² of net floor area.*

The required number of car parking spaces to be provided is 25 and the proposal has made provision for 8 car parking spaces. As such, a part waiver of 17 spaces will be required for this proposed development under Clause 52.06-3.

A full assessment of Clause 52.06 is provided at Section 5.4.1 of this report.

4.5.3 CLAUSE 53.22 SIGNIFICANT ECONOMIC DEVELOPMENT

The purpose of Clause 53.22 is:

- ▶ *'To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.*
- ▶ *To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture.'*

Clause 53.22-1 states (amongst other things) that:

- ▶ *'The provisions of this clause prevail over any inconsistent provision in this Planning scheme.*
- ▶ *This clause applies to an application under any provision of this planning scheme if all the following are met:*
 - *The applicant submits written confirmation that the application is an application to which this clause applies.*
 - *The conditions corresponding to a category in Table 1 are met.'*

The proposed development falls within Category 2 of Table 1 under Clause 53.22-1, given that the application includes a use specified in Table 2 and will be:

- ▶ *'Carried out by or on behalf of, or jointly or in partnership with, the State of Victoria or a public authority; and*

- ▶ *Funded, or partly funded, by the State of Victoria, the Commonwealth or a public authority.'*

The relevant category and condition contained in Table 1 is provided below.

Table 1: Category – Significant Economic Development

Category	Condition
Category 2	<p>The application must include a use specified in Table 2. The conditions corresponding to that use do not need to be met. The application may also include a use that is not specified in Table 2.</p> <p>The proposed use or development must be:</p> <ul style="list-style-type: none"> ■ carried out by or on behalf of, or jointly or in partnership with, the State of Victoria or a public authority; or ■ funded, or partly funded, by the State of Victoria, the Commonwealth or a public authority; or ■ carried out on Crown land.

The proposed land use is most appropriately characterised 'Office', in accordance with the definition provided at Clause 73.03. This land use definition reflects the primary civic function of the development as a law court, with associated ancillary components, including offices, a cell room, and a multipurpose room.

In addition, Clause 53.22-3 stipulates that an application must be accompanied by the following information as appropriate:

- ▶ A report or other documents demonstrating the likely feasibility of the development.
- ▶ A report prepared by a suitably qualified quantity surveyor which specifies the estimated cost of the development.

It is understood that the above documentation is not required for this proposal, following advice received from the Department of Transport and Planning (DTP).

In relation to review rights, Clause 53.22-4 states the following:

- ▶ *'An application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.'*

The Minister for Planning is the Responsible Authority for applications under this Clause.

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5. MERITS OF THE PROPOSAL

The following provides an analysis of the proposal's consistency with applicable planning policies, Zone and Overlay provisions. Whilst there are some repetitions in the objectives of the applicable policies, zoning and overlay provisions, each topic is addressed once in detail.

5.1 PLANNING POLICY CONTEXT

Overall, the proposal is supported by the relevant policies contained in the Campaspe Planning Scheme. The proposal aligns with the strategic land use objectives at the State and Local levels, as well as the relevant policies of the Campaspe Planning Scheme. In particular:

- ▶ The proposal aligns with the strategic and demographic context of Campaspe Shire and supports broader planning policy objectives for regional service provision and community infrastructure. Importantly, the region is experiencing a demographic trend of increasing numbers of residents. This creates a need for well-located, accessible public services that can respond to a diverse range of community needs, including justice, legal support, and family services. In this context, the proposed law court will enhance regional service delivery and ensure that the justice system remains accessible to the Campaspe community. It is well aligned with the Shire's strategic planning direction, demographic trends, and the role of Echuca as a key regional centre. **(Clause 02.01)**
- ▶ The proposal will play a key role in supporting the Council's vision by contributing to a resilient, inclusive, and well-serviced community. It aligns with the Council Plan's themes of strong communities, balanced infrastructure, and responsible growth, ensuring that Echuca continues to thrive as a key regional centre. **(Clause 02.02)**
- ▶ The proposed law court responds directly to the settlement hierarchy and strategic direction outlined in **Clause 02.03-1** by strengthening Echuca's capacity to serve as a regional hub. It provides a vital community service in a location identified for future growth, service delivery, and infrastructure investment, and contributes to a balanced and sustainable urban settlement pattern.
- ▶ The proposal bears little significant environmental constraints. **(Clause 02-03-2)**
- ▶ While extensive areas in the southern parts of the Shire (e.g. Rushworth and Toolleen) are identified as being at elevated bushfire risk, the proposed building is not located within the BMO. A Bushfire Hazard Assessment has been prepared by Spiire and is included with the application. Although the Bushfire Hazard Assessment has identified areas of bushfire and grassfire threat in vicinity to the site, it is considered given the site proximity and connection to existing urban infrastructure, ability to provide suitable separation between new buildings and areas of unmanaged vegetation within the surrounding landscape, the bushfire threat can be appropriately managed in a reduced risk state. Furthermore, the design incorporates appropriate emergency access and egress measures in line with general safety and resilience principles. **(Clause 02-03-2)**
- ▶ The proposed development supports the strategic direction of **Clause 02.03-7** by strengthening the role of Echuca as the Shire's Regional centre. The proposal is an essential component of the service economy and contributes to a balanced, resilient and economically vibrant regional centre. It also contributes to the economic activity of the CBD.

