

Form 2

NOTICE OF AN APPLICATION FOR PLANNING PERMIT

The land affected by the application is located at:	12 Punt Road JOHNSONVILLE 3902 Lot: 18 LP: 51983
The application is for a permit to:	Mulit Lot Subdivision and Vegetation (Including Native) Removal
The applicant for the permit is:	Crowther & Sadler Pty Ltd
The application reference number is:	5.2024.202.1

You may look at the application and any documents that support the application free of charge at: <https://www.eastgippsland.vic.gov.au/building-and-development/advertised-planning-permit-applications>

You may also call 5153 9500 to arrange a time to look at the application and any documents that support the application at the office of the responsible authority, East Gippsland Shire. This can be done during office hours and is free of charge.

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.

An objection must

- ◆ **be made to the Responsible Authority in writing,**
- ◆ **include the reasons for the objection, and**
- ◆ **state how the objector would be affected.**

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

The Responsible Authority will not decide on the application before:	Subject to the applicant giving notice
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If you object, the Responsible Authority will tell you its decision.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958 Page 1 of 1

VOLUME 09013 FOLIO 066

Security no : 124116194025A
Produced 28/06/2024 09:06 AM

LAND DESCRIPTION

Lot 18 on Plan of Subdivision 051983.
PARENT TITLE Volume 05589 Folio 755
Created by instrument F113443 03/12/1973

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
MMK SALMON PTY LTD
AY120318S 20/06/2024

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP051983 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AX833570P (E)	CAVEAT	Registered	20/03/2024
AY103197Y (E)	CONV PCT & NOM ECT TO LC	Completed	17/06/2024
AY120318S (E)	TRANSFER	Registered	20/06/2024
AY120319Q (E)	MORTGAGE	Registered	20/06/2024

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 12 PUNT ROAD JOHNSONVILLE VIC 3902

ADMINISTRATIVE NOTICES

NIL

DOCUMENT END

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PLAN OF SUBDIVISION

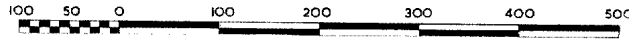
LP 51983

PART OF CROWN ALLOTMENT 50

EDITION 1

PARISH OF BUMBERRAH

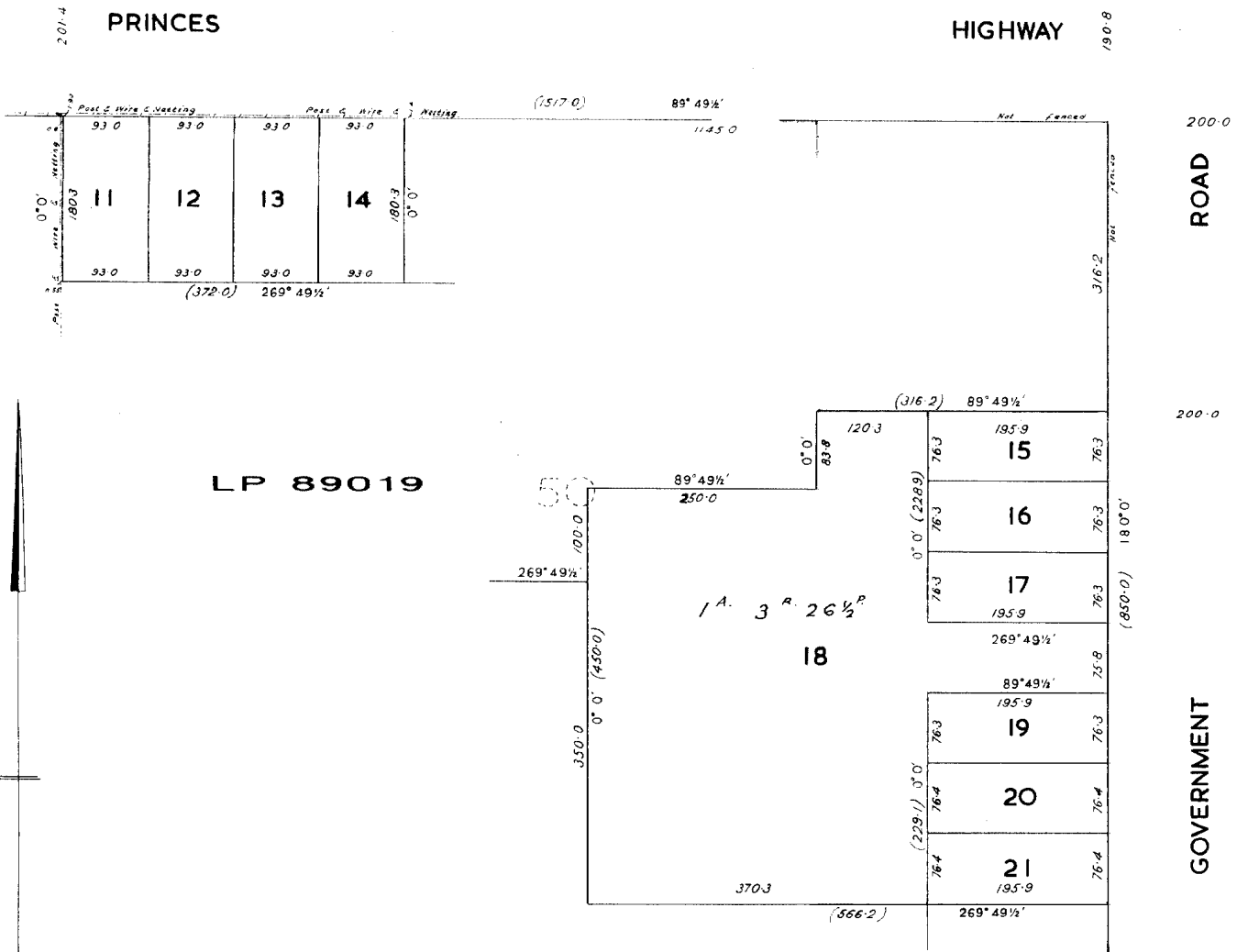
COUNTY OF DARGO



SCALE FEET

V. 5589 F. 755
8088 182

Post & Wire & Fencing Pickets





Department of Environment, Land, Water & Planning

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Produced: 28/06/2024 09:06:33 AM

Dealing Number: AY103197Y

Status: Completed

Date and Time Lodged: 17/06/2024 09:14:35 AM

Responsible Subscriber: EAST GIPPSLAND CONVEYANCING

Customer Code: 22727X

Reference:

APPLICATION TO CONVERT AND NOMINATE PAPER CERTIFICATE OF TITLE TO AN ELECTRONIC INSTRUMENT

The Subscriber authorises the conversion of the following paper Certificate(s) of Title to electronic Certificate(s) of Title and their nomination to the instruments contained in the Lodgement Case shown below:

Certificate(s) of Title:

Volume 9013 Folio 066

Lodgement Case ID: 1048295395

Following the registration of the instruments in the Lodgement Case, do not return the eCT Control to the nominating Subscriber

Subscriber's Certification:

1. The Certifier has:

(a) retrieved; and

(b) either securely destroyed or made invalid,

the (duplicate) certificate(s) of title for the folio(s) of the Register listed in this Registry Instrument or Document.

Signed by:

Lesley Joy Nichols

(for EAST GIPPSLAND CONVEYANCING)

Customer Code: 22727X

Dated: 17 June 2024

File Notes:

NIL



Department of Environment, Land, Water & Planning

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Statement End.



Department of Environment, Land, Water & Planning

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Produced 28/06/2024 09:06:33 AM

Status	Registered	Dealing Number	AX833570P
Date and Time Lodged	20/03/2024 03:43:43 PM		

Lodger Details

Lodger Code	17888B
Name	WAKEFIELD VOGRIG & BOOTE LAWYERS
Address	
Lodger Box	
Phone	
Email	
Reference	BRG:MMKCaveat:43442

CAVEAT

Jurisdiction	VICTORIA
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Privacy Collection Statement

The information in this form is collected under statutory authority and used for the purpose of maintaining publicly searchable registers and indexes.

Land Title Reference

9013/066

Caveator

Name	MMK SALMON PTY LTD
ACN	649438380

Grounds of claim

Agreement with the following Parties and Date.

Parties

The Registered Proprietor(s)

Date

14/03/2024

Estate or Interest claimed

Freehold Estate

Prohibition

Absolutely

Name and Address for Service of Notice

Wakefield Vogrig & Boote Lawyers



Department of Environment, Land, Water & Planning

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Electronic Instrument Statement

Address

Street Number 5
Street Name BANK
Street Type PLACE
Locality DROUIN
State VIC
Postcode 3818

The caveator claims the estate or interest specified in the land described on the grounds set out. This caveat forbids the registration of any instrument affecting the estate or interest to the extent specified.

Execution

1. The Certifier has taken reasonable steps to verify the identity of the caveator or his, her or its administrator or attorney.
2. The Certifier has retained the evidence supporting this Registry Instrument or Document.
3. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant law and any Prescribed Requirement.

Executed on behalf of	MMK SALMON PTY LTD
Signer Name	BRYNLEY ROSINA GULYAS
Signer Organisation	WAKEFIELD VOGRIG & BOOTE LAWYERS
Signer Role	LAW PRACTICE
Execution Date	20 MARCH 2024

File Notes:

NIL

This is a representation of the digitally signed Electronic Instrument or Document certified by Land Use Victoria.

Statement End.

Planning Report

Multi Lot Subdivision and Vegetation Removal

12 Punt Road, Johnsonville

Our reference – 20815

Version 3

September 2024



FS 520900



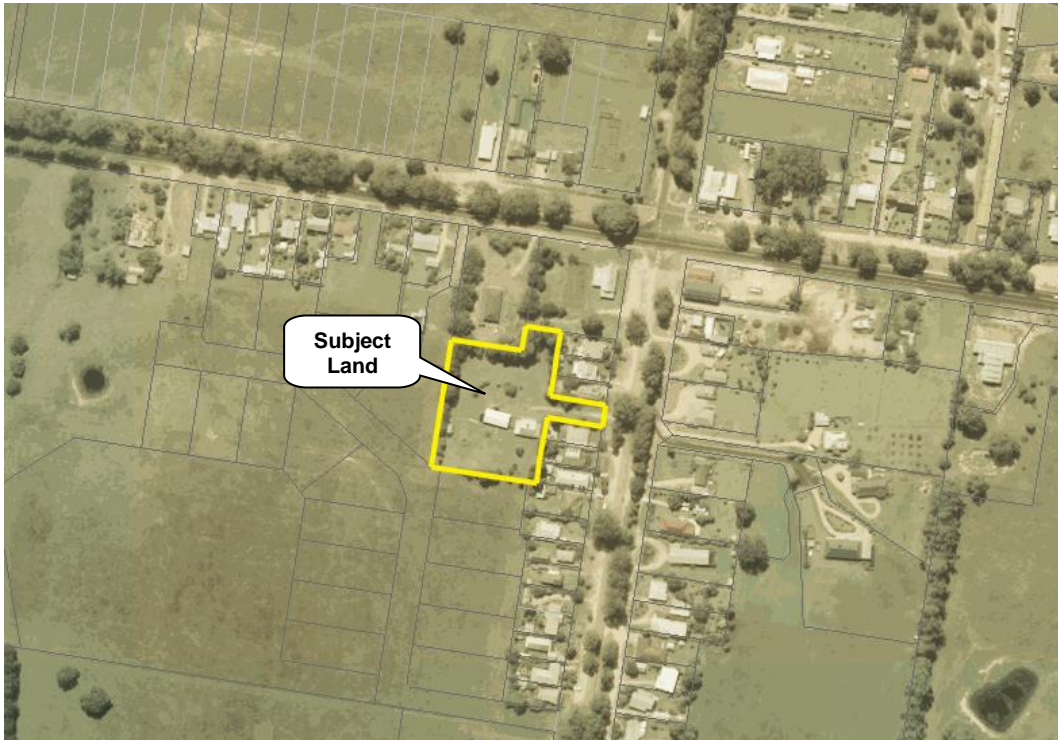
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	Native Vegetation Removal Report ID: 319_20240617_464	
	Native Vegetation Credit Register Search Statement ID: 24869	
	Arboricultural Report – Roots 2 Leaves Tree Services (13 May 2024)	
	Tree Plotter Inventory – Roots 2 Leaves Tree Services (13 May 2024)	
	Copy of Title (Lot 18 on LP51983)	
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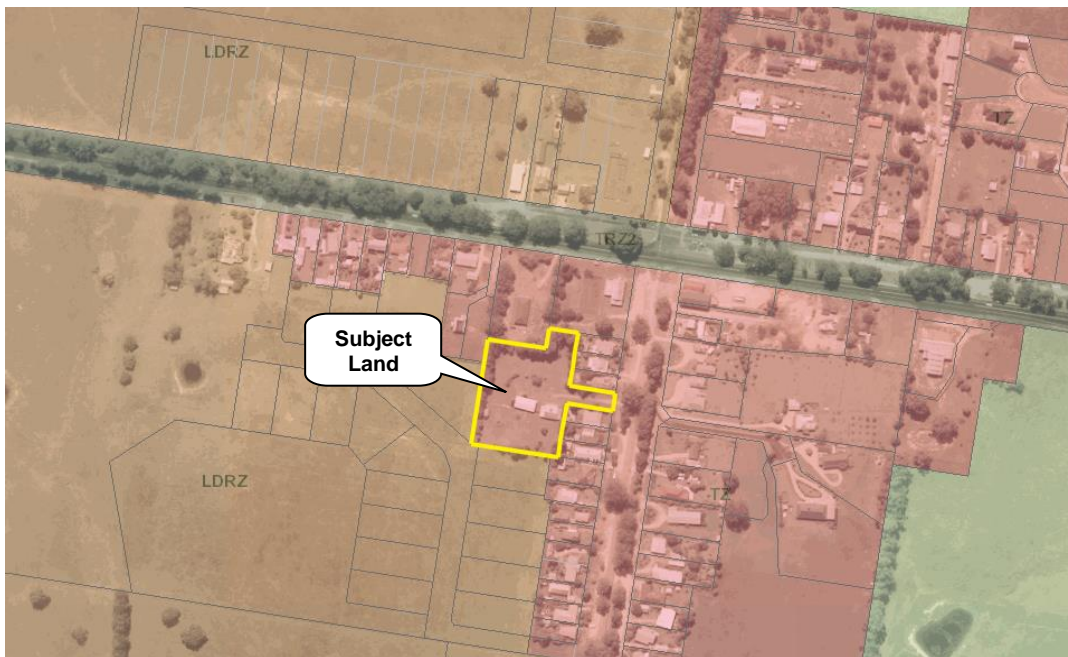
Note: Applicable Planning Application fee is \$2,031.20

1. Introduction

This Planning Report is prepared in support of proposed multi-lots Subdivision and vegetation removal at 12 Punt Road, Johnsonville. The Report addresses the provisions of the Township Zone, Salinity Management Overlay and Environmental Significance Overlay – Schedule 1-44 and Clause 52.17, Native vegetation as contained within the *East Gippsland Planning Scheme*.



