

E-1 = CARRIAGEWAY IN FAVOUR OF LOT 1 ON LP91903 & LOT 4 ON LP76571

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A member of Alexander Symonds Group

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SURVEYORS REF.

21H0350

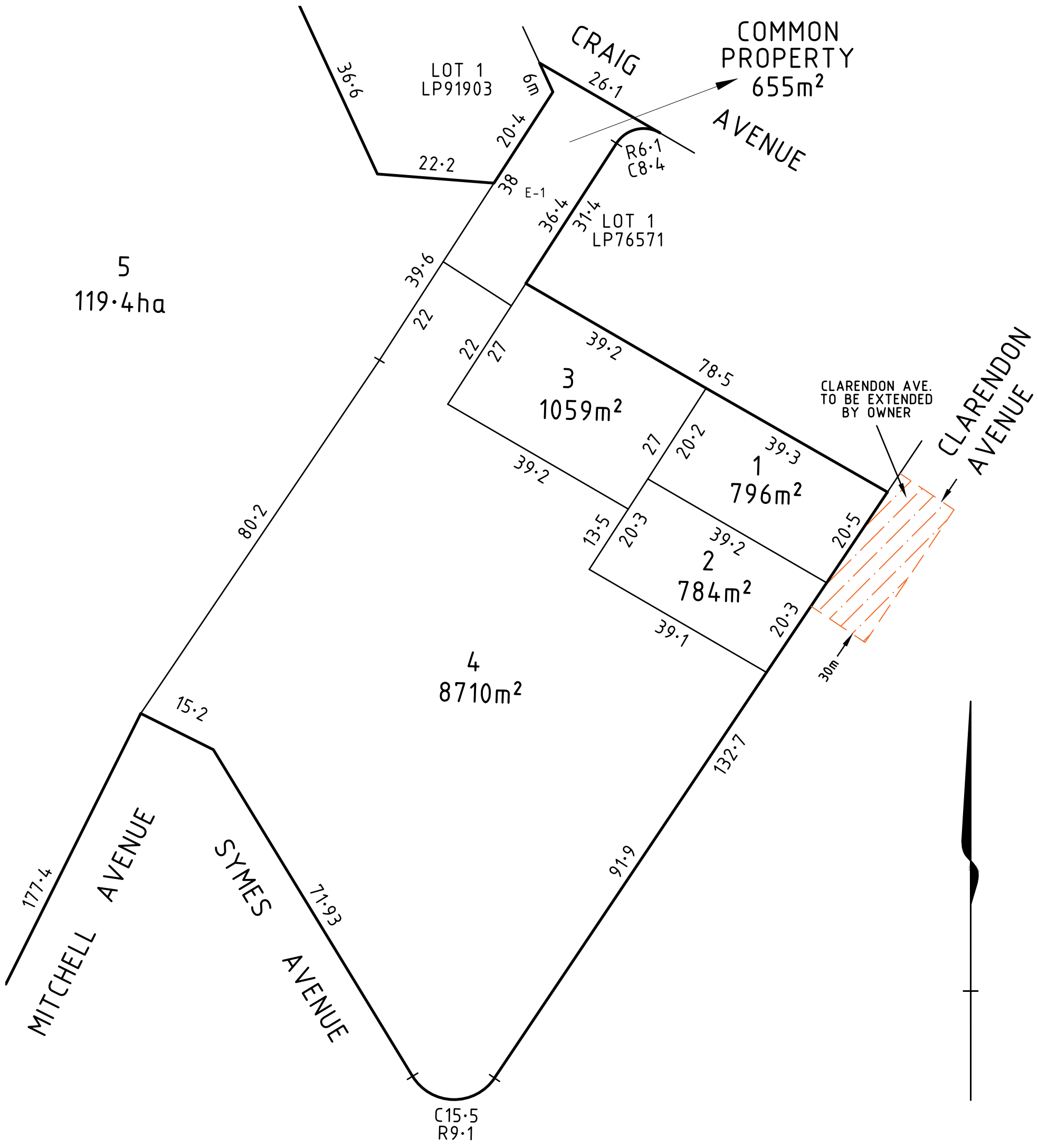
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NOTATIONS

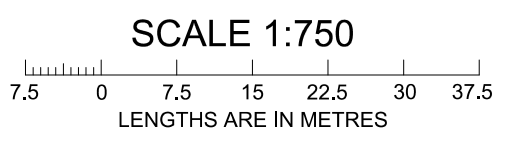
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SURVEY WILL ACCORD WITH THE BOUNDARY LAYOUT,
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PLAN OF PROPOSED SUBDIVISION

COUNTY OF BORUNG
PARISH OF WERRIGAR
CROWN ALLOTMENT 2



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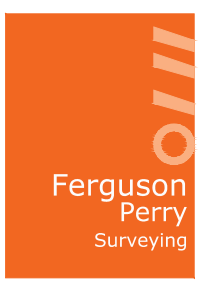
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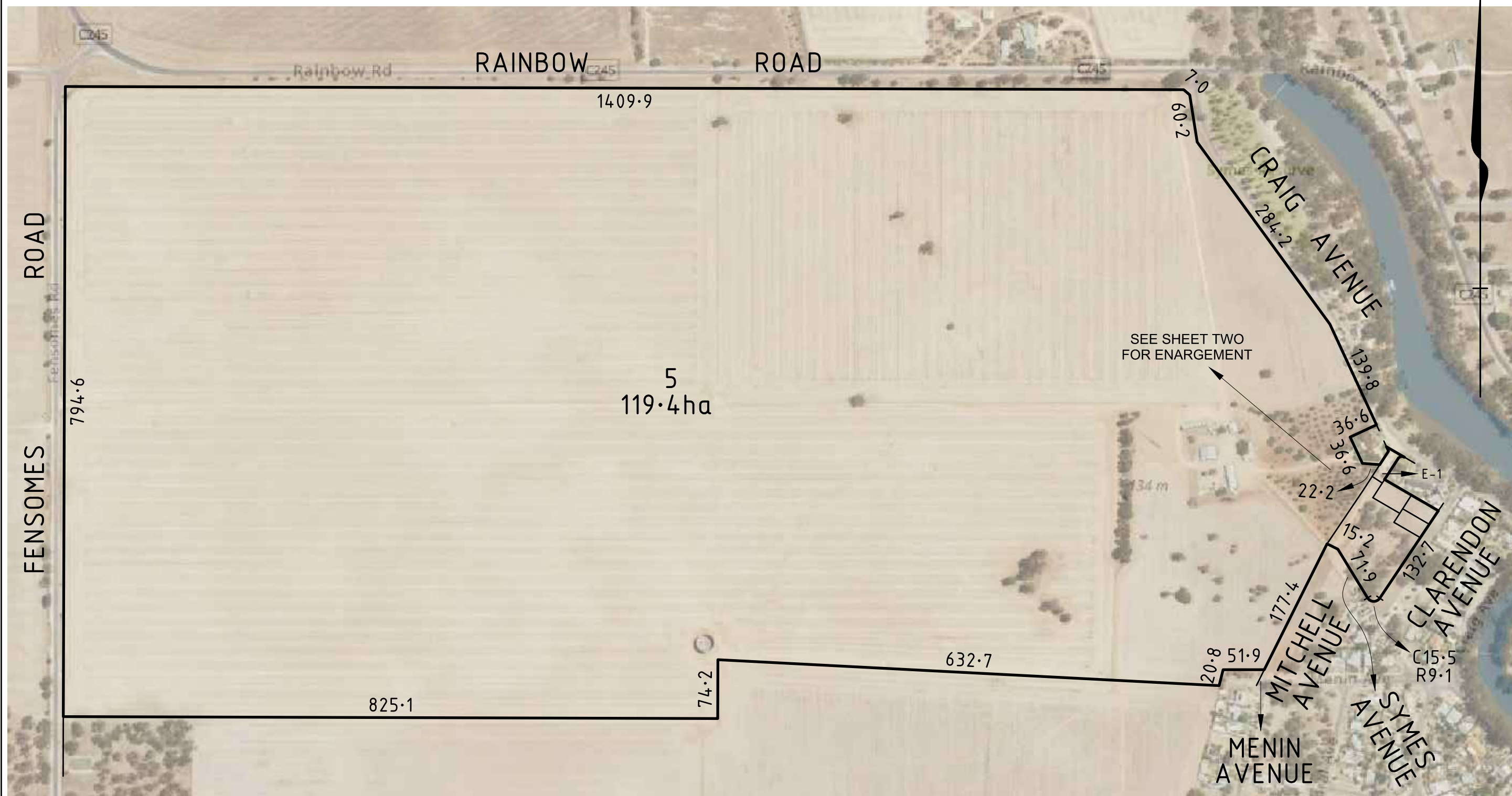
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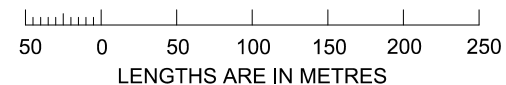
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PLAN OF PROPOSED SUBDIVISION

COUNTY OF BORUNG
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SCALE 1:5000