- ▶ The proposal complements the objectives of **Clause 11.01-1S** by contributing to the existing settlement structure, reinforcing Echuca's regional significance, and ensuring that community services are accessible and well-integrated urban setting.
- ▶ The proposed development meets the intent of **Clause 13.02-1S**, as the building itself is not located within the BMO. While part of the site is affected by the BMO, the development is situated within a low-risk area in an established urban setting of Echuca, where the bushfire hazard is considered low.
- ▶ The proposal is consistent with the objectives and strategies of **Clause 15.01-2S** by delivering a high-quality built form that contributes positively to the local character, public realm, and environmental sustainability of the site and its surrounds. The proposed building will enhance both the local built environment and the public realm, while supporting the site's civic purpose and accessibility for the broader community.
- ▶ An Urban Context Report has been prepared by 1:1 Architects and accompanies this application (**Appendix C**). This report outlines the development proposal in relation to its strategic context, surrounding land uses, accessibility and connectivity, and provides a rationale for the proposed scheme, demonstrating that the design responds appropriately to the site's setting and contributes positively to the urban environment. (**Clause 15.01-2S**)
- ▶ This report notes that the building's height, proportions and materials are directly informed by the established character of the precinct. Its simple geometry and restrained articulation create a dignified civic form without dominating the street scape. Furthermore, the report notes that the composition of the facade and clearly defined entry emphasis openness and accessibility while maintaining the authority expected of a public institution. (**Clause 15.01-2S**)
- ▶ The proposed law court development achieves consistency with the objectives and strategies of **Clause 17.01-1S** by supporting the growth of professional services, strengthening the local employment base, and contributing to a robust and diversified regional economy.
- ▶ The proposal appropriately addresses **Clause 18.01-1S** by protecting existing and potential transport infrastructure, supporting the efficient operation of the transport network, and promoting accessible, integrated land use that benefits the community and supports the function of the regional centre.
- ▶ The proposal supports the objectives of **Clause 19.03-2S** by delivering a well-integrated, efficient, and service-ready civic facility, which meets community needs and contributes to the functional and economic sustainability of the region's infrastructure systems.

5.2 ZONE ASSESSMENT

The land is zoned Transport Zone 1 (TRZ1) which, among others, has the stated purpose to provide for the use and development of land that compliments or is consistent with a public land reservation. As such the use of the land for the new Echuca law court is consistent with this purpose.

Given the proposed use is not for a transport purpose or is it being carried out on behalf of a relevant transport manager the proposal is a Section 2 use, and a permit is required.

As the land is Crown Land under management of Victorian Land Track (VicTrack), in accordance with the application requirements at Clause 36.04-3 of the Planning Scheme

written consent of the land manager, VicTrack, has been provided under delegation of the Head, Transport for Victoria. A copy of the written consent accompanies this application.

Under the Decision Guidelines at Clause 36.04-5, the following matters have been considered:

- ▶ The proposed law court development is consistent with the Municipal Planning Strategy (MPS) and the Planning Policy Framework (PPF).
- ▶ The site has been deemed surplus to the needs of the current land manager, VicTrack. The proposed building and grounds have been designed and sited on the property such that it will not interfere with or disrupt the safe and effective use of the adjacent rail corridor.
- ▶ The site is located within an established urban area, with access to a well-developed transport network, including public transport, pedestrian pathways, and road infrastructure. The design ensures safe and efficient access and egress for all users, including pedestrians, cyclists, private vehicles, and emergency services.
- ▶ The built form, scale, and materiality of the proposed building reflect its civic purpose while maintaining public accessibility. Its design elements incorporate sustainability, accessibility, and functionality for both staff and public users.