Aerial view of subject land and surrounding precinct – Source: VicPlan



Zone Mapping and aerial of subject land and surrounding precinct – Source: VicPlan

2. Subject Land & Surrounding Context

The subject land is formally described as Lot 18 on LP51983 and is approximately 7,752m² in area. It's residential land more commonly known as 12 Punt Road, Johnsonville.



View west from Punt Road towards subject land

An existing single storey dwelling, and associated outbuildings are established on the property. The property is relatively flat, and the boundaries are screened with planted vegetation.



Existing dwelling and outbuilding



View of vegetation screen along northern site boundary

The site has frontage to Punt Road to the east for a length of 15.25 metres however most of the land is nestled behind a row of residential allotments which present to Punt Road. Allotments contained within Punt Road typically comprise of single dwellings fronting the street and outbuildings adjacent to rear boundaries.



Aerial view of subeject land and immediate surrounds – Source: LASSI SPEAR

Punt Road is a good quality sealed road which is characterised by nature strips comprising large remnant trees with generally well managed grassy understory. The nature strip in front of the subject land is quite wide (Apx 14m) and an existing concrete barrier kerb is substantially setback from the actual pavement of the Punt Road carriageway. There are no footpaths contained within Punt Road.



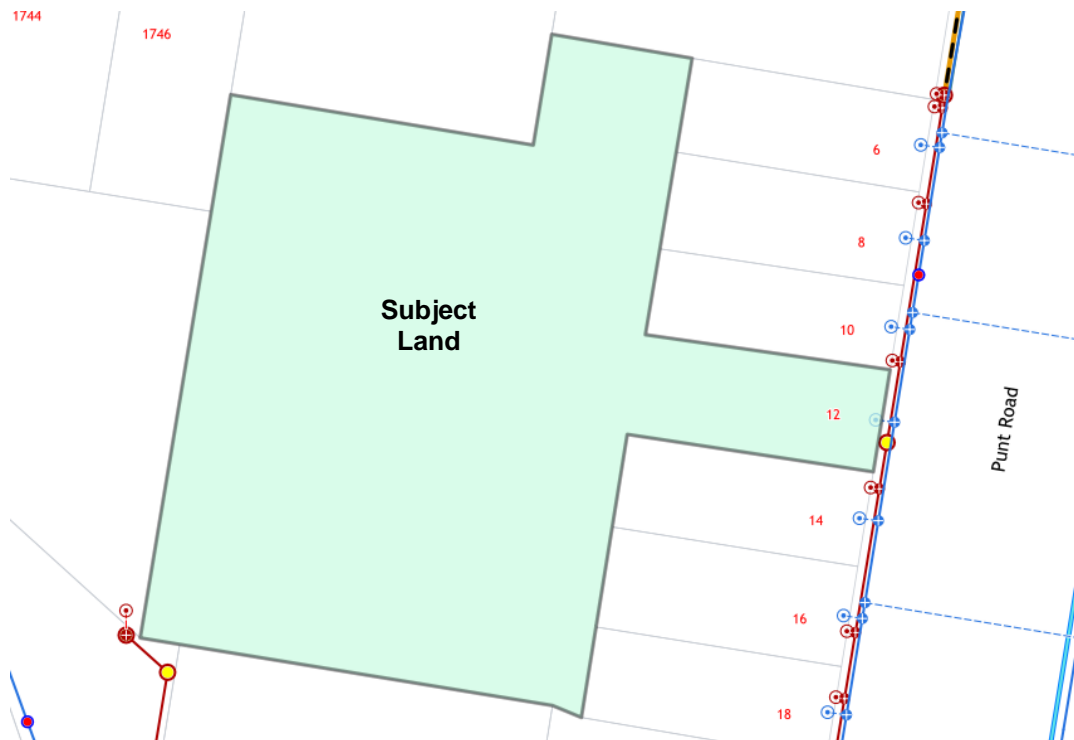
Existing access to subject land from Punt Road

Vehicle access from the existing road pavement to the subject land is currently gravel and there are several established trees contained within the road reserve fronting the site. The larger of these trees is located on the northern side of the existing access and is a Coast Grey Box.



Existing vegetation on the western side of Punt Road in front of the subject land

Reticulated sewer, water and telecommunications are all established on the western side of Punt Road and a large telecom pit, sewer manhole and electricity pit are also established directly in front of the land.



Water & Sewer Infrastructure Mapping – Source: EGW



Existing telecom pit and sewer manhole within the adjoining Road Reserve

The main power supply is provisioned overhead on the eastern side of Punt Road however an existing power pole with public lighting is situated just north of the site on the western side of the road.

The subject land is contained within the Township Zone, Environmental Significance Overlay (Schedule 1-44) and Salinity Management Overlay of the *East Gippsland Planning Scheme*.

The site forms part of an existing residential precinct with adjoining properties to the north and east contained also contained within the Township Zone. Land to the south and to the west of the subject land is contained within the Low-Density Residential Zone and has recently been subdivided for residential purposes (Planning Permit 480/2021/P). The allotments within Caldwell Court are typically at or slightly above 2,000m² in area and many of them have dwellings under construction.



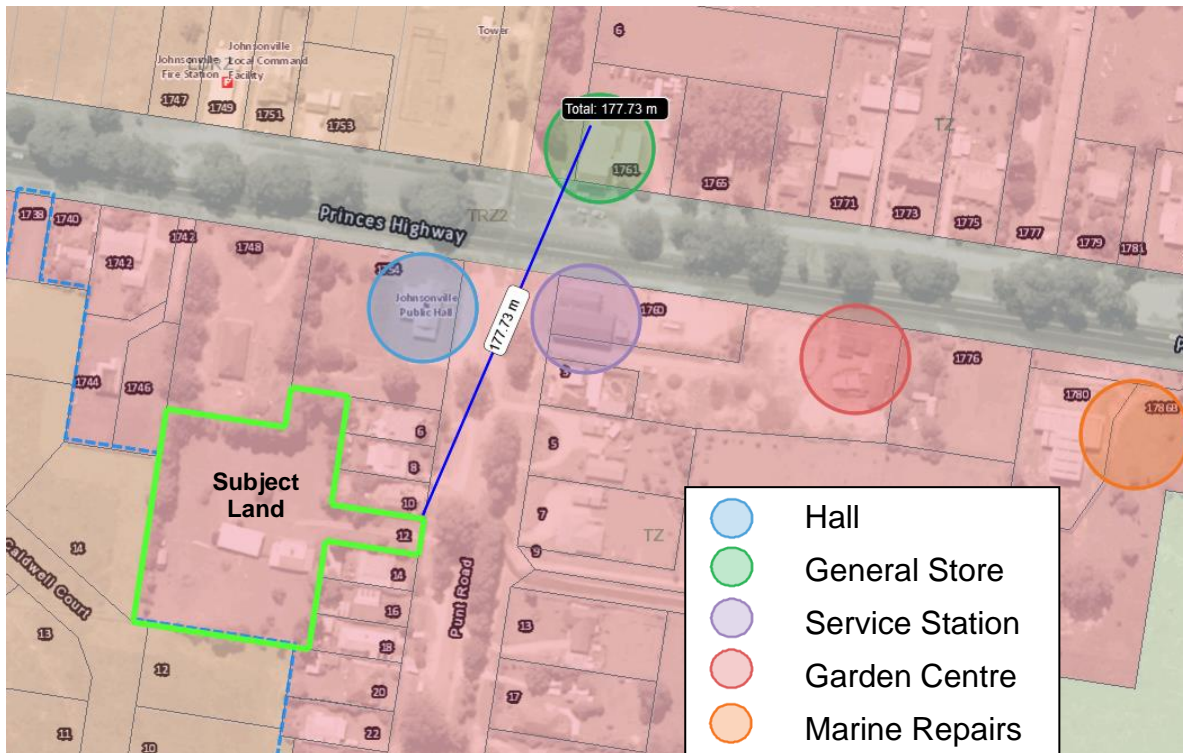
Residential development on the western side of Punt Road north of subject land

Residential allotments on the western side of Punt Road are typically in the range of 604m² in area to 947m² in area whilst allotments on the eastern side of the road are a slightly larger and typically in the range between 1,000m² in area and 2,000m² in area.



Allotment area and dimensions within Punt Road – Source: VicPlan

The subject land is located on the fringe of the township of Johnsonville, with the village offering limited commercial services including a service station, general store with post office, hall, garden centre and marine repairs. There is also a bus stop located within the road reserve near the general store.



Site Context Plan – Source: VicPlan

The site is approximately 20km east of Bairnsdale, and approximately 18km west of Lakes Entrance where a greater range of commercial and community services are available.

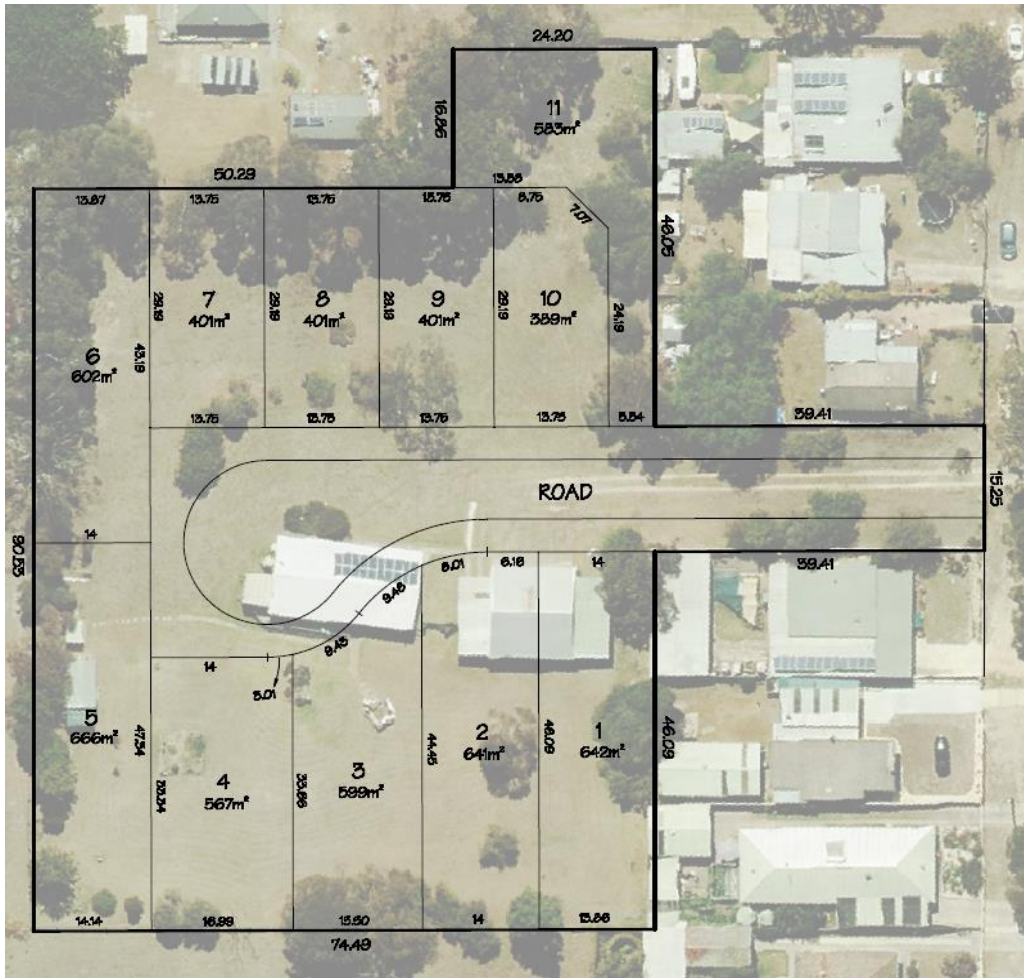


Wider Locality Plan – Source: VicPlan

3. The Application & Proposal

Subdivision

The Application seeks approval for a multi lot subdivision which will create 11 allotments ranging from 401m² in area to 666m² in area as shown on the accompanying Proposed Subdivision Plan.



Extract from Proposed Subdivision Plan (Version 3)

The existing dwelling and associated outbuilding will be removed as part of the proposal which will provide opportunity for future residential development on each of the proposed allotments.

The relatively level landform across the proposed lots, together with the regular shape and orientation, will facilitate the future construction of dwellings using standard building methods, without the need for substantial earthworks or retaining structures.