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PLAN OF PROPOSED SUBDIVISION SHOWING EXISTING FEATURES

COUNTY OF BORUNG
 PARISH OF WERRIGAR
 CROWN ALLOTMENT 2

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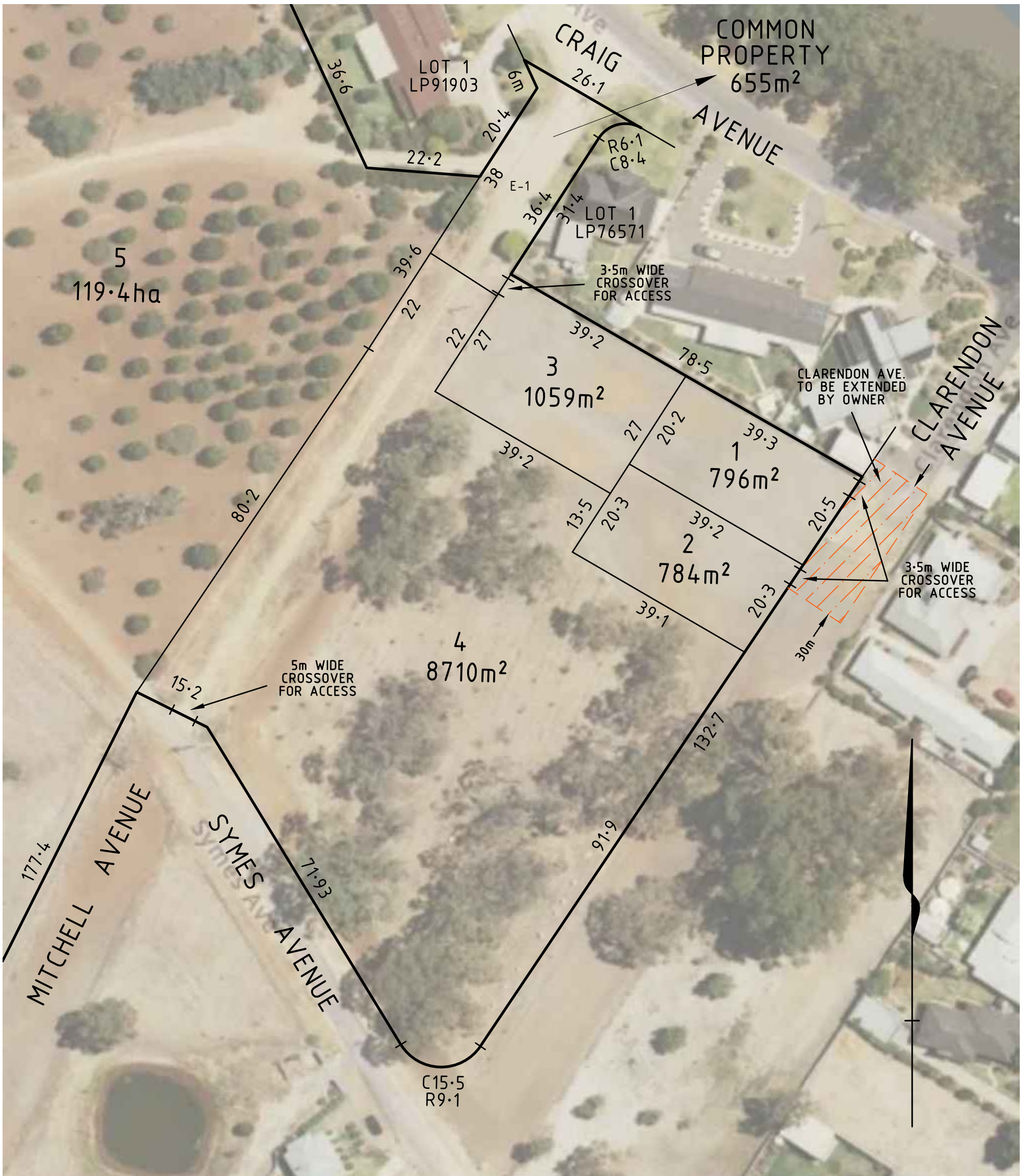
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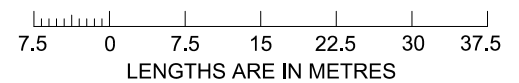
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23-12-21
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SCALE 1:750



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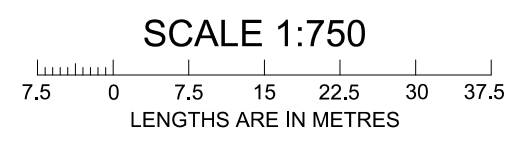
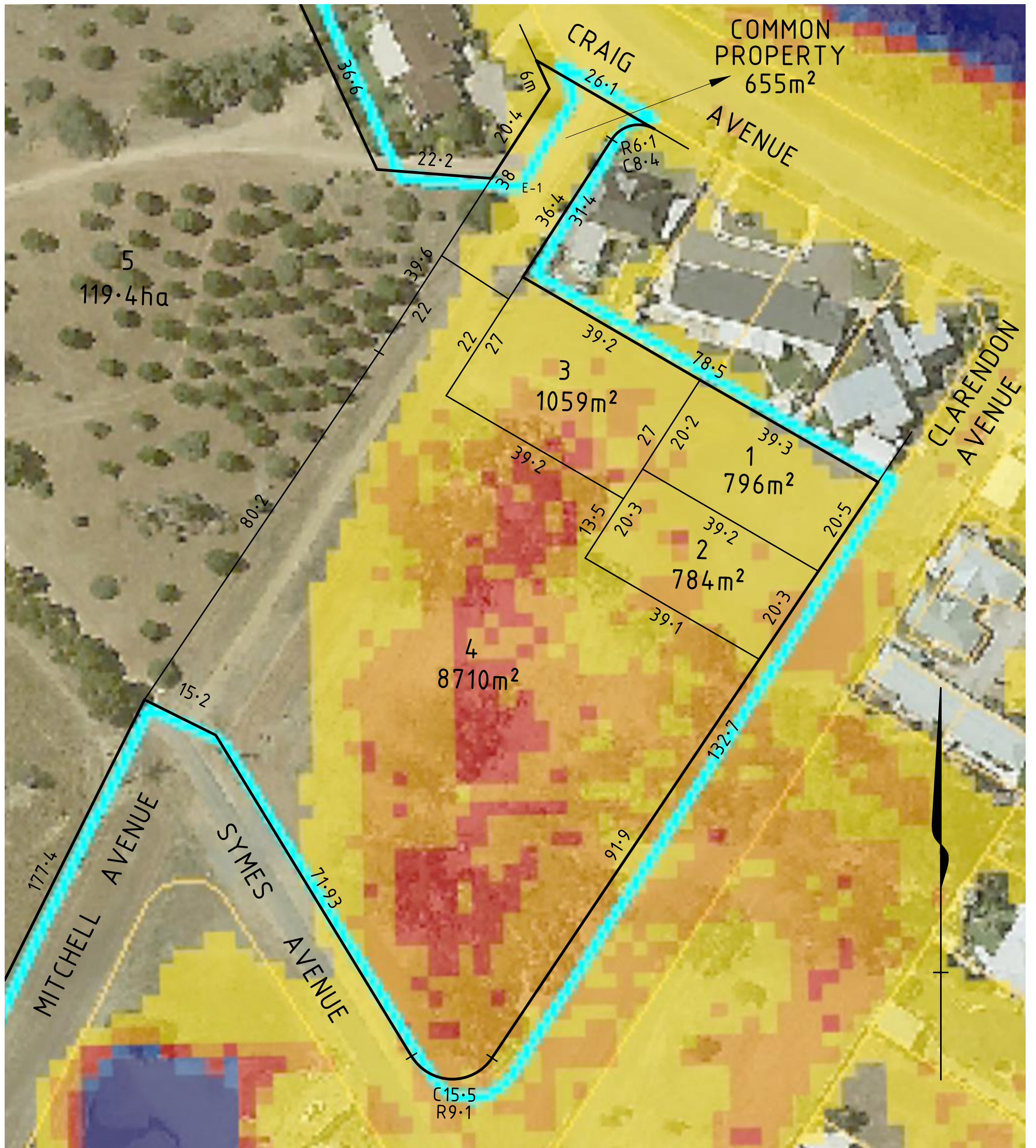
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**PLAN OF PROPOSED SUBDIVISION
SHOWING EXISTING FEATURES**