5.3 OVERLAY ASSESSMENT

5.3.1 ENVIRONMENTAL SIGNIFICANCE OVERLAY

An assessment of the of the proposal against the decision guidelines at Section 5.0 of Schedule 1 to the ESO is provided in **Table 2** below.

Table 2: ESO1 Assessment

Access	
Whether the proposal will result in the obstruction of the waterway and foreshore	The proposal will not impact on the nearest waterway which is located at approximately 375 metres east of the subject site.
Whether the proposed access will adversely impact on flora and fauna.	The proposed access to the site will not adversely impact on any flora and fauna.
Bank disturbance	
Whether the proposal will result in disturbance to the shape of the bank.	The proposal will not result in disturbance to the shape of any banks located in the area.
Biodiversity	
Whether the proposal: <ul style="list-style-type: none"> ▶ will adversely impact on existing flora and fauna values (including migratory species) 	The proposal will not adversely impact on the existing fauna and flora values.

including the potential for future recovery of threatened populations.

- ▶ will adversely impact on flora and fauna and areas of native vegetation.
- ▶ is located on land that has the capability to sustain the development.
- ▶ reduces opportunities for increasing vegetation connectivity.
- ▶ incorporates appropriate revegetation and tree planting programs.
- ▶ does not impact on adjoining environmentally sensitive areas.

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Building setbacks and design

Whether the development is within 60 metres of a watercourse or from an existing river levee or Crown land boundary (whichever is the greater).

The proposed building is located at more than 375 metres away from the nearest waterway.

Earthworks

Whether buildings (other than buildings dependent on a location adjacent to the River such as a ramp, pump shed or jetty) are set back a distance of at least 100 metres from the river bank or from an existing river levee.

Not applicable. The proposed building is not located adjacent to a river.

Whether buildings are designed so as to complement the natural environment generally in accordance with the River Murray Landscape Guidelines (Built Structures) and the Siting and Design Guidelines for Water Diversion Works on or across Crown Land.

Not applicable

Effluent disposal

Whether the proposed method of effluent disposal is appropriate and in accordance with the Code of Practice – Onsite Wastewater Management .

The proposed building will be connected to the existing reticulated sewerage located along Sturt Street.

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Whether excess stormwater should be disposed of on-site and away from any septic absorption area. Not applicable

Heritage

Whether the proposed development is designed so as to protect and enhance historic and archaeological sites and the natural and cultural heritage of the river environs.

The proposed law court development has been designed to respect and enhance the historic, archaeological, and cultural heritage values of the river environs. The building's siting, scale, and materiality respond sensitively to the river context, while landscaping incorporates native planting to reinforce the natural setting. No known archaeological sites will be affected, and appropriate procedures will be followed should any artefacts be discovered. Overall, the proposal appropriately protects and complements the heritage and environmental significance of the area.

Land degradation

The visual impact of the proposal on the riverine landscape and whether this may be lessened through the planting of a variety of appropriate indigenous vegetation species and by other means as appropriate.

While this requirement is not applicable to the current proposal, an appropriate landscape theme will be developed to support the overall design and integrate the development with its surroundings.

River related activity and development

The appropriateness of the location of the development with respect to the bank of the Murray River, or whether the development should be located outside the overlay area.

Not applicable. The proposed building is located well away from the bank of the Murray River and will not affect the integrity or natural form of the riverbank.

Whether it is appropriate for any approval within this overlay area to include permit conditions which provide for and facilitate public access to the foreshore.

Not applicable

Subdivision

The impact of the subdivision on areas of native vegetation and the Murray River Reserve.

Not applicable

The impact of subdivision (or re-subdivision) on the Murray River corridor and other public land as floodplains and as buffer areas for nutrients and other pollutants.

Not applicable

Water quality

<p>The views of the relevant water authority on the quality of water in the Murray River and what measures are proposed to reduce the prospects of pollution.</p>	<p>Not applicable. The proposed building is located well away from the Murray River.</p>
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Wetlands

<p>Whether it is appropriate for any approval affecting wetlands within the overlay area to include permit conditions which:</p>	<p>Not applicable. The proposal is not located within wetlands areas.</p>
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- ▶ Provide for a hydrological regime appropriate for the maintenance or restoration of the productive capacity of the wetland;
- ▶ Address the potential impact of surrounding land uses and incorporate measures such as vegetated buffer areas which counteract any adverse effects;
- ▶ Control human and animal access;
- ▶ Prevent negative impacts to wetland water quality; and
- ▶ Conserve native plants and animals.