The proposal represents conventional infill development of a vacant parcel of residentially zoned land located within an established settlement, able to be serviced efficiently with convenient access to a range of community facilities.

Traffic Volumes

The Application is supported by a Traffic Impact Assessment Report (TIAR) prepared by *OneMileGrid* given the need to establish a new intersection and likely volume of traffic that will be generated from the proposed development.

The TIAR anticipates that the proposed subdivision will result in a total of 110 daily traffic movements based off 10 vehicle trips per allotment each day classifies the road as an Access Place.

The proposed development can be incorporated into the existing road network without causing additional burden or giving rise to any need to upgrade transport infrastructure in Punt Road.

The existing intersection of Punt Road and Princes Highway are appropriately constructed to accommodate additional traffic to be generated by the proposed subdivision without impact.

Access & Servicing

A new road has been proposed as part of the subdivision which will ensure that each allotment is adequately accessed and serviced. The new internal road will intersect with Punt Road as shown on the accompanying Access & Servicing Plan prepared by *Crossco Consulting*.

The existing barrier kerb within Punt Road is setback from the edge of the road pavement being considerably closer to the front boundary of the property whilst the large Coast Grey Box (NVRID ID: C) is established within close proximity to the road pavement.



Existing barrier kerb within Punt Road

For practical purposes and to offer as much protection and separation possible to the Coast Grey Box (NVRID: C) the engineering design does not extend kerb all the way to the edge of pavement in Punt Road. A seal will otherwise be applied between the property frontage and edge of pavement.



View west towards subject land from Punt Road

The straight alignment of Punt Road together with some limited vegetation removal will ensure good sight lines are established at the intersection of the proposed road and Punt Road to accommodate safe turning movements.

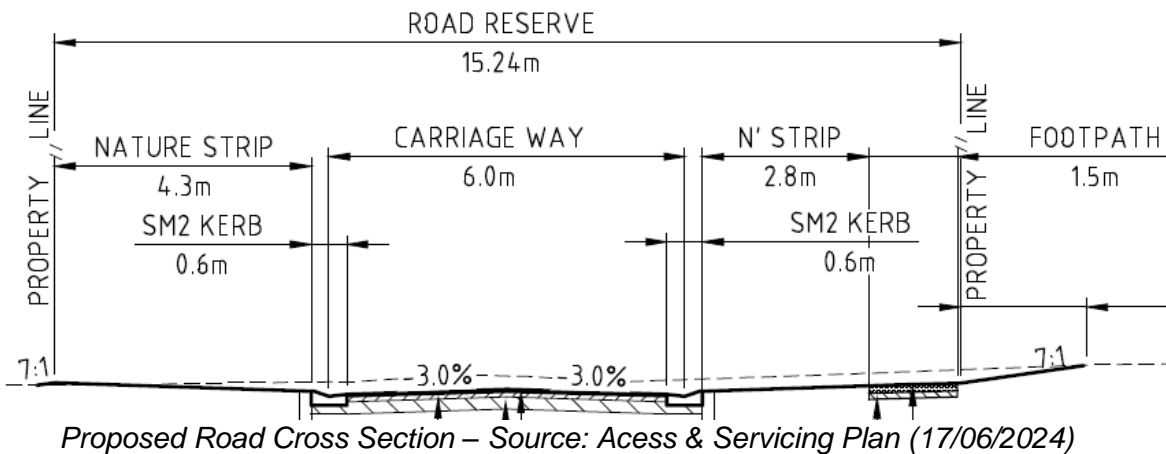


View south along Punt Road – Source: Google Earth

Whilst it is anticipated that the large Coast Grey Box (NVRID ID: C) will be retained within the Road Reserve its position to the north of the proposed intersection ensures it will not impede on sight lines for prevailing traffic movements.

The new section of road has been designed to accommodate a 6.0-metre-wide carriageway, 1.5 metre wide pedestrian pathway, servicing and a court bowl with a 10.0 metre radius to accommodate vehicle turning manoeuvres for service vehicles.

The 15.25 metre wide road reserve will accommodate a 6.0 metre wide carriageway which provides for 0.6 metre kerb on both sides. The nature strip on the southern side of the road will be 4.3 metres in width and a 1.5 metre wide footpath together with 2.8 metre wide nature strip will be established on the northern side of the road.



Whilst the accompanying TIAR recommends a pavement width of 5.5 metres the design incorporates a 6.0 metre wide road to ensure compliance with Infrastructure Design Manuel (IDM) requirements.

Consistent with the TIAR a 1.5m wide footpath has been nominated on the northern side of the road however it has been designed to terminate at the frontage to Lot 6, rather than extend along the frontage of Lot 4.

The provision of a footpath on one side of the road is justified given the limited number of allotments it will service, low number of traffic movements anticipated and given there is otherwise no footpath established within Punt Road.

Access Place	IDM	Clause 56.06	Comment
Indicative Traffic Volume (vehicles/day)	0-300	300vpd to 1000vpd	Supporting TIAR anticipates traffic generation daily total = 110
Carriageway Width	6.0m	5.5m	Recommendations with the TIAR suggest a 5.5m carriageway however to ensure compliance with IDM it has been designed at 6.0m wide.
Min Reserve Width	14m	13m (7.5 + 5.5)	The minimum width will be 15m exceeding minimum requirements.
Min Verge Width	3.5m	7.5m total	The verge on either side of the road will be 4.3m wide. This provides for a total verge width of 8.6m.
Parking within Carriageway	Yes (one side)	Yes (one side)	The 6.0m wide carriageway enables parking on one side.
Cycle Provision	None	None	None proposed.
Kerbing	Modified SM2	Semi mountable	SM2 kerb has been nominated.
Footpath	Both sides	1.5m wide	A 1.5m wide footpath has been nominated on the northern side of the road.

The proposed road contains sufficient area and dimensions to accommodate servicing and street furniture. Water mains and electricity supply will be extended from the existing services in Punt Road whilst sewer mains will be extended from the existing sewer main in Caldwell Court.

Drainage infrastructure will also be established on the northern side of the proposed road and will extend along the western boundary of Lot 4 and in the rear of Lots 2-5 (inclusive) to connect with existing infrastructure within Caldwell Court.

Water sensitive design measures will be incorporated into the proposal to protect and enhance the health of the waterways. Stormwater be treated through rain water tanks and raingardens within each lot. Rainwater tanks will provide the primary source for flushing of toilets, laundry services and garden irrigation.

It is anticipated that a Condition on Permit will require a Section 173 Agreement to be registered on title which will ensure that rainwater tanks are established with the construction of a dwelling.

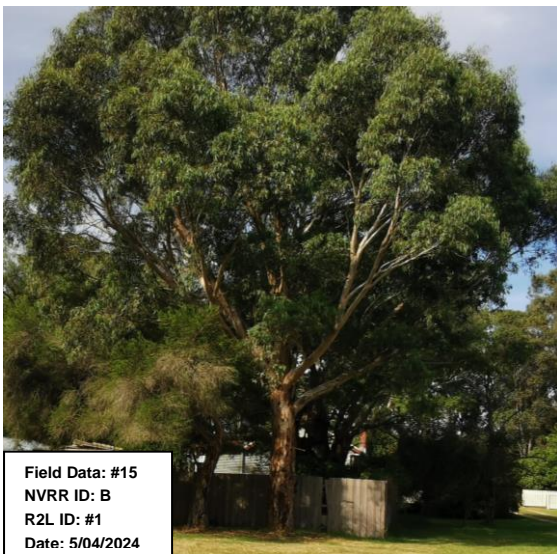
Vegetation Removal

The proposal incorporates the removal of both native and non-native vegetation within the site and in the adjoining road reserve. The removal accommodates physical vegetation loss together with assumed losses where Tree Protection Zones are impacted by >10% and consequential losses where native vegetation is contained within allotments less than 0.4ha in area.

Accompanying the Application is an Existing Vegetation Plan which identifies the planted and remnant native vegetation across the site and within the adjoining Road Reserve. A Vegetation Design Response Plan also demonstrates the extent of assumed, consequential and direct vegetation losses to be incurred by the proposal. Both these Plans have been provided for demonstrational purposes.

A Plan of Vegetation Removal nominates both native and non-native vegetation to be removed as part of the proposed subdivision which is expected to be endorsed as part of permit.

The native vegetation to be removed includes two scattered native trees which will be assumed lost. Planted vegetation internally to the site will also be removed to provide sufficient area for servicing and to accommodate future residential development.



Field Data: #15
 NVRR ID: B
 R2L ID: #1
 Date: 5/04/2024



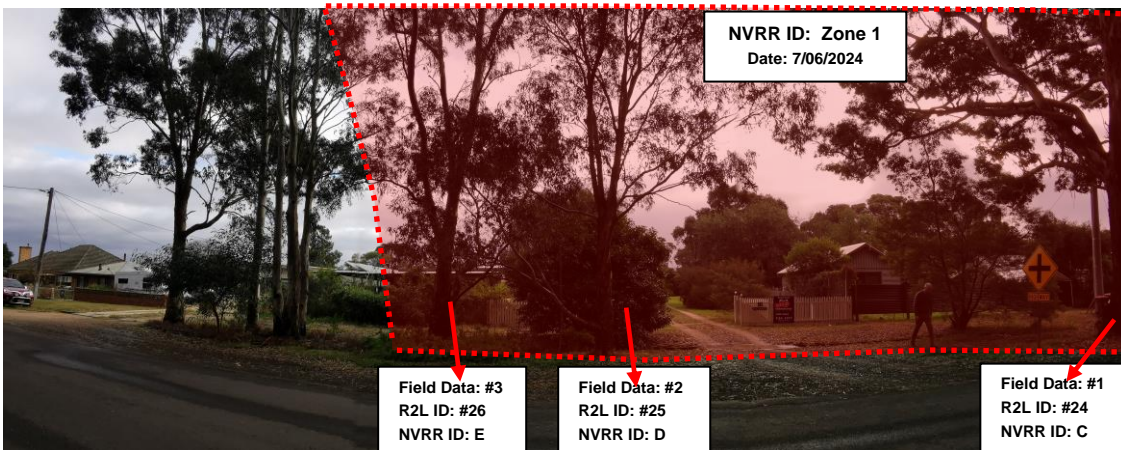
Field Data: #9
 NVRR ID: A
 R2L ID: #23
 Date: 19/03/2024

Scattered trees within proposed Lots 11 & 9 (consequentially lost)



Planted vegetation along the southern boundary to be removed for servicing

A patch of native vegetation within the adjoining road reserve will also be removed to accommodate access and servicing consistent with supporting engineering plans.



Patch of native vegetation within Road Reserve

A large Coast Grey Box (NVRR ID: C) forms part of the native vegetation patch and will be offset in response to the native vegetation controls prescribed at Clause 52.17.



Large Coast Grey Box within patch of native vegetation

An Arboricultural Report prepared by *Roots 2 Leaves* has been provided in support of the Application which includes an assessment of the vegetation within the subject land and the adjoining road reserve. This assessment confirms the planted and remnant status of the existing vegetation.

Whilst the Coast Grey Box has been considered against the provisions of the native vegetation controls, we acknowledge that it is listed as Endangered under the *Flora & Fauna Guarantee Act 1988*. We remain optimistic that it can be retained knowing that the proposed works will not impede its Structural Root Zone (3.88m).



Looking west at large Coast Grey Box within Road Reserve (Assumed Lost)

Note: SRZ is expressed in metres that defines a circle with the trunk/stem at its centre

The following table provides detail on the existing vegetation located within proximity to the proposed intersection works and scattered trees internal to the site. This data is to be read in conjunction with the accompanying Existing Vegetation Plan.

Tree # Based off Field Data	Tree ID As per NVRR 319_2024 0617_464	Tree ID As per Roots 2 Leaves Report	Circumference (in cm) at Breast Height (1.3m above ground level)	DBH (cm)	TPZ (m)	% TPZ Impacted
1.	C	#24	424	135	15	16.5% (Assumed Lost)
2.	D	#25	119	38	4.56	Directly Impacted
3.	E	#26	163	52	6.24	25.2% (Assumed Lost)
4.	-	-	Planted shrub	-	-	Directly Impacted
5.	-	-	123	39.15	4.7	0
6.	-	-	111	35.33	4.24	0
7.	-	-	179	56.98	6.84	0
9.	A	#23	204	65	7.8	Consequential Loss
15.	B	#1	201	64	7.68	Consequential Loss

Planning approval is required pursuant to the following Clauses of the *East Gippsland Planning Scheme*:

Planning Scheme Clause No.	Description of what is Proposed
Clause 32.05-5_{TZ}	Subdivision
Clause 44.01-2_{ESO}	Subdivision Vegetation Removal
Clause 44.02-3_{SMO}	Subdivision
Clause 44.02-4_{SMO}	Vegetation Removal
Clause 52.17-1	Remove Native Vegetation

The application is required to be referred pursuant to Section 55 of the *Planning and Environment Act 1987* to the following:

- The relevant water, drainage or sewerage authority subdivision (Determining referral authority) as the subdivision will result in the creation of more than two lots.
- The relevant electricity supply or distribution authority (Determining referral authority) as the subdivision will result in the creation of more than two lots.

- The *Country Fire Authority* (Determining referral authority) as the subdivision creates a road outside the metropolitan fire district.
- The Secretary to the *Department of Energy, Environment and Climate Action* (Determining referral authority) as the subject land is contained within the Salinity Management Overlay.

The Application is also expected to be referred to the *Department of Energy, Environment and Climate Action* for comment as the proposal includes Works (Roadworks) within the Environmental Significance Overlay.