COUNTY OF BORUNG
PARISH OF WERRIGAR
CROWN ALLOTMENT 2

SHEET 2 OF 2



NOTATIONS

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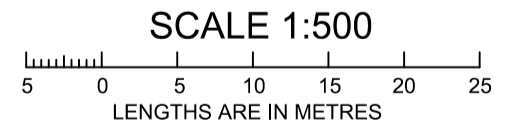
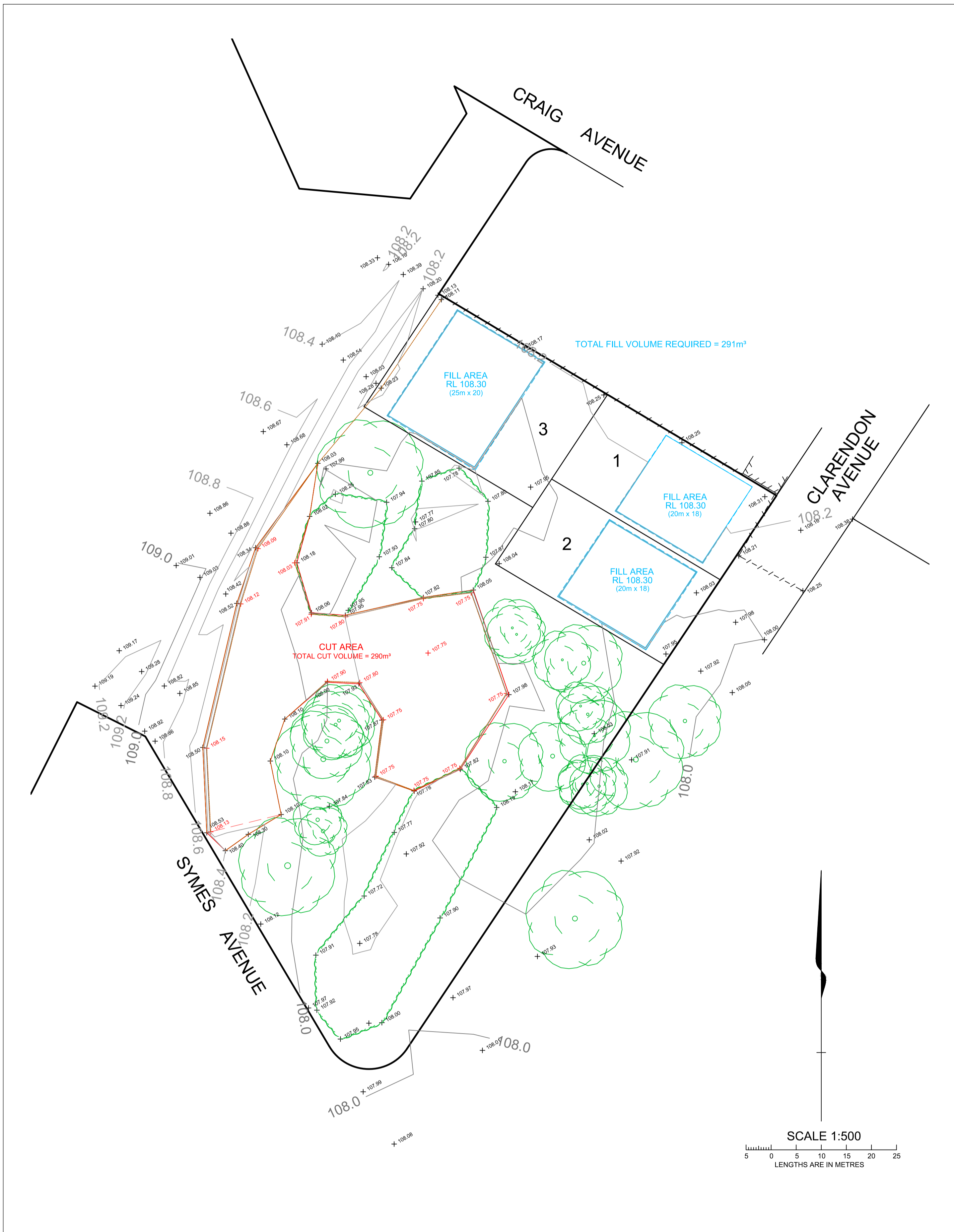


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**PLAN OF PROPOSED SUBDIVISION
SHOWING FLOOD MAP IMAGERY**

COUNTY OF BORUNG
PARISH OF WERRIGAR
CROWN ALLOTMENT 2



LEGEND			NOTATIONS	
	SHED / BUILDING		LEVELS SHOWN THUS + ARE IN METRES TO AUSTRALIAN HEIGHT DATUM BASED ON WERRIGAR PM 104 (RL 109.728).	
	FENCE LINE		THE POSITIONS OF UNDERGROUND SERVICES HAVE BEEN LOCATED WHERE POSSIBLE BY FIELD SURVEY. SOME SERVICE POSITIONS HAVE BEEN PLOTTED FROM THE RECORDS OF THE RELEVANT AUTHORITIES WHERE AVAILABLE.	
	EDGE OF VEGETATION		PRIOR TO EXCAVATION OR CONSTRUCTION ON THE SITE THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATIONS OF ALL SERVICES.	
	TREE		THIS NOTE IS AN INTEGRAL PART OF THIS PLAN.	

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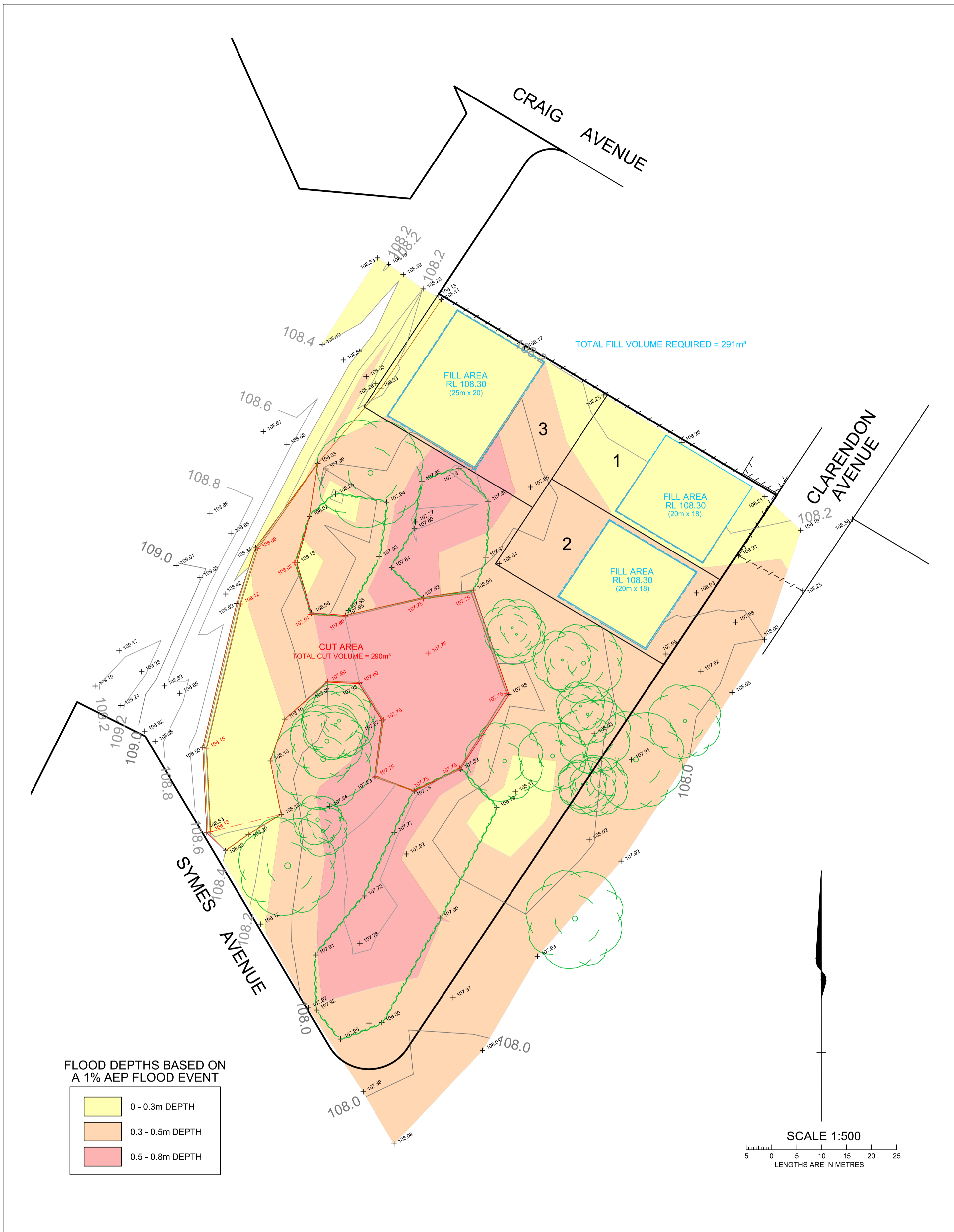
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Nº.	DATE	REVISION
A	22/08/24	CHANGE LOT SIZES

SCALE: 1:500 (A2)
DESIGNED:
DRAWN: G.H. 22/08/24
APPROVED:

FEATURE AND LEVEL PLAN SHOWING PROPOSED CUT/FILL DETAILS CRAIG AVENUE, WARRACKNABEAL		
SHEET 1 OF 1	DRAWING Nº. 21H0350	REV. A



FLOOD DEPTHS BASED ON A 1% AEP FLOOD EVENT

0 - 0.3m DEPTH
0.3 - 0.5m DEPTH
0.5 - 0.8m DEPTH

SCALE 1:500
 5 0 5 10 15 20 25
 LENGTHS ARE IN METRES

LEGEND			NOTATIONS	
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Nº.	DATE	REVISION
A	22/08/24	CHANGE LOT SIZES

SCALE: 1:500 (A2)
DESIGNED:
DRAWN: G.H. 22/08/24
APPROVED:

FEATURE AND LEVEL PLAN SHOWING FLOOD DEPTHS BASED ON PROPOSED CUT/FILL WORKS CRAIG AVENUE, WARRACKNABEAL		
SHEET 1 OF 1	DRAWING N°. 21H0350	REV. A


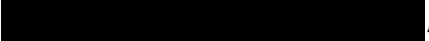
Our Ref: 21H0350
Your Ref:

PLANNING REPORT

Proposed 7-Lot Subdivision at Craig Avenue, Warracknabeal

SUPPORTING DOCUMENTS IN SPEAR

- Plan of Proposed Subdivision
- Plan of Proposed Subdivision Showing Existing Features
- Copy of Title Search
- Planning Property Report

Our reference number	21H0350
Date	13/04/2022
Prepared by	 <i>Bachelor Urban, Rural and Environmental Planning, La Trobe University</i>  , Ferguson Perry Surveying Pty Ltd



Contents

1. Introduction	4
2. Application details.....	5
3. Site and surrounds	5
4. Proposal	6
5. Permit triggers	6
6. Planning provisions	7
Zoning	7
General Residential Zone	7
Overlays	25
Environmental Significance Overlay – Schedule 2	25
Bushfire Management Overlay	26
Land Subject to Inundation Overlay	27
7. Planning Policy Framework.....	27
8. Particular Provisions	29
Clause 52.29 Land Adjacent to the Principal Road Network	29
9. Clause 65 Decision Guidelines	29
10. Conclusion.....	30

1. Introduction

This application seeks a planning permit for a 7-lot subdivision of Lot 2 on LP91903 Craig Avenue, Warracknabeal. The land is described in Certificate of Title Volume 08888 Folio 152.