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5.3.2 DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 4

An assessment against the buildings and works requirements at Section 2.0 of Schedule 4 to the DDO is provided in **Table 3** below.

The following response is supported by the enclosed Urban Context Report prepared by 1:1 Architects.

Table 3: DDO4 Assessment

Building Height

<p>Building height should complement the character of the area.</p>	<p>The proposed building is single-storey and will complement the existing character of the area.</p>
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<p>Buildings should not exceed a maximum height of three stories or 10 meters, (whichever is the lesser) above ground level. The</p>	<p>The proposed building is single-storey with a maximum height of 8 metres above ground level which meets this requirement.</p>
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third level should be recessed from street frontages and side elevations to minimise bulk and scale.

Façade Height

The Façade Height is the vertical distance between the ground level and the point where the façade joins the roof or upper storey decking. Where the application is for the extension of an existing building, the calculation of height will include the footprint of the existing building and the proposed building.

The proposed building façade height has measured vertically between the ground level up to the highest point of the structure, i.e. the roof.

Façade height should complement the character of the area.

The proposed façade height has been designed to complement the existing character of the area, in terms of scale and streetscape presentation.

A Façade Height should not exceed two stories above ground level or 8 metres (whichever is the lesser).

The proposed building is single-storey and the façade height has a maximum height of 8 metres above ground level in accordance with this requirement.

Building Bulk and Mass

Buildings should be articulated so that the overall bulk and mass of the building does not compromise the characteristic scale and patterns of the area.

The proposed building has been carefully articulated to ensure that its overall bulk and massing are broken down and visually balanced. The design responds appropriately to the characteristic scale and development pattern of the surrounding area through the use of varied setbacks, material changes, roof form modulation, and window placements.

Building Setbacks

Building setback from the front, side and rear boundaries should complement the character of the area, and the amenity of adjoining properties.

The proposed building setbacks from the front, side, and rear boundaries have been designed to complement the established character of the surrounding area while also protecting the amenity of adjoining properties.

The building is located at approximately 7 metres with Sturt Street which is consistent with the setbacks of existing buildings located on the opposite side of Sturt Street.

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A zero line setback may be considered by the responsible authority for the properties listed below:

Not applicable

- ▶ Lot 1 on TP880037 being 2-4 Percy Street, Echuca;
- ▶ Lot 2 on PS410534 being 200-208 Anstruther Street, Echuca.

Carparking, Garages and Outbuildings

Garages, outbuildings and areas allocated for the parking of vehicles should be sited to minimise visibility from the street and be designed to be consistent with the character of the area

The covered car parking area is located behind the building façade with minimal visibility from the street, ensuring it does not dominate the streetscape.

Driveways should be developed with an impermeable surface wherever possible.

The driveway will be constructed using concrete materials in accordance with Council's requirements.

Front Fence

Any front fencing onto Northern and Murray Valley Highways should be permeable and have a maximum height of 1.8 metres.

Not applicable

Where front fencing is proposed, a pool type fence, black in colour, should be provided to contribute to an attractive streetscape character.

A black picket-style metal fence is proposed to be installed around the perimeter of the building, providing a cohesive and attractive boundary treatment.

Chain wire or mesh/cyclone fencing should be avoided. Where it is proposed, it is to be black in colour and barbed or razor wire topping is not permitted.

No chain wire or mesh/cyclone fencing is included in the proposal.

Building Materials and Colours

Building materials and colours should respect the existing desired character of the area.

The proposed palette includes:

- ▶ Precast concrete panels with subtle articulation and neutral tones;
- ▶ Face brickwork to reinforce texture and contextual warmth;

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- ▶ Metal cladding for lightweight roof and fascia elements; and
- ▶ Glazing to enhance transparency and passive surveillance at the public entry.

The selection of building materials and colours have been carefully chosen to be durable, visually appealing, and suitable for a civic building, while fitting in with nearby public structures.

Brick, timber and corrugated iron are preferred building materials, though contemporary materials will be considered so long as they are complementary of existing buildings and contribute to the preferred neighbourhood character.