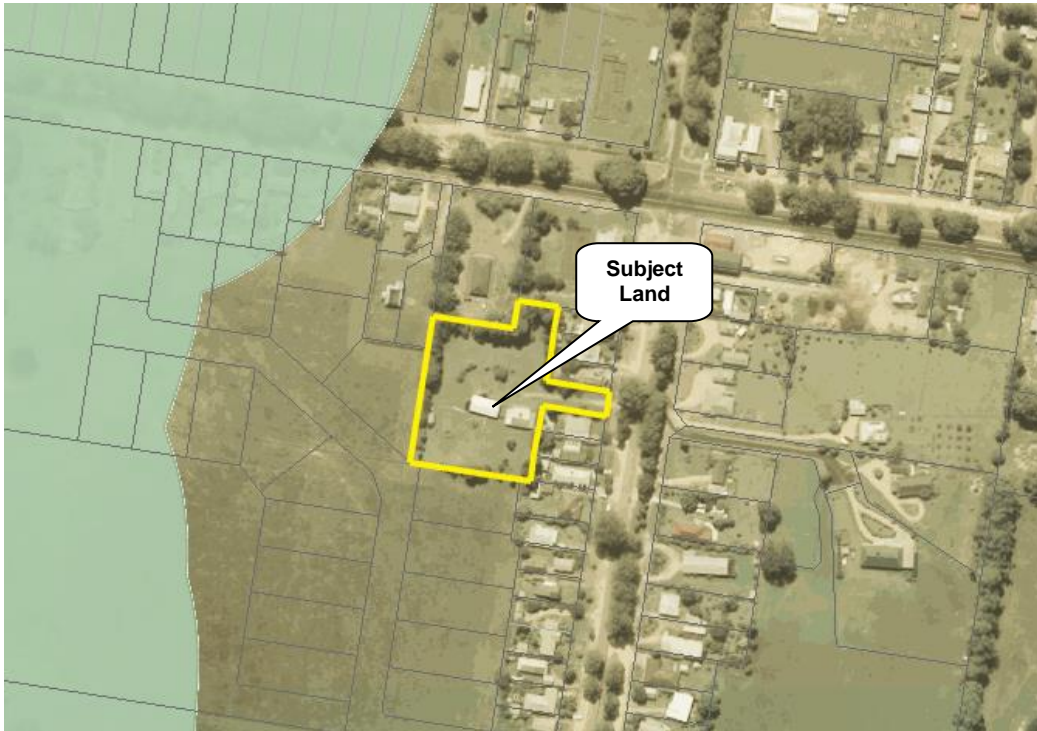
As the vegetation removal within Punt Road is not contained on our client's land, we have previously emailed Council as the relevant Land Manager to inform of our intent to lodge the Planning Application. It is anticipated that Council will undertake internal referral as part of the planning process to facilitate Land Manager Consent to the removal of the vegetation from within the road reserve.

It is anticipated that the mandatory Conditions prescribed at Clause 66.01-1 pertaining to telecommunications will be imposed on planning permit.

4. Cultural Heritage

Pursuant to Regulation 7 of the *Aboriginal Heritage Regulations 2018*, a CHMP is required for an activity if:

- (a) *all or part of the activity area for the activity is in an area of cultural heritage sensitivity; and*
- (b) *all or part of the activity is a high impact activity*



Cultural Heritage Sensitivity Mapping – Source: VicPlan

The subdivision of land into three or more lots is a high impact however, the activity area is not within an area of cultural heritage sensitivity. Therefore, a CHMP is not required for the proposed subdivision and associated works.

5. Planning Policy

The following comments respond to State and Local Planning Policy as relevant to the proposal.

5.1 Municipal Planning Strategy

Clause 02.03-1 *Settlement and Housing – Coastal Settlements* recognises Johnsonville as being a Rural Settlement within the Twin Rivers Region, which includes the township areas of Nicholson, Johnsonville and Swan Reach. Council's strategies and directions seek to consolidate development within the existing town boundaries, using infill development and support subdivision where wastewater can be dealt with.

The proposal adheres to the associated strategies and directions having regard to the in-town location and the ability to connect to a full range of reticulated services.

Clause 02.03-2 *Environmental & Landscape Values* identifies that Council's strategic vision is to protect areas of environmental, landscape, heritage or scenic value such as roadside vegetation whilst balancing residential use with wildlife corridors. The proposal has sought to carefully balance the expected residential use of the land against the environmental values of the roadside vegetation. The subdivision design has incorporated techniques to both avoid and minimise impacts to native vegetation whilst accommodating safe and functional access to the land.

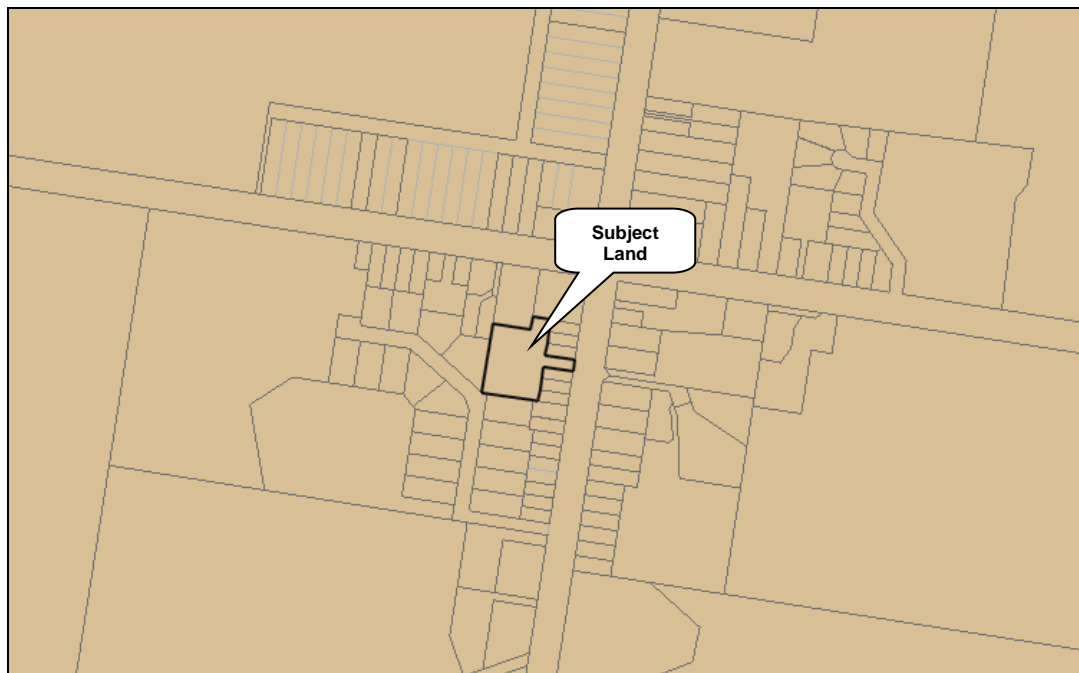
5.2 Planning Policy Framework

The proposal responds positively to Clause 11.01-1S relating to *Settlement* which seeks to promote sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements. The subdivision is located within an existing township area and is capable of accommodating future residential development as demonstrated by the accompanying Design Response Plan.

The objective of Clause 12.01-2S *Native Vegetation Management* is to ensure no net loss to biodiversity as a result of the removal of native vegetation. The subdivision has been carefully and thoughtfully designed to avoid and minimise impacts to native vegetation. This has been achieved by adoption of in intersection design which avoids works within the SRZ of the large Coast Grey Box.

Whilst an element of vegetation removal has been incorporated into the proposal it is necessary facilitate access and servicing to appropriate standards. The vegetation losses incurred are expected to be offset to ensure there is no net loss of biodiversity as a result of the proposal.

The proposal has considered Clause 13.02-1S *Bushfire Planning* as whilst the site is not contained within the Bushfire Management Overlay the whole of the site is in a declared Bushfire Prone Area.



Bushfire Prone Mapping – Source: VicPlan

The application includes a Bushfire Hazard Assessment which reviews the bushfire risk in the wider landscape, at a local level and at a neighbourhood level. The following comments is a summary of the bushfire assessment:

- The wider landscape provides some threat from bushfire however it is dramatically reduced by the presence of wide-open paddocks and proximity to developed township area of Johnsonville.
- The proposed allotments are all sufficient size and dimensions to cater for residential development that responds to the bushfire risk. The surrounding vegetation classifications and gentle gradient contribute to a favourable bushfire response and enable adequate separation distances to be established in accordance with AS 3859.

- Egress from the site can be established along the Princes Highway which is a good quality road providing direct access to larger township areas in both an easterly and westerly direction. Access to both Bairnsdale and Lakes Entrance and smaller townships in between can be achieved without requirement to traverse through areas of high bushfire risk. Access to places of reduced risk in a fire is easily achieved.
- Allotments within Caldwell Court immediately to the west of the subject land have recently been created in accordance with the provisions of the Low-Density Residential Zone. A number of these allotments are currently being developed for residential purposes and being maintained accordingly.
- The allotments within the proposed subdivision and the adjoining residential allotments will essentially provide one another with protection given they will be managed and maintained to residential standards.
- The subject land is already well managed and maintained and vegetation within the surrounding assessment area (100m) has been classified in accordance with Table 2.3 of Australian Standard AS 3959.
- Future dwellings are able to be sited within each lot with separation from classifiable vegetation so to achieve BAL-12.5 construction standards.

Clause 15.01-3S relating to *Subdivision Design* seeks to ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods. The proposed subdivision adheres to this objective and relevant supporting strategies as the scheme of subdivision has been designed to ensure each allotment is capable of accommodating residential development.

The proposed subdivision respects the prevailing character of the area by nominating allotments which all have direct frontage and take access from the proposed road network ensuring the objectives of Clause 15.01-5S *Neighbourhood Character* are met.

The proposed subdivision will further contribute to the availability of serviced residential land to meet the needs for households with convenient access to community infrastructure, schools and employment, consistent with objectives pertaining to Clause 16.01-1S *Housing Supply*.

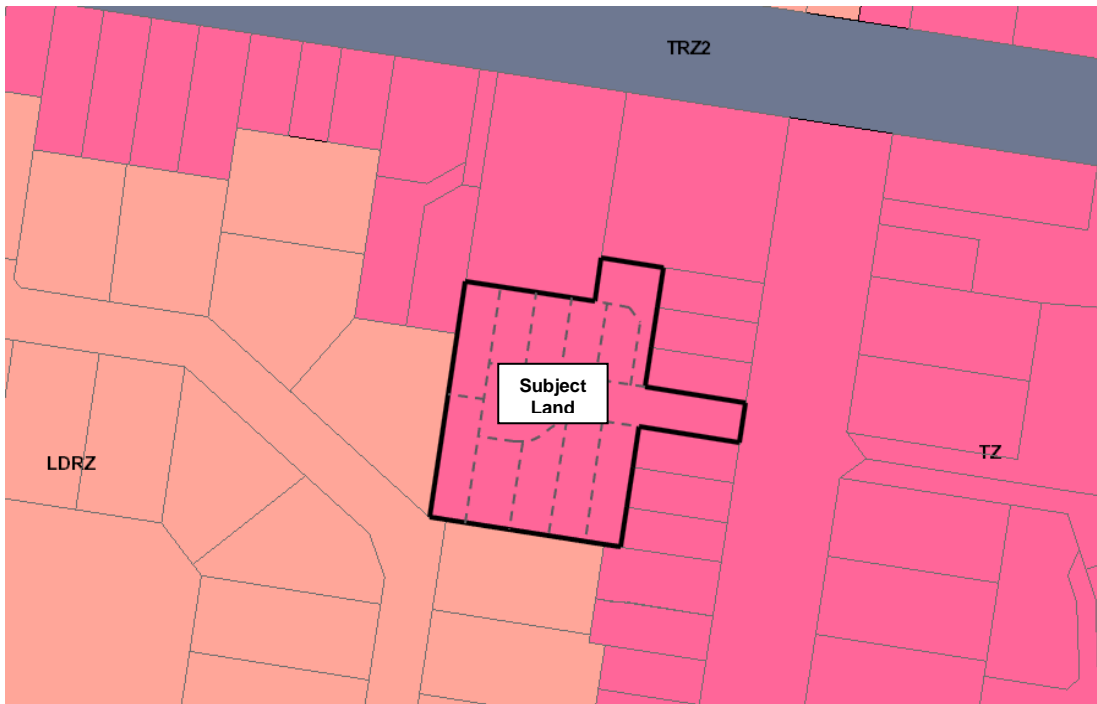
The subject land is well serviced by existing infrastructure, consistent with objectives of Clause 19 relating to *Infrastructure*. Reticulated water, sewer, electricity and telecommunications will be made available to each of the proposed allotments.

The proposal is consistent with strategies at Clause 19.03-3S *Integrated Water Management* as it proposes methods to minimise stormwater impacts through appropriate treatment of sediment and waste before discharge into the local drainage network.

6. Planning Elements

6.1 Township Zone

The purpose of the Township Zone is to provide for residential development, commercial, industrial and other uses in small towns, encourage development that respects the neighbourhood character of the area, implement neighbourhood character policy and allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.



Zone Mapping – Source: VicPlan

The proposed subdivision is considered to respond positively to the purpose of the zone as it will provide opportunity for future development to occur within the township of Johnsonville which has good access to services and facilities.

The subject land is within walking distance to the commercial establishments offered by the township and the proposed subdivision design makes good use of unencumbered land which is fully serviceable.

Planning approval is triggered at Clause 32.05-5 for subdivision of the land in accordance with the Township Zone provisions.

The following table provides a response to the relevant objectives and standards to Clause 56 applicable to the multi lot subdivision.