The land is zoned General Residential Zone (GRZ1), Farming Zone (FZ) and Rural Living Zone (RLZ) and is affected by the Environmental Significance Overlay – Schedule 2 (ESO2), Bushfire Management Overlay (BMO), Land Subject to Inundation Overlay (LSIO). This report provides a response to the requirements of the GRZ1, FZ, RLZ, ESO2, BMO, LSIO and the Decision Guidelines of Clause 65 as well as relevant policies of the Yarriambiack Planning Scheme.

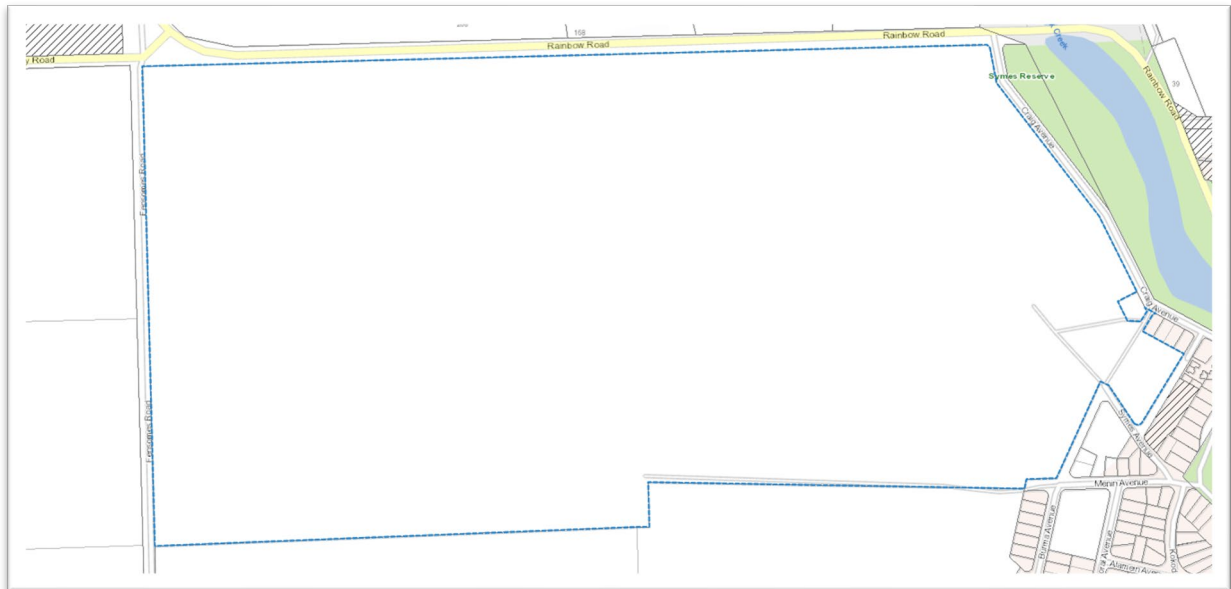


Figure 1 Subject site outlined in blue (DELWP)

2. Application details

Lot and plan number:	Lot 2 on LP91903
Address:	Craig Avenue, Warracknabeal
Proposal:	7-lot subdivision
Scheme:	Yarriambiack Planning Scheme
Zone:	General Residential Zone Farming Zone Rural Living Zone
Overlays:	Environmental Significance Overlay – Schedule 2 Bushfire Management Overlay Land Subject to Inundation Overlay

3. Site and surrounds

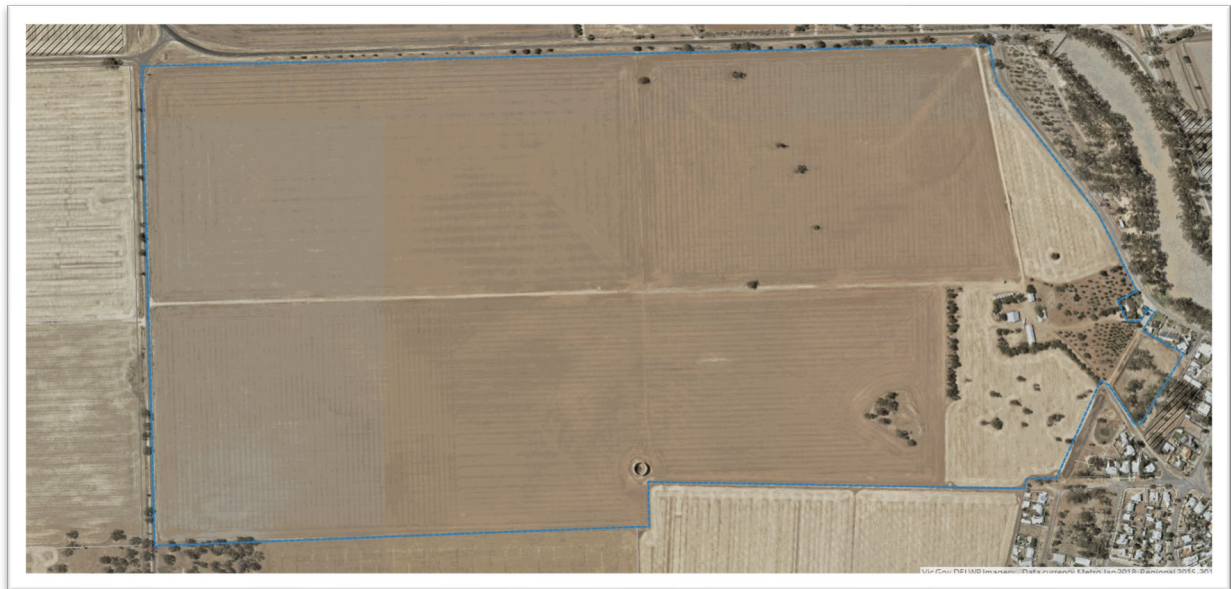


Figure 2 Aerial photo of site (DELWP)

The subject site comprises Lot 2 on LP91903 at Craig Avenue, Warracknabeal. The site has a total area of 120.5ha and is irregular in shape. The site contains land used for agriculture and a dwelling. Access to the site is taken from crossovers to Craig Avenue in the north-east, Fensomes Road in the west, Symes Avenue to the south and Rainbow Road, which is zoned Transport Zone 2 – Principal Road Network, in the north.

The site abuts land zoned FZ and RLZ used for agriculture to the south and land zoned GRZ1 containing dwellings to the east. The broader area surrounding the site contains land in the GRZ1 mostly used for dwellings, vacant land zoned RLZ, land zoned FZ used for agriculture, land zoned Public Park and Recreation Zone (PPRZ) and Public Conservation and Resource Zone (PCRZ) containing Yarriambiack Creek and land zoned IN1Z used for rural industry. Lots on land in the surrounding area vary in shape, orientation and size in the range of around 125m² on land zoned GRZ1 to 90ha on land zoned FZ.

4. Proposal

The application proposes a 7-lot subdivision of the land on Lot 2 on LP91903 at Craig Avenue, Warracknabeal. The purpose of the subdivision is to create 6 additional vacant lots for future residential development on clear land zoned GRZ1 in the east of the site. The existing dwelling and farmland on the land zoned FZ and RLZ will be contained on Lot 7. The proposed subdivision has been designed to make efficient use of the land and provide small lots for residential development similar in size to those opposite the site in Clarendon Avenue. A breakdown of the proposed lots is in Table 1 below.

Table 1 Lot characteristics

Lot	Size	Access	Zone
1	309m ²	New crossover to Clarendon Avenue	GRZ1
2	310m ²	New crossover to Clarendon Avenue	GRZ1
3	318m ²	New crossover to Clarendon Avenue	GRZ1
4	324m ²	New crossover to new road	GRZ1
5	323m ²	New crossover to new road	GRZ1
6	302m ²	New crossover to Symes Avenue	GRZ1
7	119.4ha	Existing crossovers to Craig Avenue, Fensomes, Symes Avenue and Rainbow Road	FZ and RLZ

A new road will be constructed to provide access to Lots 4 and 5 and Clarendon Avenue will be extended as far as required to provide access to Lots 1-3. All lots will be fully serviced by new connections to telecommunications, water, sewerage and electricity. Please see the plans submitted for endorsement with this application on SPEAR for further details.