The proposed building incorporates both architectural face brickwork and precast concrete walls in its design with a view to complementing the existing buildings in the area while enhancing the neighbourhood character.

Fences

Fences, where proposed, should consider the heritage context of the precinct/neighbourhood and be constructed of materials and to a form that contributes to the desired character.

A black picket-style metal fence is proposed to be installed around the perimeter of the building to contribute to the desired character of the area.

Any front fencing should be permeable and should have a maximum height of 1.2 metres.

A black picket-style metal fence is proposed to be installed around the perimeter of the building. Due to the nature of the proposal and for security reasons, the proposed fencing will exceed 1.2 metres in height.

Chain wire or mesh/cyclone mesh fencing is not encouraged.

No chain wire or mesh/cyclone fencing is included in the proposal.

Side Fences

Chain wire or mesh/cyclone fencing should be avoided

No chain wire or mesh/cyclone fencing is included in the proposal. A black picket-style metal fence is proposed to be installed around the perimeter of the building.

Rear Fences

A minimum 1.8 metre high timber paling or Colorbond style fence should be erected on the rear boundary of each lot abutting a residential zone or the Farming Zone at the expense of the permit applicant.

A black picket-style metal fence is proposed to be installed around the perimeter of the building. Due to the nature of the proposal and for security reasons, the proposed fencing will not exceed 1.5 metres in height.

Site Coverage

The combined site coverage of buildings and impermeable surfaces should respect the pattern of building and open space characteristic of the area.

The site coverage of building and impermeable surfaces has been designed to respect the existing pattern of built form and open space characteristic of the area. This approach ensures that the development maintains a balanced relationship between constructed elements and landscaped and permeable areas.

Frontage

Buildings should provide an attractive and active edge to the street and enable passive surveillance of the street.

The proposed building is designed to provide an attractive and active edge to the street through well-articulated façades, transparent windows, and engaging entry points. This design approach promotes passive surveillance of the street, enhancing safety and fostering a sense of community within the neighbourhood.

Roof Pitch

Building roof form and pitch should be designed to complement the dominant character of the immediate neighbourhood and should contribute positively to the streetscape.

The proposed building incorporates a flat roof which reflects the prevailing neighbourhood character and enhances the streetscape.

Curved roof forms that are not in character with this precinct should be avoided.

The proposed building incorporates flat roof design.

5.3.3 LAND SUBJECT TO INUNDATION OVERLAY

An assessment against the decision guidelines of Clause 44.04-8 of the LSIO is provided in **Table 4** below:

Table 4: LSIO Assessment

Decision Guidelines	Response
The Municipal Planning Strategy and the Planning Policy Framework.	The proposal is consistent with the Municipal Planning Strategy and Planning Policy Framework.
Any local floodplain development plan.	The proposal complies with the Campaspe Local Floodplain Development Plan. It will have a floor level of at least 300 mm above the 100-year ARI flood level.
Any comments from the relevant floodplain management authority	The application will be referred to the relevant floodplain management authority for comments.

<p>The existing use and development of the land.</p>	<p>The land is currently vacant and contains remnants of concrete pads from a previous building demolition, several semi-mature trees, and scattered debris.</p>
<p>Whether the proposed use or development could be located on flood-free land or land with a lesser flood hazard outside this overlay.</p>	<p>The proposed development is located within an established area, and the building has been designed to incorporate measures that mitigate potential flood risk.</p>
<p>Alternative design or flood proofing responses.</p>	<p>An alternative design response is not required at this stage for the construction of the proposed building.</p>
<p>The susceptibility of the development to flooding and flood damage.</p>	<p>The proposed development has been designed to minimise flooding and flood damage by raising the proposed building to a finished floor level of 0.3 metre above the 1-in-100 year ARI flood level.</p>
<p>The potential flood risk to life, health and safety associated with the development. Flood risk factors to consider include:</p> <ul style="list-style-type: none"> ▶ The frequency, duration, extent, depth and velocity of flooding of the site and accessway. ▶ The flood warning time available. ▶ Tidal patterns. ▶ Coastal inundation and erosion. ▶ The danger to the occupants of the development, other floodplain residents and emergency personnel if the site or accessway is flooded. 	<p>The proposed building will be raised to a finished floor level of 0.3 metre above the 1-in-100 year ARI flood level, minimising risk to life and property.</p>
<p>The effect of the development on redirecting or obstructing floodwater, stormwater or drainage water and the effect of the development on reducing flood storage and increasing flood levels and flow velocities.</p>	<p>The proposed building has been designed taking into the siting, stormwater management including flood levels so as not to increase flood risk onsite and to the adjoining properties.</p>
<p>The effect of the development on river, marine and coastal health values including wetlands, natural habitat, stream stability, erosion, environmental flows, water quality, estuaries and sites of scientific significance.</p>	<p>Not applicable</p>

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Any other matters specified in a schedule to this overlay.