Objective	Design Response
<p>56.03-5 Neighbourhood Character</p>	<p>Complies</p> <p>The subject land is located within the existing township area which comprises a large number of established residential and commercial properties.</p> <p>Established Township Zone allotments contained on the western side of Punt Road are typically in the range of 604m² in area to 947m² in area. Allotments on the eastern side of the road however are slightly larger and are typically in the range of 1,000m² in area to 2,000m² in area.</p> <p>The subdivision can be incorporated into the precinct having regard to the variation in allotment size and position on the western side of the road.</p> <p>The subdivision nominates allotments ranging from 389m² in area to 666m² in area being somewhat consistent with established allotments on the western side of Punt Road.</p> <p>The majority of allotments within Punt Road are provided with generous road frontages and are not reliant upon common accessways however there are some battleaxe configured allotments established on the eastern side of the road.</p> <p>The proposed allotments have all been provided with direct road frontage and are not reliant upon any common property or carriageway easements.</p> <p>The frontage width of the proposed allotments varies however most are around 14 metres wide. This is similar to the established allotments on the western side of Punt Road which are typically around 15.35 metres wide.</p> <p>A main characteristic of Punt Road are the established trees which line the Road Reserves. Careful consideration has been given to the retention to the large Coast Grey Box (NVRID: C) contained within the Road Reserve albeit will be offset as part of the proposal. The vegetated theme will be carried forward through the adoption of street tree planting.</p> <p>There are no Neighbourhood Character Overlays applying and no neighbourhood character objectives specified under the Schedule to the Township Zone.</p>

Objective	Design Response
<p>56.04-2 Lot area and building envelopes</p>	<p>Complies</p> <p>The proposed allotments have been designed with sufficient area and dimensions to accommodate future residential development.</p> <p>The allotments each contain appropriate width and depth capable of supporting future development and can easily achieve a 10m X 15m rectangle as demonstrated on the accompanying Design Response Plan.</p> <p>A demonstrational Building Envelope has been shown for Lots 7, 8, 9 & 10 as they are between 300-500m² in area.</p> <p>These Building Envelopes have been designed to demonstrate the ability to achieve suitable building area whilst meeting private open space and site coverage requirements.</p> <p>The conceptual Building Envelopes demonstrate the ability to achieve more than 90m² in area POS which generously exceeds requirement for 40m² POS.</p> <p>They also demonstrate a maximum 59.15% site coverage which complies with requirement for a maximum site coverage of 60%.</p>
<p>56.04-3 Solar orientation of lots</p>	<p>Complies</p> <p>The proposed allotments both provide good solar access and orientation given their design and position. The requirements of standard C9 are therefore easily achieved.</p>
<p>56.04-4 Steet orientation</p>	<p>Complies</p> <p>The proposed allotments have been designed to ensure they all have frontage and take access from the proposed road.</p> <p>The allotment configuration provides good opportunity for future dwellings to present to the street which will aid in visibility and surveillance.</p>
<p>56.04-5 Common Areas</p>	<p>N/A</p> <p>There are no areas of Common Property proposed.</p>
<p>56.05-1 Integrated urban landscape</p>	<p>Complies</p> <p>It is anticipated that a Condition on Permit will trigger requirement for a Streetscape Landscape Plan to be provided before works commence to show a minimum of one street tree per allotment.</p> <p>Having regard for the width of the road reserve and provision of underground services it is envisaged that small to medium size native trees will be selected rather than larger canopy trees.</p>

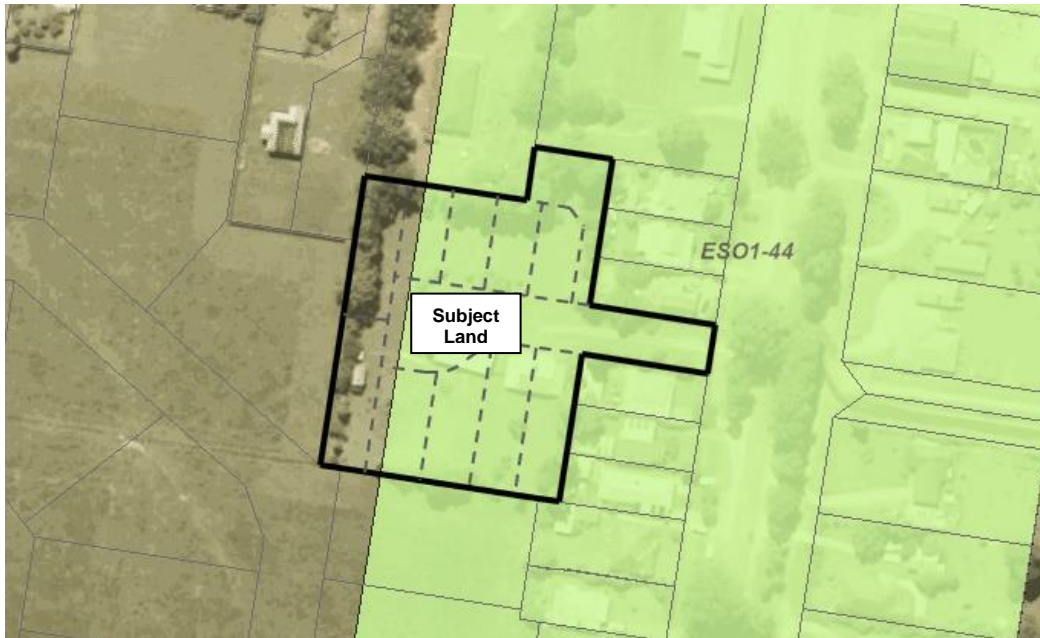
Objective	Design Response
<p>56.06-2 Walking and cycling network</p>	<p>Complies</p> <p>The proposal includes establishment of a 1.5m wide concrete pathway along the northern side of the proposed road which will terminate at the frontage of proposed Lot 6. Given the anticipated traffic movements (110/day) are relatively low and there is otherwise no existing pathway network to connect to within Punt Road, the provision of a footpath on one side of the road is considered sufficient.</p>
<p>56.06-4 Neighbourhood and street network</p>	<p>Complies</p> <p>The proposed road has adopted the urban road characteristics for an Access Place under Clause 56 and Council's IDM.</p> <p>The proposal anticipates 110 vmpd, well within the range of 0-300 vmpd prescribed by Table C1.</p> <p>The TIAR confirms the proposal will not impact the operation of the intersection of Punt Road and Princes Highway.</p>
<p>56.06-5 Walking and cycling network detail</p>	<p>Complies</p> <p>The proposed concrete footpath will be 1.5 metres in width and will easily accommodate prams and other footpath bound vehicles such as wheelchairs.</p> <p>There is no existing pedestrian pathway established within Punt Road however the proposed pathway will provide opportunity for a future link in pedestrian connectivity.</p> <p>Given the limited number of allotments proposed and lower traffic volumes expected to be generated the provision of a foot path on one side of the road is considered appropriate.</p>
<p>56.06-7 Neighbourhood street network detail</p>	<p>Complies</p> <p>The design of the proposed road exceeds the requirements prescribed within Table C1 for an Access Place.</p> <p>The proposed carriageway will have a width of 6.0 metres which exceeds the minimum requirement of 5.5 metres prescribed at Table C1. The increase in carriageway width is considered to be necessary to otherwise ensure compliance with Council's IDM.</p> <p>The minimum width of the road reserve will be 15m which exceeds the 13m requirement under Table C1 and 14m requirement under Council's IDM. It is however considered to be logical to maintain a 15m wide road reserve having regard to the configuration of the subject land and frontage to Punt Road.</p> <p>Because of the wider nature of the road reserve generous verges with a total width of 8.6m have been adopted which easily achieve the requirement for 7.5m prescribed by Table C1 and 7m prescribed by the IDM.</p>

Objective	Design Response
<p>56.06-8 Lot access</p>	<p>Complies</p> <p>The proposal incorporates a logical road design which will provide safe vehicle access between road and allotments.</p> <p>The TIAR has classified the proposed road as an Access Place, designed to meet criteria specified at Table C1. The carriageway and verge width exceed the requirements for an Access Place and semi-mountable kerb will be provided consistent with Table C1.</p> <p>A 1.5-metre-wide footpath has also been nominated which is setback more than 1.0 metre from the kerb.</p> <p>The IDM allows for the construction of vehicle crossings to be deferred until such time as the position of a future dwelling is known.</p>
<p>56.07-1 Drinking water supply</p>	<p>Complies</p> <p>Each of the proposed allotments will be connected to reticulated water supply as part of the proposal. The existing sewer mains within Punt Road will be extended along the northern side of the proposed road providing the ability for each allotment to connect as shown on the accompanying Access & Servicing Plan.</p>
<p>56.07-2 Reused and recycled water</p>	<p>Complies</p> <p>To meet the principals of water sensitive urban design stormwater is expected to be treated through rain gardens within the proposed road and rainwater tanks within the allotments. The rainwater tanks will be used as the primary source for flushing toilets, laundry services and garden irrigation which will be ensured through use of a Section 173 Agreement under the <i>Planning & Environment Act 1987</i>.</p>
<p>56.07-3 Wastewater management</p>	<p>Complies</p> <p>The proposed allotments will be connected to reticulated sewer as shown on the accompanying Access & Servicing Plan.</p> <p>A sewer main extension will be established from the existing infrastructure within Caldwell Court with new mains to be extended along the rear of lots 2-5 (inclusive), along the western boundary of Lot 4 and along the northern side of the proposed road.</p>
<p>56.07-4 Urban run-off management</p>	<p>Complies</p> <p>A Site Drainage Plan has been prepared and demonstrates site drainage which discharges in a south westerly direction across the site.</p> <p>A series of stormwater pipes and pits will be established within the proposed road, along the western boundary of Lot 4 and along the southern boundary of the land to connect with existing infrastructure within Caldwell Court.</p>

Objective	Design Response
<p>56.07-4 Urban run-off management (continued)</p>	<p>To meet best practice performance objectives for stormwater quality, water will be treated through raingardens within the road reserve before being discharged offsite. Rainwater tanks will also be required prior to the construction of dwellings which will collect rainwater for the primary use for flushing of toilets, laundry services and garden irrigation.</p>
<p>56.08-1 Site management</p>	<p>Complies</p> <p>The site will be managed to the satisfaction of the Responsible Authority.</p> <p>It is anticipated that a Condition on Permit will require a Construction Management Plan to be approved prior to the commencement of works.</p>
<p>56.09-1 Shared trenching</p>	<p>Complies</p> <p>The Access & Servicing Plan demonstrates that shared trenching can occur which will aid in minimising construction costs and land allocation for underground services.</p>
<p>56.09-2 Electricity, telecommunications and gas</p>	<p>Complies</p> <p>Each of the proposed allotments will be connected to electricity and telecommunications as already established to the land.</p>
<p>56.09-3 Fire hydrants objective</p>	<p>Complies</p> <p>New fire hydrants will need to be established as part of the proposal to ensure the rear of each allotment is within 120 metres of a hydrant. The nearest fire hydrant is established in front of number 8 Punt Road.</p> <p>It is anticipated that a Condition on Permit will trigger the need for Detailed Road Construction Plans to be approved prior to commencement of works which will include the design and layout of fire hydrants.</p>
<p>56.09-4 Public lighting</p>	<p>Complies</p> <p>It is anticipated that a Condition on Permit will trigger the need for Detailed Road Construction Plans to be approved prior to commencement of works which will include the design and layout of any street lighting.</p>

6.2 Environmental Significance Overlay

A permit is required for the subdivision of land and removal of vegetation pursuant to Clause 42.01-2 of the Environmental Significance Overlay – Schedule 1-44 “*Tambo Upper Corridor*”.



Environmental Significance Overlay Mapping – Source: VicPlan

The Table of Exemptions at Clause 42.01-3 exempts the need for planning approval for planted vegetation under the provisions of the Environmental Significance Overlay however consideration of native vegetation removal is required.

The native vegetation being considered against the provisions of the Environmental Significance Overlay includes the two scattered trees internal to the site (NVRID: A & B) and the patch of native vegetation (NVRID: Zone 1) within the adjoining road reserve. It is acknowledged that the large Coast Grey Box is contained within the patch of native vegetation (NVRID: C) as its assumed lost under the native vegetation provisions however it is otherwise expected to be retained.

Areas of environmental significance highlighted within Schedule ESO1-44 of the *East Gippsland Planning Scheme* include Gippsland Plains Grassland, Gippsland Plains Grassy Woodland, and a Wildlife Corridor.

Response to Application Requirements

- Works associated with the proposal include the construction of a new road and servicing together with boundary fencing and the removal of select vegetation.

- Vegetation removal is required to ensure there is adequate area to establish future dwellings within the proposed residential allotments and to accommodate establishment of an intersection with Punt Road.
- Plans are provided to support of the application which include detail of the site boundaries, the proposed subdivision layout and extent of vegetation removal.
- An Arboricultural Report has also been provided with confirms the status of all vegetation contained within the site and within the adjoining road reserve.
- There are no waterways or drainage lines encumbering the subject land and the nearest is located over 200 metres away to the west.

Tree ID As per Roots 2 Leaves Report	Common Name	Health & Structure	Tree Age	DBH	ULE (Years)	Status
#1	Forest Red Gum	Fair/Fair	Mature	64	11-20	Native
#23	Forest Red Gum	Poor/ Very Poor	Mature	65	6-10	Native
#24	Coast Grey Box	Good/Fair	Mature	135	21-40	Native
#25	Forest Red Gum	Fair/Good	Semi Mature	38	40+	Native
#26	Forest Red Gum	Fair/Good	Mature	52	40+	Native

Note: Contents of above table derived from report prepared by Roots 2 Leaves

Decision Guidelines

The Application has acknowledged the Endangered classification of Coast Grey Box under the *Flora & Fauna Guarantee Act* and its presence within the vegetated roadside corridor.