5. Permit triggers

A permit is required under the following provisions of the Yarriambiack Planning Scheme:

- Clause 32.08-1 to subdivide land
- Clause 52.29-2 to subdivide land adjacent to a road in a Transport Zone 2

6. Planning provisions

Zoning

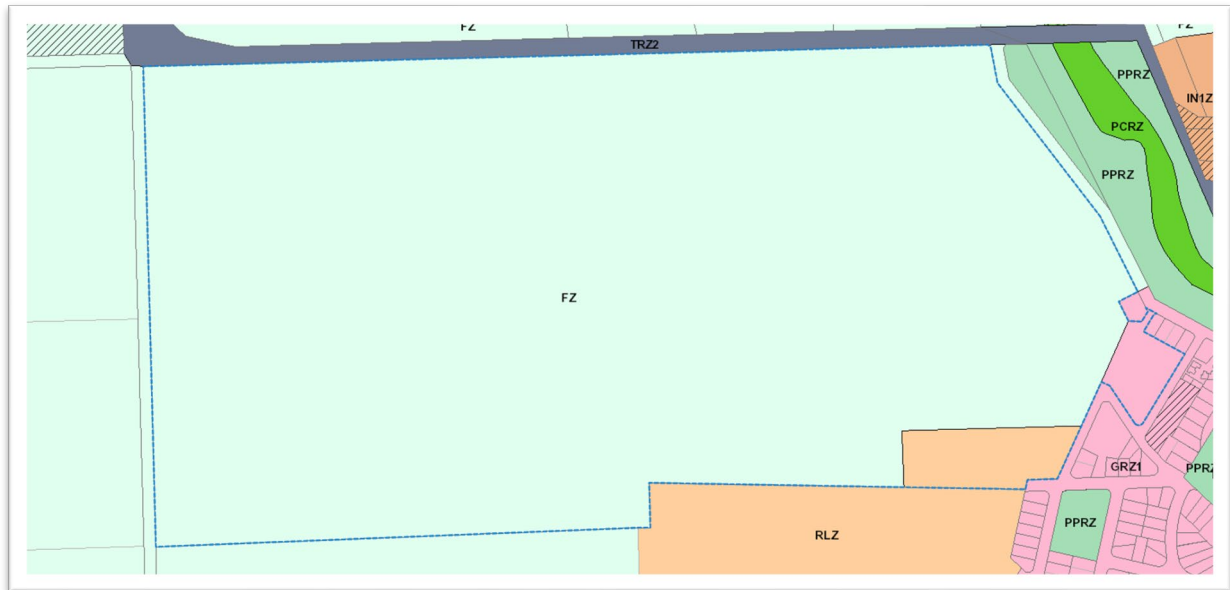


Figure 3 Zoning map (DELWP)

Farming Zone

The purpose of the FZ outlined at **Clause 35.03** is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.
- To encourage the retention of employment and population to support rural communities.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.
- To provide for the use and development of land for the specific purposes identified in a schedule to this zone.

Rural Living Zone

The purpose of the RLZ outlined at **Clause 35.03** is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for residential use in a rural environment.
- To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.
- To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.

General Residential Zone

The purpose of the GRZ1 outlined at **Clause 32.08** is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Comment

The proposed subdivision is in keeping with the purpose of the GRZ1 as it will facilitate residential development through the creation of vacant lots on land zoned GRZ1 on the edge of an established residential area of Warracknabeal. The proposed subdivision does not conflict with the purpose of the RLZ or FZ as it will not affect the current or future use and development of the land zoned RLZ and FZ on the site.

Clause 35.08-3 (Subdivision) states that an application to subdivide land for 3-15 lots must meet the objectives and should meet the standards of Clause 56 except Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6. A response to the objectives and standards of Clause 56 is in Table 2 below.

Table 2 Clause 56 Assessment

Clause and Objective	Standard	Comment
<p><u>Clause 56.04-1</u> Lot diversity and distribution objectives To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</p> <p>To provide higher housing densities within walking distance of activity centres.</p> <p>To achieve increased housing</p>	<p><u>Standard C7</u> A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p> <p>Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.</p> <p>A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> • Single dwellings. • Two dwellings or more. • Higher density housing. • Residential buildings and Retirement villages. 	<p><u>Objective and standard achieved ✓</u> There is no relevant housing strategy, plan or policy for the area set out in the Yarriambiack Planning Scheme.</p> <p>However, the proposed subdivision will provide lots which will suit single dwellings or multi-unit dwellings STCA.</p> <p>Warracknabeal does not have a local bus or tram service (except V-Line).</p>

<p>densities in designated growth areas.</p> <p>To provide a range of lot sizes to suit a variety of dwelling and household types</p>	<p>Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station.</p> <p>Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</p>	
<p><u>Clause 56.04-2</u> Lot area and building envelopes objective To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.</p>	<p><u>Standard C8</u> An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows:</p> <ul style="list-style-type: none"> • That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or • That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. <p>Lots of between 300 square metres and 500 square metres should:</p> <ul style="list-style-type: none"> • Contain a building envelope that is consistent with a development of the lot approved under this scheme, or • If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a 	<p><u>Objective and standard achieved ✓</u> All lots are capable of containing a 10x15m rectangle. Any future dwellings on the lots will have adequate solar access and be able to meet the energy rating requirements of the Building Regulations.</p>

	<p>boundary wall is nominated as part of the building envelope.</p> <p>If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.</p> <p>Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope.</p> <p>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</p> <ul style="list-style-type: none"> • The objectives of the relevant standards are met, and • The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act. <p>Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:</p> <ul style="list-style-type: none"> • The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and • The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement. <p>Lot dimensions and building envelopes should protect:</p>	
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	<ul style="list-style-type: none"> • Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. • Existing or proposed easements on lots. • Significant vegetation and site features 	
<p><u>Clause 56.04-3</u> Solar orientation of lots objective To provide good solar orientation of lots and solar access for future dwellings.</p>	<p><u>Standard C9</u> Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation. Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> • The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south. • Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north. • Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street. 	<p><u>Objective and standard achieved ✓</u> The proposed lots will have good solar access for future dwellings as the long axis of lots are within the range north 20 degrees west to north 30 degrees east.</p>
<p><u>Clause 56.04-4</u> Street orientation objective To provide a lot layout that contributes to community social interaction, personal safety and property security.</p>	<p><u>Standard C10</u> Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> • Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. • Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. • Providing roads and streets along public open space boundaries. 	<p><u>Objective and standard achieved ✓</u> The proposed subdivision will allow for good visibility and surveillance as all proposed lots will front the common property accessway.</p>

<p><u>Clause 56.04-5</u> Common area objectives To identify common areas and the purpose for which the area is commonly held.</p> <p>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</p> <p>To maintain direct public access throughout the neighbourhood street network.</p>	<p><u>Standard C11</u> An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</p> <ul style="list-style-type: none"> • The common area to be owned by the body corporate, including any streets and open space. • The reasons why the area should be commonly held. • Lots participating in the body corporate. • The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held. 	<p><u>Objective and standard achieved ✓</u> A common property accessway is proposed to provide access to the proposed new vacant lots.</p>
<p><u>Clause 56.05-1</u> Integrated urban landscape objectives To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</p>	<p><u>Standard C12</u> An application for subdivision that creates streets or public open space should be accompanied by a landscape design. The landscape design should:</p> <ul style="list-style-type: none"> • Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. • Create attractive landscapes that visually emphasise streets and public open spaces. • Respond to the site and context description for the site and surrounding area. • Maintain significant vegetation where possible within an urban context. • Take account of the physical features of the land including landform, soil and climate. 	<p><u>Objective and standard achieved ✓</u> The extension of Clarendon Avenue will be designed and constructed in accordance with the requirements of Yarriambiack Shire Council.</p>

<p>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</p> <p>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</p> <p>To provide for integrated water management systems and contribute to drinking water conservation</p>	<ul style="list-style-type: none"> • Protect and enhance any significant natural and cultural features. • Protect and link areas of significant local habitat where appropriate. • Support integrated water management systems with appropriate landscape design techniques for managing urban runoff including wetlands and other water sensitive urban design features in streets and public open space. • Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment. • Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. • Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. • Provide for walking and cycling networks that link with community facilities. • Provide appropriate pathways, signage, fencing, public lighting and street furniture. • Create low maintenance, durable landscapes that are capable of a long life. • The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs. 	
<p><u>Clause 56.06-2</u> Walking and cycling network objectives To contribute to community health and well being by encouraging walking and cycling as part of the daily</p>	<p><u>Standard C15</u> The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. • Link to any existing pedestrian and cycling networks. 	<p><u>N/A</u> There are no proposed changes to the existing walking and cycling network in Warracknabeal.</p>

<p>lives of residents, employees and visitors.</p> <p>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</p> <p>To reduce car use, greenhouse gas emissions and air pollution.</p>	<ul style="list-style-type: none"> • Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. • Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces. • Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. • Ensure safe street and road crossings including the provision of traffic controls where required. • Provide an appropriate level of priority for pedestrians and cyclists. • Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. • Be accessible to people with disabilities 	
<p><u>Clause 56.06-4</u> Neighbourhood street network objective To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.</p>	<p><u>Standard C17</u> The neighbourhood street network must:</p> <ul style="list-style-type: none"> • Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes. • Provide clear physical distinctions between arterial roads and neighbourhood street types. • Comply with the Roads Corporation’s arterial road access management policies. • Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. 	<p><u>N/A</u> There are no proposed changes to the neighbourhood street network.</p>