The matters specified in the Schedule to this overlay have been considered and are not expected to impact the proposed development.

5.3.4 BUSHFIRE MANAGEMENT OVERLAY

The application is accompanied by a Bushfire Hazard Assessment Report due to the fact that the subject land is located within a designated Bushfire Prone Area (BPA) and is partially covered by the BMP. The report considers the future use of the site for public purposes and how the proposed development can demonstrate compliance with the objectives of Clause 13.02-1S, and its response to the requirements of Clauses 44.06 and 53.02 of the Campaspe Planning Scheme.

The site, whilst within a location that could potentially be impacted by ember attack from the surrounding landscape, does not present an unacceptable level of risk for development. However, the factors that contribute to fire hazard are variable and difficult to predict over time. As such it is important the implementation of appropriate design and management measures continue to evolve as necessary to take into consideration the hazards within the surrounding landscape.

The findings of the Bushfire Hazard Assessment can be summarised as follows:

- ▶ The proposed development of the land can meet the requirements of Clause 13.02 of the Campaspe Planning Scheme.
- ▶ The topography and extent of vegetation within the immediate surrounding area presents a low bushfire risk to the site.
- ▶ Bushfire mitigation measures can be implemented within the boundaries of the subject land through appropriate construction methods in accordance with the relevant standards.
- ▶ The proposed building can be designed and constructed to meet an appropriate BAL rating under the relevant standards.
- ▶ The development of this land will not introduce any new areas of potential hazard.

A copy of the Bushfire Hazard Assessment Report is enclosed with this application.

5.4 PARTICULAR PROVISIONS

5.4.1 CAR PARKING

A Traffic Engineering Assessment has been undertaken by Traffix Group. This report is enclosed with the application and has identified the following requirements and findings:

- ▶ *“The proposed development has a statutory car parking requirement of 25 car spaces under Clause 52.06-5, and the provision of 8 car spaces results in a statutory shortfall of 17 spaces.*
- ▶ *The Car Parking Demand Assessment indicates that there will be an expected shortfall of 16 spaces on sitting days (i.e. twice a week and during the day on weekdays), while at all other times, car parking demands will be met on-site.*

- ▶ *The car parking reduction is supported by the following decision factors of Clause 52.06-7:*
 - *There is ample public car parking in the surrounding area to accommodate the expected car parking overflow at all times, and*
 - *there are alternative modes of transport that would reduce the reliance on utilising private vehicles to access the site.*
- ▶ *The proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice.*
- ▶ *No bicycle parking is required under Clause 52.34 of the Planning Scheme.*
- ▶ *Loading and waste collection arrangements are appropriate.*
- ▶ *The level of traffic generated by the proposal is low and can be accommodated by the surrounding network.*
- ▶ *There are no traffic engineering reasons why a planning permit for the proposed Courthouse at 161 Sturt Street, Echuca should be refused, subject to appropriate conditions.”*

For the above reasons, it is submitted that the proposed car parking waiver is appropriate and accords with the requirements of Clause 52.06.

5.4.2 CLAUSE 53.22 SIGNIFICANT ECONOMIC DEVELOPMENT

The provisions of this Clause apply to the proposal for the reasons outlined in Section 4.5.3 of this report.

The proposed law court aligns with the purpose of Clause 53.22 by delivering substantial economic, social, and civic benefits, supporting both local employment and regional infrastructure, and reinforcing the role of public institutions in sustainable economic development.

The project will support the delivery of essential public infrastructure, improving access to justice services for the broader Campaspe Shire and surrounding regions. The provision of modern, purpose-built court facilities represents a critical investment in the region's social and civic infrastructure.

From an economic perspective, the project will generate local employment opportunities during both the construction and operational phases, directly supporting jobs in construction, professional services, administration, and law. It is anticipated that the development will also have flow-on benefits for local businesses, contributing to the economic vitality of Echuca and the broader northern Victoria region.