The application has assumed the loss of the large Coast Grey Box (R2L ID: #24 & NVRR ID: C) contained within the road reserve on the basis that its TPZ will be impacted by more than 10% considerable effort has gone into enhancing the potential for it to be retained and avoiding detrimental impact.

The intersection has been designed to limit the extent of works within proximity to the large Coast Grey Box (R2L ID: #24 & NVRR ID: C) by tying the roadworks into the established barrier kerb which is setback from the tree and by nominating a spray seal between the property boundary and the Punt Road pavement.

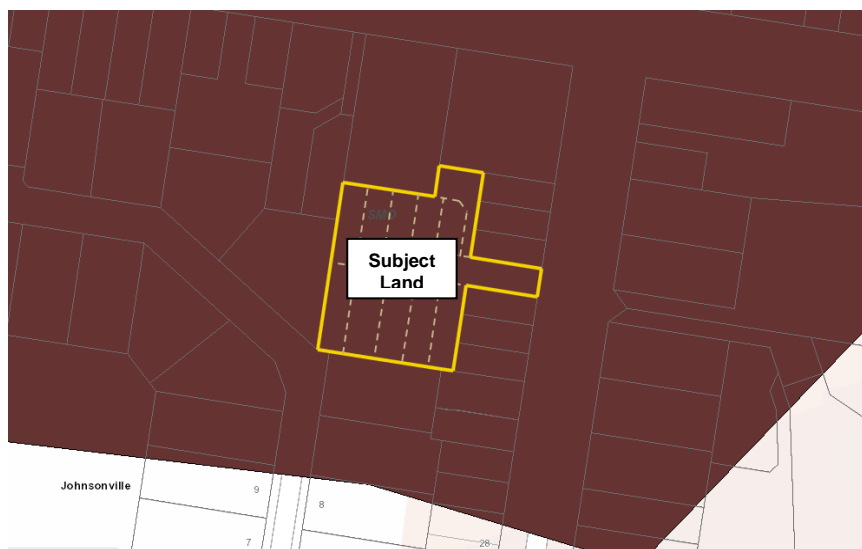
The patch of native vegetation (NVRR ID: Zone 1) also incorporates the removal of two trees (R2L ID's: #25 & #26 & NVRR ID's: D & E) in the road reserve to accommodate the proposed intersection and servicing. There is simply no ability to avoid the removal of these two trees given the need to establish safe sight lines.

The two scattered trees contained within the subject land (R2L ID's: #1 & #23 & NVRR ID's: A & B) simply can't be retained having regard to the residential nature of the land.

Whilst the 1750 EVC mapping identifies that the site previously formed part of EVC 151 Plains Grassy Forest of the Gippsland Plain Bioregion the 2005 EVC mapping does not encumber the subject land which is an indication of the limited environmental values currently on the land.

6.3 Salinity Management Overlay

The site is contained within the Salinity Management Overlay which requires a permit at Clause 44.02-3 for subdivision and Clause 44.02-4 for removal of vegetation.



Salinity Management Overlay Mapping – Source: VicPlan

The Table of Exemptions provided at Clause 44.02-5 exempts the need for planning approval to remove planted vegetation under the provisions of the Salinity Management Overlay. The vegetation removal being considered against the provisions of the Overlay is limited to removal of two scattered trees within the site and the patch within the adjoining road reserve.

The perimeter planting established along the site boundaries generally comprises of native species albeit have been planted and does not require consideration for removal under the Salinity Management Overlay. The retention of the planted vegetation is at the discretion of the landowner, but its presence otherwise contributes positively to the stabilisation of the area.

The Schedule to the Salinity Management Overlay in the *East Gippsland Planning Scheme* does not specify any salinity management objectives and provides no specified statement of risk to be considered.

Each of the proposed allotments will be connected to reticulated sewer and water infrastructure, with stormwater management to best practice standards minimising the risk of land degradation.

6.4 Native Vegetation

Planning approval is required at Clause 52.17-1 for the removal of native vegetation to accommodate consequential losses within the subject land and to accommodate direct and assumed loss of vegetation within the adjoining road reserve for access and servicing.

The accompanying Arboricultural Report provides confirmation as to the status of the existing trees on site and within the adjoining road reserve providing validation as to whether they have been planted or not.

Whilst many of the trees assessed are native species, most of them have clearly been planted. This is evident through the linear alignment, consistent age and even spacing of the trees. These planted trees do not require consideration under the native vegetation controls as the Table of Exemptions at Clause 52.17-7 provide an exemption to remove planted vegetation.

The Arboricultural Report does identify the presence of two naturally established native trees on the site which will be consequently lost as they will be contained within lots having an area less than 0.4ha.

The Arboricultural Report also identifies the presence of naturally occurring native trees within the adjoining road reserve which will either be directly impacted by the proposal to accommodate access and servicing or assumed lost due to TPZ's being encroached by more than 10%.

Application Requirements

Information including plans and photos accompany the application in accordance with the application requirements specified within the *Guidelines for the Removal, Destruction or Lopping of Native Vegetation, December 2017* ('the Guidelines').

Accompanying the Application is a Native Vegetation Removal Report (NVRR ID: 319_20240617_464) which confirms the assessment pathway (Intermediate Assessment Pathway), details of the vegetation to be removed, assumed and consequently lost, mapping and offset requirements, along with other details required by Table 4 of the Guidelines.

The extent of vegetation removal being considered under the provisions of Clause 52.17 includes:

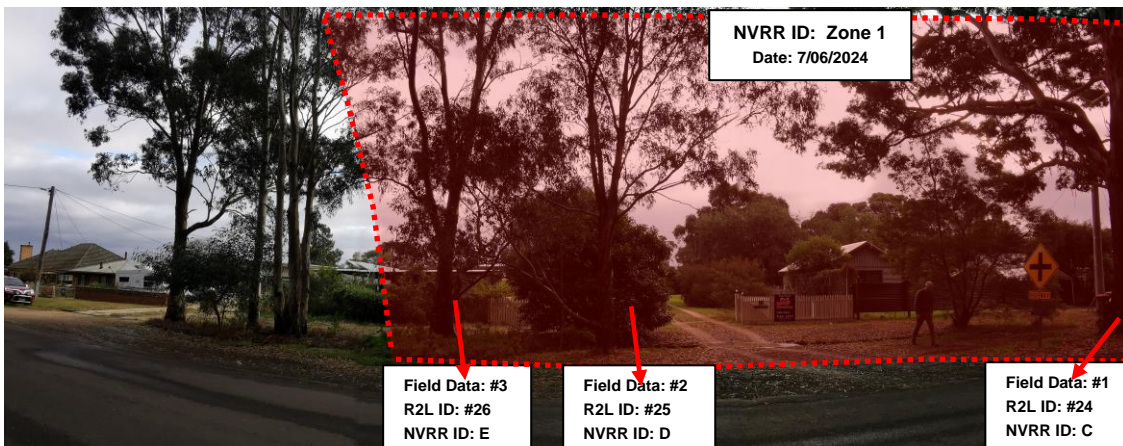
- The loss of 2 Scattered Trees (NVRR ID: A & B) internal to the site which will be consequentially lost as a result of the proposal &
- A patch (NVRR ID: Zone 1) of native vegetation 0.035h in area containing 1 large tree (NVRR ID: C).

The standalone nature of the two trees proposed to be removed internal to the site (NVRR ID: A & B) and the dominance of kikuyu grass underneath (<25% native coverage) classifies the trees as “scattered trees”.

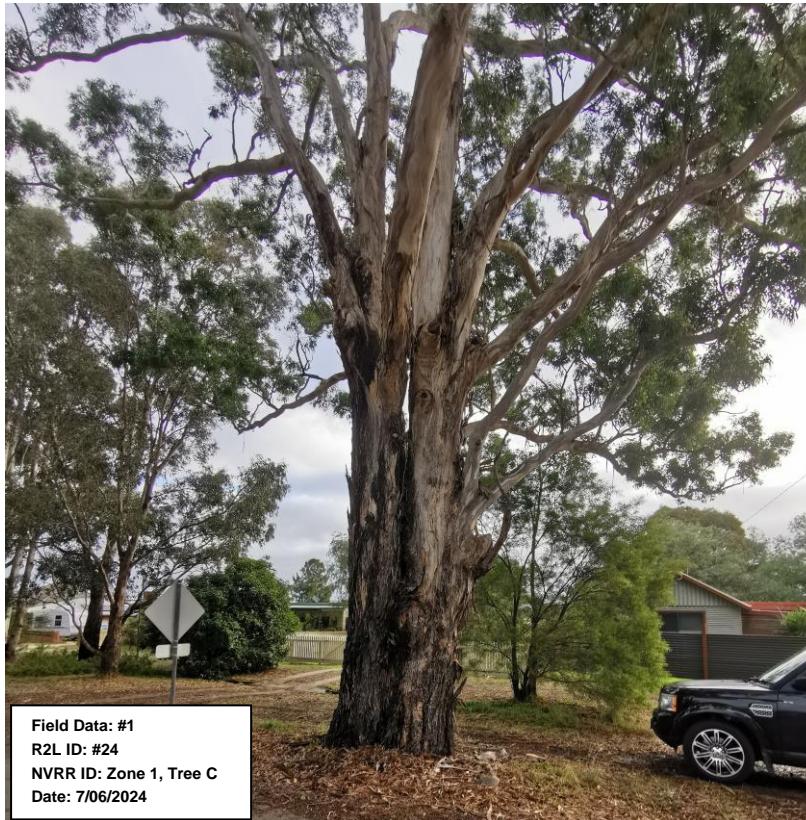


Scattered trees within proposed Lots 11 & 9

The presence of more than three trees with touching canopies categorises the vegetation earmarked for removal within proximity to the proposed intersection as a native vegetation patch.



Patch of native vegetation within Road Reserve



Large tree within patch of native vegetation

To compensate for the removal and assumed loss of vegetation, a third-party offset will be secured to ensure no net loss of biodiversity occurs in accordance with the requirements of Clause 52.17-5. Search results from the Native Vegetation Credit Register provided in support of the Application confirm the availability of the required offsets on the current market with all necessary attributes (Report ID: 24869).

In response to the application requirements specified at Table 4 of the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017) ('the Guidelines') we offer the following response.

	Application Requirement	Response/Comment
1.	Vegetation to be removed	<p>The accompanying Native Vegetation Removal Report includes adequate information to address this Application Requirement.</p> <p>The extent of vegetation being considered under the provisions of Clause 52.17 includes a patch of native vegetation 0.035ha in area which includes 1 large tree. It also accommodates the loss of 2 scattered trees.</p> <p>A total offset amount of 0.017 general habitat units with 1 large tree is required with a minimum strategic biodiversity value of 0.141 within the East Gippsland Catchment Management Authority or East Gippsland Shire Council areas.</p>
2.	Topographic and land information	<p>The landform within proximity to the proposed vegetation removal is flat and does not contain any steep slopes.</p> <p>There are no drainage lines or water courses located within proximity to the vegetation proposed to be removed.</p>
3.	Photographs	<p>Photographs of the existing vegetation included within this report have all been dated. Most are recent having been taken on 5 April 2024 and 7 June 2024.</p>
4.	Past Removal	<p>There are no records on Council's Online Register of any removal of native vegetation from the subject land within the last 5 years.</p>
5.	Avoid and minimise statement	<p>See later section of Report.</p>
6.	Property Vegetation Plan	<p>Not applicable.</p>
7.	Defendable space statement	<p>The vegetation is not being removed to create defendable space.</p>
8.	Native Vegetation Precinct Plan	<p>The Application is not being made under the provisions of Clause 52.16.</p>

9.	Offset statement	<p>As a Permit is required to remove native vegetation, the biodiversity impacts from the removal must be offset in accordance with the Guidelines. It is anticipated that the standard Conditions will be imposed on Permit which specify the offset requirement and the timing to secure the offset.</p> <p>There is no ability to provide a first party offset in this instance given the subject land does not contain the necessary attributes and is intended for residential development. It is therefore necessary that vegetation offsets be achieved through third party arrangements.</p> <p>A search statement from the Native Vegetation Credit Register has been provided in support of the proposal which confirms suitable offsets are available to compensate for the proposed vegetation removal.</p>
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In response to the decision guidelines specified at Table 6 of the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017) ('the Guidelines') we offer the following response.

	Decision Guidelines	Response/Comment
1.	Efforts to avoid and minimise vegetation removal to be commensurate with the biodiversity and other values.	<p>Efforts to avoid and minimise impacts to native vegetation are considered commensurate to the biodiversity values of the area as detailed in the below avoid and minimise statement.</p> <p>The extent of vegetation removal is quite limited, and the design of the intersection and servicing has sought to avoid and minimise impacts to native vegetation.</p> <p>The impacted vegetation has not been identified as being of significance as it is mapped as being within Location 1.</p>
2.	Water courses, land degradation and groundwater.	The vegetation in question is considered to play a minimal role in protecting water quality and preventing land degradation given its location. The vegetation is well separated from existing water courses (>30m) and is not contained on steep land.