	<ul style="list-style-type: none"> • Provide safe and efficient access to activity centres for commercial and freight vehicles. • Provide safe and efficient access to all lots for service and emergency vehicles. • Provide safe movement for all vehicles. • Incorporate any necessary traffic control measures and traffic management infrastructure. <p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant transport strategy, plan or policy for the area set out in this scheme. • Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand. • Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. • Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. • Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles. • Provide an appropriate level of local traffic dispersal. • Indicate the appropriate street type. • Provide a speed environment that is appropriate to the street type. • Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). • Encourage appropriate and safe pedestrian, cyclist and driver behaviour. 	
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	<ul style="list-style-type: none"> • Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. • Minimise the provision of culs-desac. • Provide for service and emergency vehicles to safely turn at the end of a dead-end street. • Facilitate solar orientation of lots. • Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. • Contribute to the area’s character and identity. • Take account of any identified significant features. 	
<p><u>Clause 56.06-5</u> Walking and cycling network detail objectives</p> <p>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</p> <p>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</p>	<p><u>Standard C18</u> Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> • Be part of a comprehensive design of the road or street reservation. • Be continuous and connect. • Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. • Accommodate projected user volumes and mix. • Meet the requirements of Table C1. • Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound. • Provide appropriate signage. • Be constructed to allow access to lots without damage to the footpath or shared path surfaces. • Be constructed with a durable, non-skid surface. • Be of a quality and durability to ensure: <ul style="list-style-type: none"> ○ Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. 	<p><u>N/A</u> There are no proposed footpaths, shared paths, cycle paths and cycle lanes.</p>

	<ul style="list-style-type: none"> ○ Discharge of urban run-off. ○ Preservation of all-weather access. ○ Maintenance of a reasonable, comfortable riding quality. ○ A minimum 20 year life span. ● Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb 	
<p><u>Clause 56.06-7</u> Neighbourhood street network detail objective</p> <p>To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.</p>	<p><u>Standard C20</u></p> <p>The design of streets and roads should:</p> <ul style="list-style-type: none"> ● Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. ● Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed. ● Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs. ● Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users. ● Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay. ● Provide a safe environment for all street users applying speed control measures where appropriate. ● Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles. 	<p><u>Objective and standard achieved ✓</u></p> <p>The extension of Clarendon Avenue will be designed and constructed in accordance with the requirements of Yarriambiack Shire Council.</p>

	<ul style="list-style-type: none"> • Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners. • Ensure streets are of sufficient strength to: <ul style="list-style-type: none"> ○ Enable the carriage of vehicles. ○ Avoid damage by construction vehicles and equipment • Ensure street pavements are of sufficient quality and durability for the: <ul style="list-style-type: none"> ○ Safe passage of pedestrians, cyclists and vehicles. ○ Discharge of urban run-off. ○ Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. • Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. • Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span. • Provide pavement edges, kerbs, channel and crossover details designed to: <ul style="list-style-type: none"> ○ Perform the required integrated water management functions. ○ Delineate the edge of the carriageway for all street users. ○ Provide efficient and comfortable access to abutting lots at appropriate locations. ○ Contribute to streetscape design. • Provide for the safe and efficient collection of waste and recycling materials from lots. • Be accessible to people with disabilities. • Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire 	
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	<p>authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.</p> <p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> • The street hierarchy and typical cross-sections for all street types. • Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. • Water sensitive urban design features. • Location and species of proposed street trees and other vegetation. • Location of existing vegetation to be retained and proposed treatment to ensure its health. • Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. 	
<p><u>Clause 56.06-8</u> Lot access objective To provide for safe vehicle access between roads and lots</p>	<p><u>Standard C21</u> Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.</p>	<p><u>Objective and standard achieved ✓</u> Access to the new lots will not be taken from abutting arterial roads.</p>
<p><u>Clause 56.07-1</u> Drinking water supply objectives To reduce the use of drinking water. To provide an adequate, cost effective supply of drinking water.</p>	<p><u>Standard C22</u> The supply of drinking water must be:</p> <ul style="list-style-type: none"> • Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. 	<p><u>Objective and standard achieved ✓</u> All lots will be connected to existing mains water.</p>

	<ul style="list-style-type: none"> • Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority 	
<p><u>Clause 56.07-2</u> Reused and recycled water objective</p>	<p><u>Standard C23</u> Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none"> • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, • Environment Protection Authority and Department of Health and Human Services. • Provided to the boundary of all lots in the subdivision where required by the relevant water authority 	<p><u>N/A</u> There are no reused and recycled water supply systems proposed as part of this subdivision.</p>
<p><u>Clause 56.07-3</u> Waste water management objective To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</p>	<p><u>Standard C24</u> Waste water systems must be:</p> <ul style="list-style-type: none"> • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. • Consistent with any relevant approved domestic waste water management plan. 	<p><u>Objective and standard achieved ✓</u> All proposed lots will be connected to the reticulated sewerage system.</p>
<p><u>Clause 56.07-4</u> Stormwater management objective To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</p>	<p><u>Standard C25</u> The stormwater management system must be:</p> <ul style="list-style-type: none"> • Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. • Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of stormwater is proposed. • Designed to meet the current best practice performance objectives for 	<p><u>Objective and standard achieved ✓</u> Stormwater and drainage infrastructure will be provided for any future development to the satisfaction of the relevant authority.</p>

	<p>stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999).</p> <ul style="list-style-type: none"> • Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts. • Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces. <p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p> <p>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</p> <ul style="list-style-type: none"> • Stormwater flows should be contained within the drainage system to the requirements of the relevant authority. • Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. <p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none"> • Provision must be made for the safe and effective passage of stormwater flows. • All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority. • Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $daVave < 0.35 \text{ m}^2/\text{s}$ 	
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	<p>(where, d_a = average depth in metres and V_{ave} = average velocity in metres per second).</p> <p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> • Ensure stormwater is retarded to a standard required by the responsible drainage authority. • Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, stormwater should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge. • Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. • Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner. • Include water sensitive urban design features to manage stormwater in streets and public open space. • Where such features are provided, an application must describe maintenance responsibilities, requirements and costs. <p>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>	
<p><u>Clause 56.08-1</u> Site management objectives To protect drainage infrastructure and receiving waters from sedimentation and contamination.</p>	<p><u>Standard C26</u> A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing:</p> <ul style="list-style-type: none"> • Erosion and sediment. • Dust. • Run-off. • Litter, concrete and other construction wastes. 	<p><u>Objective and standard achieved ✓</u> Any works associated with the subdivision will be subject to site management controls to the satisfaction of the Yarriambiack Shire Council.</p>

<p>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works. To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</p>	<ul style="list-style-type: none"> • Chemical contamination. • Vegetation and natural features planned for retention. <p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</p>	
<p><u>Clause 56.09-1</u> Shared trenching objectives To maximise the opportunities for shared trenching. To minimise constraints on landscaping within street reserves.</p>	<p><u>Standard C27</u> Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</p>	<p><u>Objective and standard achieved ✓</u> Any new connections will be provided in shared trenching where possible.</p>
<p><u>Clause 56.09-2</u> Electricity, telecommunications and gas objectives To provide public utilities to each lot in a timely, efficient and cost effective manner. To reduce greenhouse gas emissions by supporting generation and use of</p>	<p><u>Standard C28</u> The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority. Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged. The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure,</p>	<p><u>Objective and standard achieved ✓</u> Any new electricity, telecommunications and gas connections to the proposed lots will be designed and constructed in accordance with the requirements of each service provider.</p>

<p>electricity from renewable sources.</p>	<p>including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority. Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency</p>	
<p><u>Clause 56.09-3</u> Fire hydrants objective</p> <p>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</p>	<p><u>Standard C29</u></p> <p>Fire hydrants should be provided:</p> <ul style="list-style-type: none"> • A maximum distance of 120 metres from the rear of the each lot. • No more than 200 metres apart. <p>Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.</p>	<p><u>Objective and standard achieved ✓</u></p> <p>There are 4 fire hydrants located within 120m of the rear of the proposed new lots. If required, new fire hydrants will be provided to the satisfaction of the Country Fire Authority.</p>
<p><u>Clause 56.09-5</u> Public lighting objective</p> <p>To provide public lighting to ensure the safety of</p>	<p><u>Standard C30</u></p> <p>Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.</p> <p>Public lighting should be designed in accordance with the relevant Australian Standards.</p> <p>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</p>	<p><u>Objective and standard achieved ✓</u></p> <p>Public lighting will be provided to the satisfaction of Yarriambiack Council.</p>