In terms of land use and design, the proposal reflects the clause's objective of efficient and effective use of land, utilising a strategically located site to accommodate high-quality civic infrastructure. The design incorporates high-quality architecture, urban design, and landscape architecture, ensuring the built form responds appropriately to the local character while promoting a strong civic presence.

Overall, the development meets the intent of Clause 53.22 by delivering a project of regional significance that will provide enduring economic, social and public benefit to the community.

A response to the decision guidelines of Clause 53.22-5 is provided in **Table 5** overleaf.

Table 5: Clause 53.22 Assessment

Decision Guidelines	Response
The purpose of the clause	As outlined above.
The views of the Office of the Victorian Government Architect	<p>The views of the Office of the Victorian Government Architect (OVGA) have not yet been obtained.</p> <p>The project has however been developed in alignment with core architectural design principles for a law court and achieves design excellence for the following reasons (as outlined in the submitted Urban Context Report prepared by 1:1 Architects):</p> <p>“Contextual Response:</p> <ul style="list-style-type: none"> ▶ <i>The building’s height, proportions and materials are directly informed by the established character of the precinct. Its simple geometry and restrained articulation create a dignified civic form without dominating the street scape.</i> <p>Civic Identity:</p> <ul style="list-style-type: none"> ▶ <i>The composition of the facade and clearly defined entry emphasis openness and accessibility while maintaining the authority expected of a public institution.</i> <p>Accessibility and Functionality:</p> <ul style="list-style-type: none"> ▶ <i>The single-level plan ensures barrier-free access and efficient internal circulation. Generous glazing and open spaces provide visibility, safety, and comfort for users.</i> <p>Environmental Responsiveness:</p> <ul style="list-style-type: none"> ▶ <i>The design incorporates passive environmental strategies such as natural daylighting, shading, and cross-ventilation. Materials are selected for thermal performance and durability in the local climate.</i> <p><i>Overall, the proposal presents a balanced civic expression that integrates sensitively within its</i></p>

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context and aligns with the planning and design expectations for Echuca's urban area.

The proposed single-storey law courtroom at 161 Sturt Street, Echuca represents a contextually appropriate and well-considered development that responds to the site's strategic setting, surrounding land uses, and accessibility framework.

The building's form, height, and materials respect the established character of the area, while the design rationale ensures functional efficiency, accessibility, and civic quality.

The proposal will contribute positively to Echuca's built environment by delivering a durable, inclusive, and high-quality public facility consistent with the objectives of the Campaspe Planning Scheme and relevant urban design guidelines."

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6. CONCLUSION

This report establishes a sound planning basis for the Minister to support this application to use and develop land for an office (law court) and waiver of car parking requirements at 161 Sturt Street, Echuca.

In particular, the proposal should be supported for the following reasons:

- ▶ The proposal meets the relevant planning policies contained in the Campaspe Planning Scheme.
- ▶ The proposal is consistent with the purpose of the TRZ1 and it will not adversely impact on the operation and safety of the existing transport system.
- ▶ Written consent has been obtained by VicTrack for the proposal.
- ▶ The proposal meets the provisions of the DDO4 at Clause 43.02.
- ▶ The proposal meets the provisions of the BMO at Clause 44.06.
- ▶ The proposed development has been designed with full consideration of the objectives of the ESO, ensuring that it responds appropriately to environmental constraints and maintains the ecological and landscape values of the area.
- ▶ The proposed development has been designed to appropriately respond to the objectives of the LSIO. It ensures that flood risk is mitigated through appropriate siting, finished floor levels, and drainage design, and that the development will not obstruct flood flow or storage.
- ▶ The proposed subdivision is consistent with Clause 52.06.
- ▶ The proposal meets the requirements of Clause 53.22 and is an application to which this Clause applies.
- ▶ The proposal achieves a high quality design response and enhances the streetscape.
- ▶ The proposal will not have any adverse amenity impacts on any surrounding land owners or occupiers.

For the above reasons, the proposal is commended to the Minister as one seeking to achieve the relevant outcomes as promoted by the Planning Scheme. Accordingly, it is respectfully requested the application be supported by the Minister.

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APPENDIX A CERTIFICATE OF TITLE

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APPENDIX B ARCHITECTURAL PLANS

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APPENDIX C URBAN CONTEXT REPORT

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