3.	Identified landscape values.	<p>The site is contained within the Environmental Significance Overlay and the Coast Grey Box contained within the native vegetation patch is listed as endangered under the <i>Flora & fauna Guarantee Act</i>.</p> <p>Whilst the Application addresses the assumed loss of the Coast Grey Box it also seeks to ensure its retention through thoughtful design.</p> <p>The overall extent of vegetation loss is quite minimal and enables retention of several other trees within the roadside corridor.</p>
4.	Aboriginal Heritage Act 2006.	The vegetation earmarked for removal is not identified as being protected under the <i>Aboriginal Heritage Act 2006</i> .
5.	Defendable space.	The vegetation is not being removed for the purpose of defendable space.
6.	Property Management Plan.	There is no Property Management Plan applying to the subject land.
7.	Offsets	There is the ability to obtain and secure vegetation offsets which meet the offset requirements in accordance with the Guidelines. This has been demonstrated through the inclusion of a search statement from the Native Vegetation Credit Register.
8.	Clause 52.16	<p>N/A</p> <p>The Application is not being made under the provisions of Clause 52.16.</p>
9.	Impacts on biodiversity	<p>The vegetation being considered under Clause 52.17 includes limited actual loss, assumed loss and consequential loss and will not have any significant impact on habitat for rare or threatened species.</p> <p>The Native Vegetation Removal Report identifies the Application as an Intermediate Assessment Pathway.</p>

Avoid & Minimise Statement

The subject land is contained within the Township Zone which anticipates residential occupation of the land similarly to that established within the surrounding context. It is also affected by the provisions of the Environmental Significance Overlay – Schedule 1-44 and Salinity Management Overlay of the *East Gippsland Planning Scheme*.

The proposal is consistent with strategic documentation which encourages the consolidation of existing undeveloped and underutilized residential land within the Twin River towns which are contained within Township Zone. The surrounding context and presence of existing servicing further enhances this expectation.

In delivering the expected strategic outcome and creating allotments less than 4,000m² in area, the two native trees internal to the site will be consequentially lost.

The location of the scattered trees on the property and the extent of their TPZ's (both TPZ's >7.0 metres) leaves no ability to design a residential subdivision that otherwise enables their retention without severely compromising allotment yield. To enable the retention of the two scattered trees they would need to be retained in allotments which are greater than 0.4ha in area which would be inconsistent with residential development strategies for the area.

The scattered trees have been assessed as having a useful life expectancy of 11-20 years (R2L ID: #1 & NVRR ID: B) and 6-10 years (R2L ID: #23 & NVRR ID: A). Given neither of the trees have a long-life expectancy it would be a frivolous exercise to enhance the size of the road reserve just to accommodate their retention in the shorter term.

The need to provide safe and convenient access and servicing to the land ultimately impacts existing vegetation within the adjoining road reserve. We have however sought to avoid and minimise the extent of vegetation loss within the road reserve by adopting a lower standard of road construction that would otherwise typically be required.

Whilst the large Coast Grey Box within the road reserve (NVRR ID: C) has been considered against the provisions of the native vegetation controls, we remain optimistic that it can otherwise be retained knowing that the proposed works will not impede its Structural Root Zone (3.88m).

To offer as much protection and separation possible to the Coast Grey Box (NVRR ID: C) the engineering design does not extend kerb all the way to the edge of pavement in Punt Road. A seal will simply be applied between the property frontage and edge of pavement.



Looking west towards Coast Grey Box within Punt Road

The removal of the smaller trees on the southern side of the existing accessway is required to establish the proposed intersection to an appropriate engineering standard with safe sight lines.

Given the narrow width of the property frontage the possible location for the location of the proposed intersection is limited however its design otherwise avoids and minimises the extent of vegetation removal to be incurred.

The removal of a vegetation patch having an area of 0.097ha that includes 1 large tree and removal of 2 scattered trees that qualifies as an intermediate assessment pathway is considered to be appropriate having regard to the residential context of the area and inclusion of the land within the Township Zone.

7. Conclusion

The proposed multi lot subdivision and removal of vegetation at 12 Punt Road, Johnsonville is considered to accord with all relevant provisions of the Township Zone, Environmental Significance Overlay, Salinity Management Overlay and Particular Provisions of the *East Gippsland Planning Scheme*. The proposal is consistent with Planning Policy Framework and Local Policy and has been designed to complement the adjoining properties.

For these reasons we respectfully request that Council consider the merits of the Application favourably and resolve to issue a Planning Permit.

PROPOSED SUBDIVISION

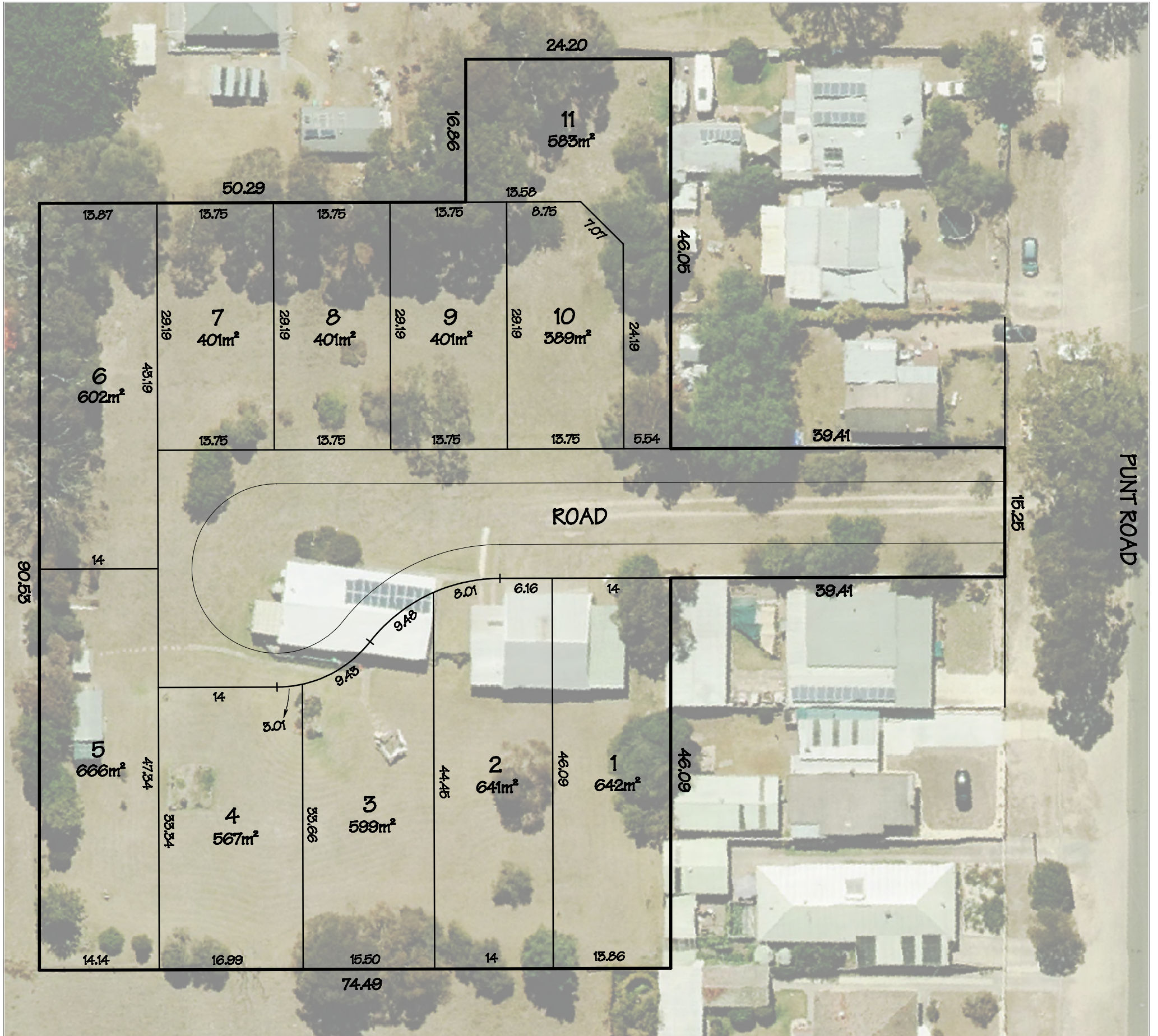
PARISH OF BUMBERRAH
CROWN ALLOTMENT 50 (PART)

LOT 18 ON LP51983

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APPROX. TRUE NORTH



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FILENAME: Y:\20000-20999\20800-20899\20815 Hopgood\20815 Prop V3.pro

NOTATIONS

AREAS ARE APPROXIMATE ONLY
DIMENSIONS ARE SUBJECT TO SURVEY

SCALE (SHEET SIZE A3)

1 : 500

SURVEYORS REF.

20815

VERSION 3 - DRAWN 20/06/2024

Printed 9/09/2024

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DESIGN RESPONSE PLAN

PARISH OF BUMBERRAH
CROWN ALLOTMENT 50 (PART)

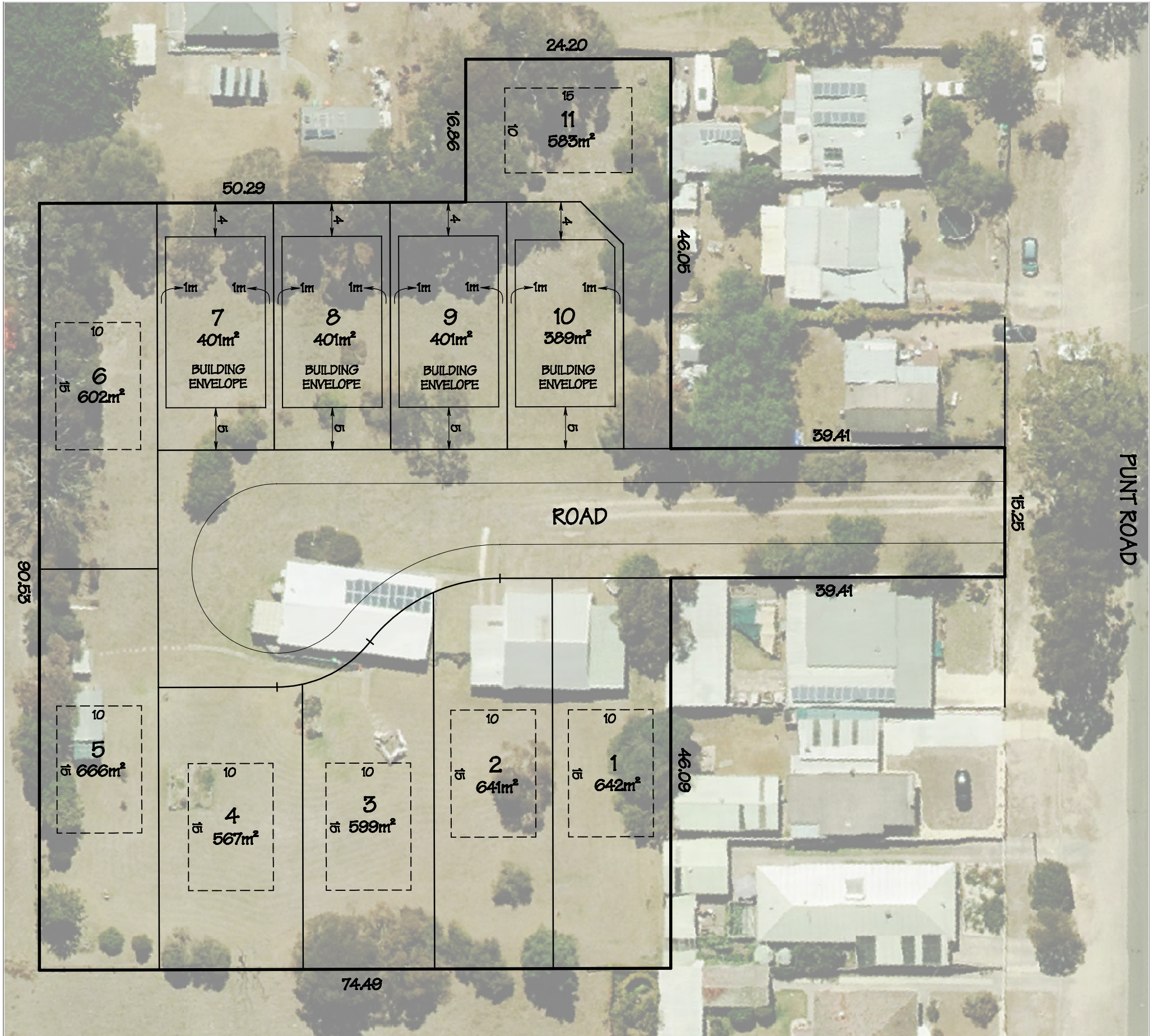
LOT 18 ON LP51983

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LOT NUMBER	P.O.S.	SITE COVERAGE
7	>90m ²	59.15%
8	>90m ²	59.15%
9	>90m ²	59.15%
10	>90m ²	59%

APPROX. TRUE NORTH



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FILENAME: Y:\20000-20999\20800-20899\20815 Hopgood\20815 Design Response V1.pro

NOTATIONS

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SURVEYORS REF.