Overlays

Environmental Significance Overlay – Schedule 2

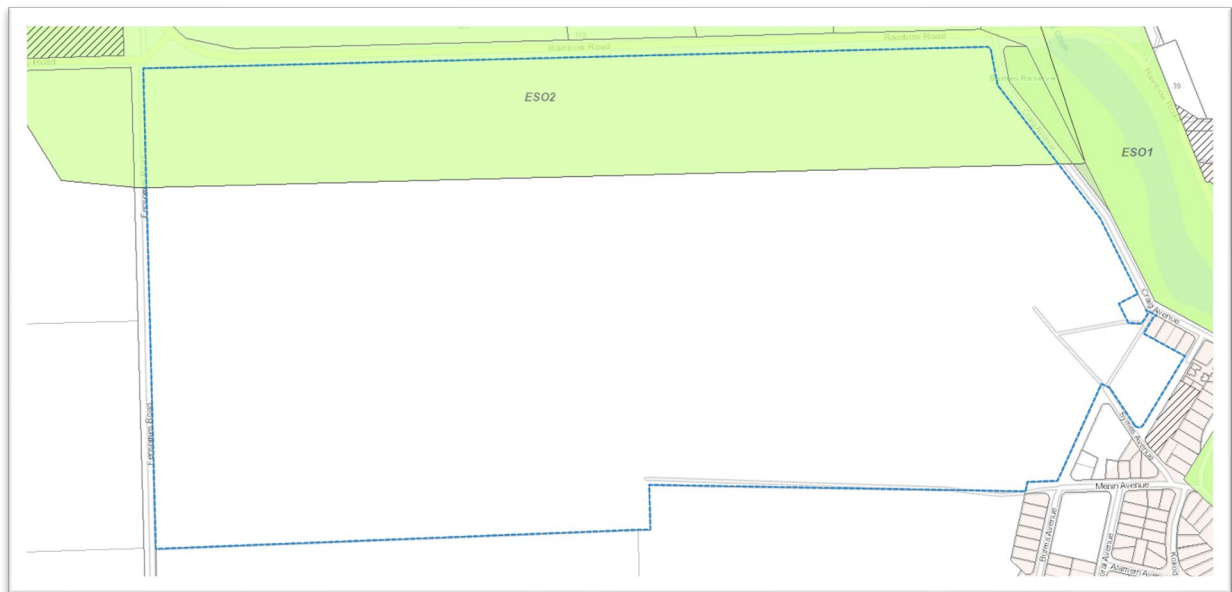


Figure 4 Map showing ESO2 (DELWP)

The ESO2 has been applied to Rainbow Road (Borong Highway) and its environs at the northern end of the site. The statement of environmental significance for the ESO2 states that remnant vegetation and habitat is frequently contained in wide highway reservations. It also states that the maintenance and enhancement of the highway environs is important as it is the main viewing corridor for travellers through the municipality. The application does not propose the removal of any vegetation and does not conflict with any of the environmental objectives to be achieved for the ESO2.

Bushfire Management Overlay

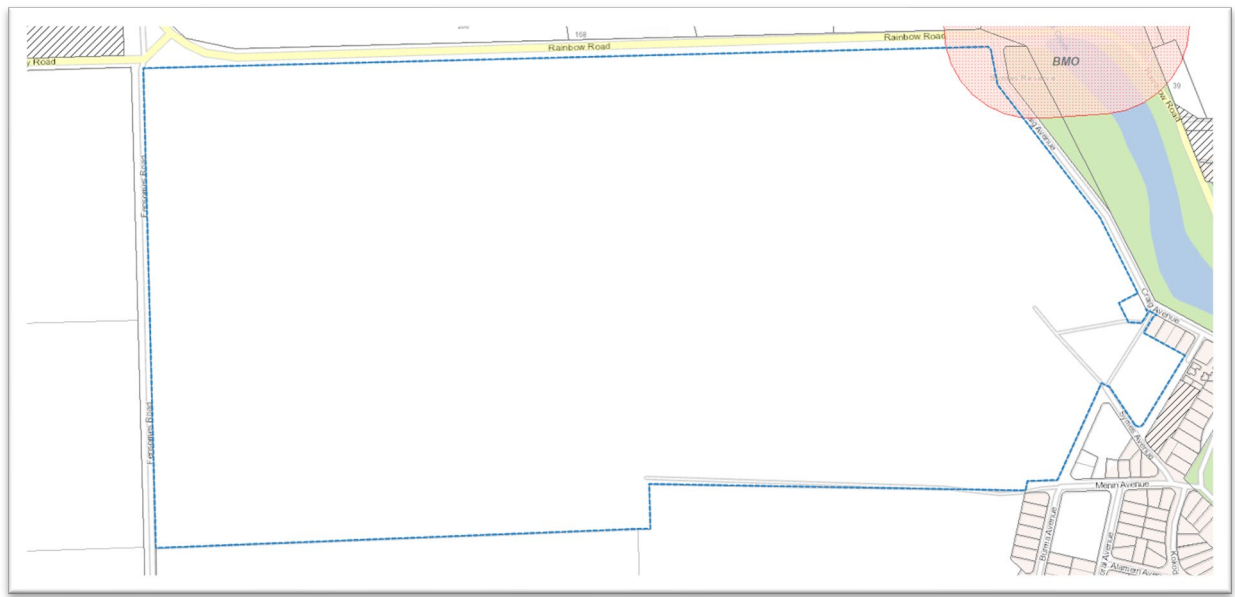


Figure 5 Map showing BMO (DELWP)

A small section of land in the north-eastern corner of the site is affected by the Bushfire Management Overlay (BMO). As there is no new development proposed or anticipated in the area affected by the BMO, it is respectfully requested that the application requirements outlined in Clause 44.06-3 to complete a Bushfire Hazard Site Assessment, Bushfire Hazard Landscape Assessment and Bushfire Management Statement are waived by the Responsible Authority.

Land Subject to Inundation Overlay

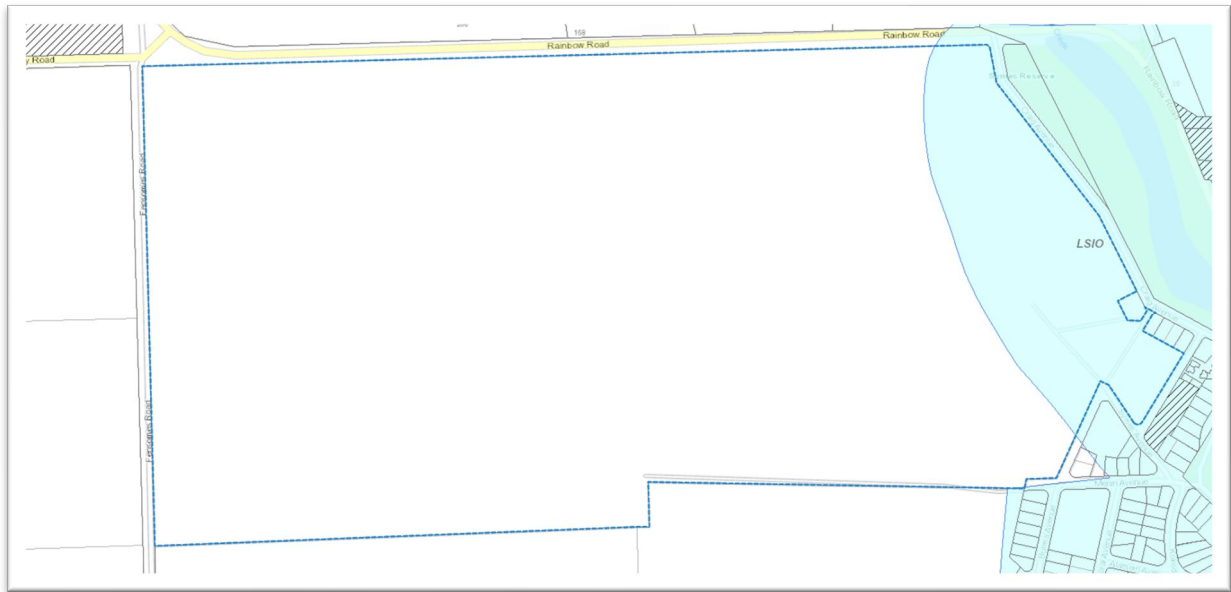


Figure 6 Map showing LSIO (DELWP)

As shown in Figure 6, land on the eastern side of the site is affected by the LSIO. The application does not conflict with the purpose of the LSIO as no development is proposed that would adversely affect river, wetland or flood plain health and the land will be capable of maintaining the free passage and temporary storage of floodwaters and minimising flood damage. The proposed subdivision is also compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity. The schedule to the LSIO does not specify any information that is required to be provided with an application to subdivide land and it is understood that a local floodplain development plan has not been developed.

7. Planning Policy Framework

Clause 02.03-1 (Settlement) identifies Warracknabeal as the town with the highest potential to achieve the threshold population size to attract and maintain the necessary services and facilities for residents and the surrounding farming district. The policy states that Warracknabeal has a district centre role and is the largest centre of the Shire with the smallest rate of population decline.

The strategic directions outlined in the policy include directing development and growth to Warracknabeal, facilitating population growth to maintain threshold populations for townships and support delivery of services and reinforcing the role of Warracknabeal as the main district service centre. In accordance with the strategic directions outlined in the policy, the proposal will create vacant lots for residential development which will encourage and accommodate population growth in Warracknabeal.

Clause 11.01-1S (Settlement) seeks to promote sustainable growth and deliver choice and opportunity in Victoria. The proposed subdivision is consistent with this policy as it will

increase in housing choice by adding to the supply of serviced land available for residential development in Warracknabeal.

Clause 11.01-1R (Settlement – Wimmera Southern Mallee) seeks to support the ongoing growth and development of Warracknabeal as a key service hub and to provide for easy access to housing and an ongoing supply of greenfield and infill residential land. In accordance with the policy, the proposed subdivision will facilitate the development of new housing on greenfield land.

Clause 11.02-1S (Supply of urban land) seeks to ensure a sufficient supply of land is available for residential and other uses. The policy states that planning should monitor development trends and land supply and demand for housing and industry, ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development and ensure that sufficient land is available to meet forecast demand.

There is currently a significant housing shortage crisis across the region and strong demand for vacant residential land. The proposed subdivision will alleviate this issue as it will increase the supply of vacant lots for residential development in Warracknabeal.

16.01-1S (Housing supply) seeks to meet community needs for well-located, integrated and diverse housing. The proposed subdivision aligns with this policy because it will increase the supply of small lots for compact residential development on the edge of an established area of Warracknabeal which will improve housing diversity in the town.

16.01-2S (Housing affordability) seeks to deliver more affordable housing closer to jobs, transport and services through the implementation of strategies which include:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.

In keeping e with the policy, the proposed subdivision will improve housing affordability in Warracknabeal by increasing the supply of vacant lots for available for residential development. The proposed lots will have good connectivity to existing roads via the common property accessway and will be within 1km, or a 10-minute walk, of open space and a 5-minute drive of employment, services and amenities in the centre of Warracknabeal.

8. Particular Provisions

Clause 52.29 Land Adjacent to the Principal Road Network

The purpose of Clause 52.29 Land Adjacent to the Principal Road Network is:

- *To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.*
- *To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.*

As the land seeks to subdivide land adjacent to Rainbow Road (Borong Highway), which is zoned Transport Zone 2 - Principal Road Network, the application will be referred in accordance with Clause 52.29-4.

9. Clause 65 Decision Guidelines

Clause 65.01 (Approval of an application or plan)

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- The matters set out in section 60 of the Act. The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction. Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Comment

All relevant clauses of the Yarriambiack Planning Scheme have been addressed by the applicant and the proposal is consistent with the objectives of planning in Victoria. As discussed in section 6 of this report, the proposal does not conflict with the purposes and requirements of the GRZ1, RLZ, FZ, ESO2, BMO and LSIO. The proposal will not adversely impact water quality or the natural physical features nor the quality of the stormwater within and exiting the site. There will also be no impact on native vegetation as a result of the proposal.

Clause 65.02 (Approval of an application to subdivide land)

Before deciding on an application to subdivide land, the responsible authority must also consider, as appropriate:

- *The suitability of the land for subdivision.*
- *The existing use and possible future development of the land and nearby land.*
- *The availability of subdivided land in the locality, and the need for the creation of further lots.*
- *The effect of development on the use or development of other land which has a common means of drainage.*
- *The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.*
- *The area and dimensions of each lot in the subdivision.*
- *The design and siting of buildings having regard to safety and the risk of spread of fire.*
- *The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.*
- *If the land is not sewered and no provision has been made for the land to be sewered, the capacity of the land to treat and retain all sewage and sullage within the boundaries of each lot.*
- *Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.*

Comment

The land is suitable for the proposed subdivision as the new vacant lots on the GRZ1 land are fully serviceable and can be developed in accordance with the Rescode requirements outlined at Clause 54 of the Yarriambiack Planning Scheme. The proposed subdivision will not adversely affect the existing dwelling or agricultural use of the FZ land nor any use and development on other land. There will be no increase in the risk of spread of fire or threats to safety as a result of the proposal and the removal of native vegetation will be avoided.

10. Conclusion

The proposed subdivision will have a positive outcome with regard to state and local planning policies and will have no foreseeable negative impacts on the existing dwelling and agricultural use of the land on Lot 9 or the physical features of the site or surrounding land. On this basis, the proposed subdivision should be supported subject to fair and reasonable conditions.

Our ref: 21H0350

13/03/2024

Planning Department
Yarriambiack Shire Council
Via SPEAR

To whom it may concern,

RE: Response to objections to planning permit application 5.2023.26.1 for a 2-lot subdivision at Craig Avenue, Warracknabeal

I am writing in response to the four objectors who made submissions to planning permit application 5.2023.26.1 for a 2-lot subdivision of the land on Lot 1 on PS738099M at Craig Avenue, Warracknabeal. Below is a dot point summary of the concerns raised in each of the objections received followed by our response.

Objection 1 – [REDACTED] Craig Avenue, Warracknabeal

- The land is unsuitable for housing due to flooding and inadequate stormwater drainage.
- The Clarendon Avenue extension would become congested from extra traffic.
- There would be adverse impacts on privacy from 2-storey houses.
- The land is more suitable for a nature reserve.

Objection 2 and 3 – [REDACTED] Craig Avenue, Warracknabeal

- The land, particularly Lots 1-6, is unsuitable for development due to flooding and stormwater inundation.
- There would be privacy impacts of overlooking from new homes
- There would be overshadowing from new homes
- Clarendon Avenue is a no through road and is fenced-off.
- Emergency vehicle and garbage truck access would be impossible on Clarendon Avenue
- Proposed new road also no through.
- Car parking spaces would be required on lots as road is too narrow
- Visual impacts from narrow blocks would be an “eyesore” and not consistent with “rural lifestyle”.
- Construction and residential noise
- Extension of Clarendon Avenue would require removal of native trees and would negatively impact native birds and wildlife

Objection 4 [REDACTED]
[REDACTED] Craig Avenue, Warracknabeal

- Flooding and stormwater management
- No site analysis plan or design response plan submitted as part of the application – *“the response appears to simply apply an opportunistic approach to ‘squeeze’ five (5) lots into an*

area of GRZ1 land that does not appear to be encumbered by any existing vegetation, having little regard for neighbourhood character and servicing of the site.”

- Lot sizes inappropriate for rural interface
- No building envelopes proposed
- New road proposed but no through. Turning area and road design details not provided
- No site servicing details provided
- Native vegetation and flora and fauna will be adversely impacted
- Noise and privacy concerns from construction
- Overshadowing

The following are the four broad areas of concerns raised in the objections:

1. Flooding and stormwater
2. Roads and traffic
3. Native vegetation, flora and fauna
4. Design response and amenity impacts

1. Flooding and stormwater

We acknowledge that the site is subject to inundation and flooding from the Yarriambiack Creek and have been working with the Wimmera Catchment Management Authority (WCMA) since mid-2022 to appropriately address and manage the flood risk on the site. In February and March 2023 we carried out a feature and level survey on the site and based on the data we gathered we were able to determine the volume of cut and fill required to raise the level of building envelopes on Lots 1-5 to 0.3 metres above the 1% Annual Exceedance Probability (AEP) flood level in accordance with WCMA requirements. Subsequently, on 14 November 2023 the Wimmera CMA provided consent to the issuing of a planning permit subject to conditions. A copy of the letter of consent is attached as an appendix to this letter. The conditions outlined by the WCMA specify that further information will need to be supplied before works commence on the site including detailed hydraulic modelling to demonstrate that there will be no adverse impacts to surrounding areas by the development, a Stormwater Management Plan and plans which demonstrate how any vehicular and/or pedestrian access is designed and constructed to comply the following safety criteria for subdivisions outlined in the *Guidelines for Development in Flood Affected Areas*. If these requirements are not able to be met the subdivision will not proceed.

2. Roads and traffic

An extension of Clarendon Avenue and a new section of road is proposed to be constructed to provide access to Lots 1-5. If a planning permit is issued, these assets will be designed and constructed in accordance with Yarriambiack Shire Council and WCMA requirements. At such time, we will work with these authorities to address any issues relating to vehicle movement. Our client has acknowledged that there may be scope to extend the proposed new section of road on the western side from Craig Avenue through to Symes Street and provide a turning circle at the end of Clarendon Avenue if necessary.

3. Native vegetation, flora and fauna

We recognise the importance of native vegetation, in particular for habitat and wildlife corridors and for this reason every effort has been made to ensure that all native trees on the site are retained. However, we consider it unreasonable to expect that private land zoned for residential purposes should be retained as a nature reserve and remain undeveloped as suggested in one of the objections. During the feature and level survey carried out in February 2023 and March we were able to pick up the exact location of native trees on the site to ensure that they are protected.

4. Design response and amenity impacts

While we acknowledge that the proposed lots are relatively narrow at 13.5m wide, we do not think they will have a significant visual impact on the neighbourhood. They will still be able to comfortably accommodate 1–3-bedroom single storey dwellings with the proposed building envelopes and will not be significantly different in size and shape to surrounding lots in the General Residential Zone which also currently have a rural interface.


In response to the concerns about car parking, Regulation 78 of the Building Regulations 2018 requires that on-site car parking spaces are provided for any new dwellings. Similarly, Regulations 83 and 84 of the Building Regulations 2018 outlines requirements to protect existing habitable room windows and secluded private open spaces areas from overlooking and overshadowing from new dwellings so the privacy of existing residents will be protected.

With regard to servicing and road designs, typically detailed design plans are prepared by engineers and submitted to council and other relevant authorities for approval after a planning permit is issued.

Warracknabeal and the wider region is experiencing a chronic shortage of affordable housing, due to a range of factors, which is also having flow-on effects to the local economy (e.g. difficulty for businesses in attracting and retaining workers). Subdivision and infill development in appropriate locations can play a crucial role in addressing this by maximizing the efficient use of existing land and infrastructure. The subject site is considered ideal for subdivision and future infill development as the land is zoned General Residential Zone and is located in an existing urban area that is within a short drive of the main commercial area of Warracknabeal. Therefore, the proposed subdivision should not be considered an overdevelopment of the site if the constraints around flooding and access are able to be overcome.

Should you have any questions or require any further information, please do not hesitate to contact me.

Yours faithfully,

 BUrbRegEnvPlan, MPIA