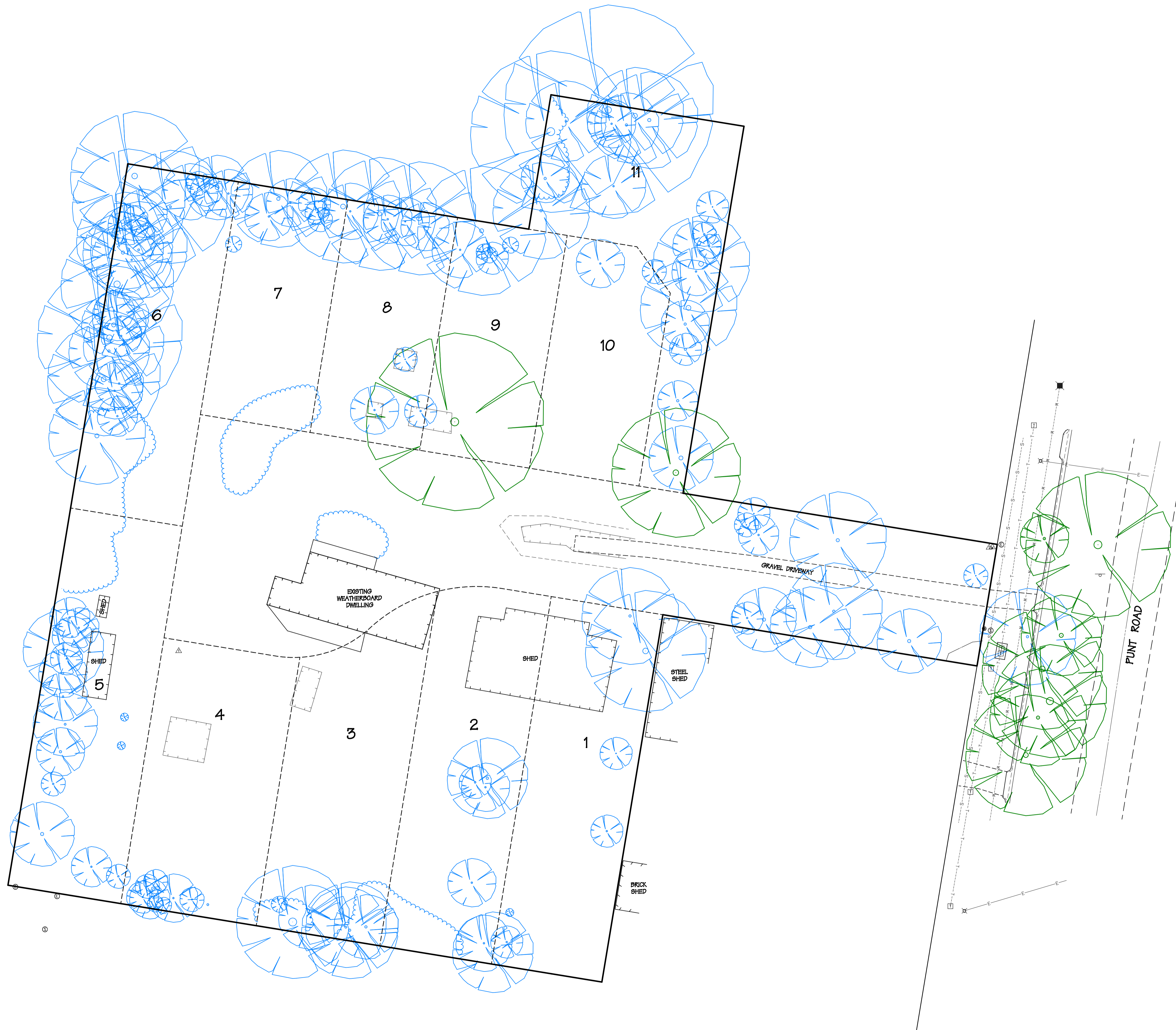
20815



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MGA2020 ZONE 55



-  - DENOTES REMNANT VEGETATION
-  - DENOTES PLANTED VEGETATION

PLAN OF EXISTING VEGETATION

PARISH OF BUMBERRAH
 CROWN ALLOTMENT 50 (PART)
 LOT 18 ON LP51983






NOTATIONS

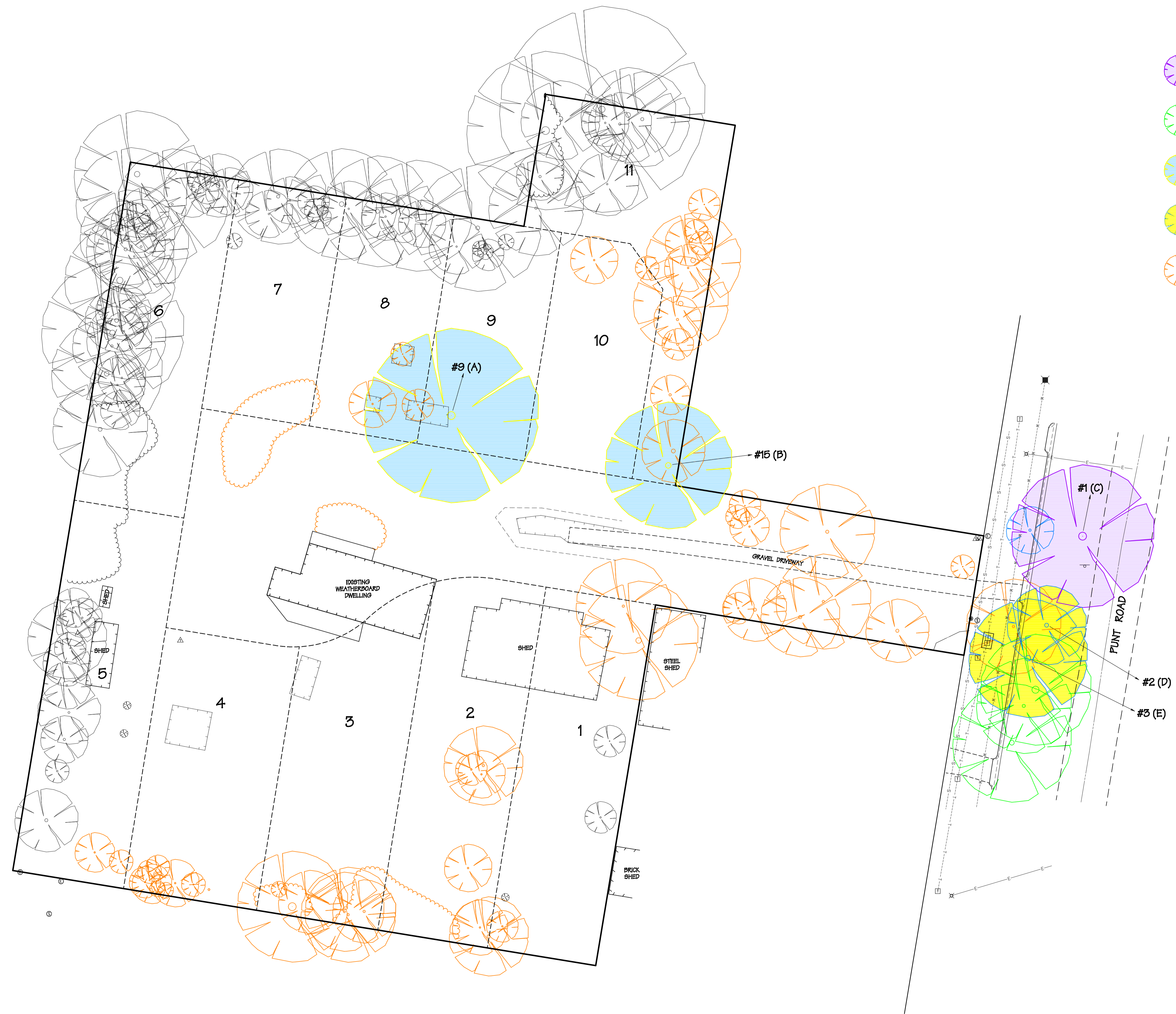
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1 : 250	20815 VERSION 1 - DRAWN 21/06/2024

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MGA2020 ZONE 55

-  - ASSUMED LOST (>10% TPZ IMPACTED)
-  - NATIVE TREE TO BE RETAINED
-  - CONSEQUENTIAL LOSS (LOTS >0.4ha)
-  - NATIVE VEGETATION DIRECTLY IMPACTED
-  - PLANTED VEGETATION DIRECTLY IMPACTED



VEGETATION DESIGN RESPONSE PLAN

PARISH OF BUMBERRAH
 CROWN ALLOTMENT 50 (PART)
 LOT 18 ON LP51983




NOTATIONS

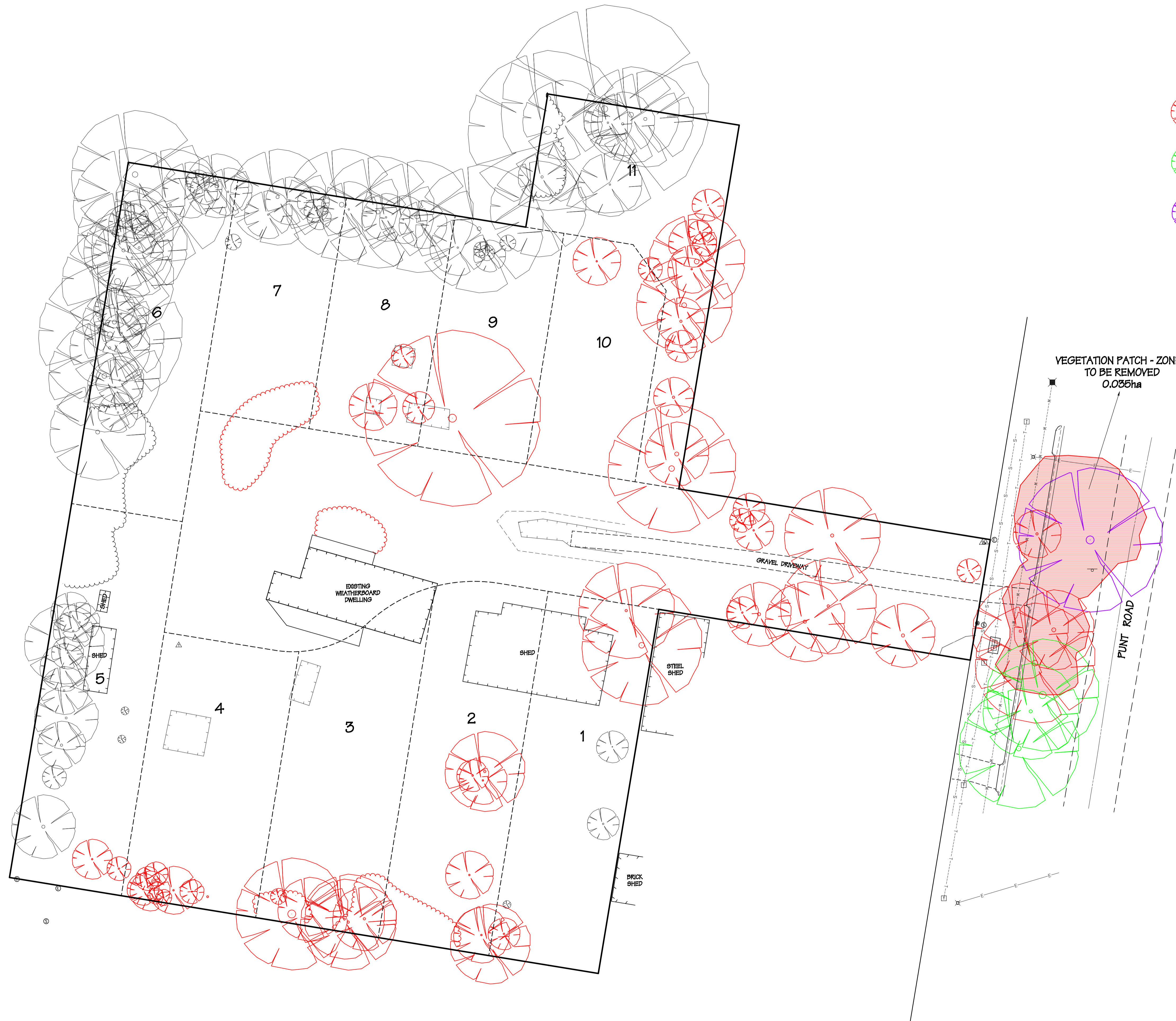
SCALE (SHEET SIZE A1)	SURVEYORS REF.
1 : 250	20815 VERSION 1 - DRAWN 20/06/2024

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MGA2020 ZONE 55

-  - VEGETATION TO BE REMOVED
-  - VEGETATION TO BE RETAINED
-  - TREE TO BE RETAINED (ASSUMED LOST)



PLAN OF VEGETATION REMOVAL

PARISH OF BUMBERRAH
 CROWN ALLOTMENT 50 (PART)
 LOT 18 ON LP51983

NOTATIONS

SCALE (SHEET SIZE A1)	SURVEYORS REF.
1 : 250	20815 VERSION 1 - DRAWN 20/06/2024

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Bushfire Hazard Assessment

Multi Lot Subdivision
12 Punt Road, Johnsonville
Reference – 20815

June 2024



1. Introduction

This report has been prepared to identify bushfire hazard and to provide a risk assessment relating to the proposal for multi lot subdivision at 12 Punt Road, Johnsonville.

The purpose of this report is to:

- Respond to State Planning Policy at Clause 13.02-1S relating to Bushfire Planning.
- Identify vegetation, topographic and climatic conditions that create a bushfire hazard.
- Provide an assessment of the bushfire hazard on the basis of landscape conditions, local conditions, neighbourhood conditions and conditions of the subject land.
- Respond to the identified bushfire hazard, including proposed bushfire protection measures and demonstrate how the protection of human life has been prioritized.

2. Locality & Site Description

The subject land is formally described as Lot 18 on LP51983 and is approximately 7,752m² in area. It's residential land more commonly known as 12 Punt Road, Johnsonville.



View west from Punt Road towards subject land

An existing single storey dwelling, and associated outbuildings are established on the property. The property is relatively flat, and the boundaries are screened with planted vegetation.



Existing dwelling and outbuilding



View of vegetation screen along northern site boundary

The site has frontage to Punt Road to the east for a length of 15.25 metres however most of the land is nestled behind a row of residential allotments which present to Punt Road. Allotments contained within Punt Road typically comprise of single dwellings which present to the street and associated outbuildings.



Aerial view of subject land and immediate surrounds – Source: LASSI SPEAR

The subject land is contained within the Township Zone, Environmental Significance Overlay (Schedule 1-44), Erosion Management Overlay and Salinity Management Overlay of the *East Gippsland Planning Scheme*.

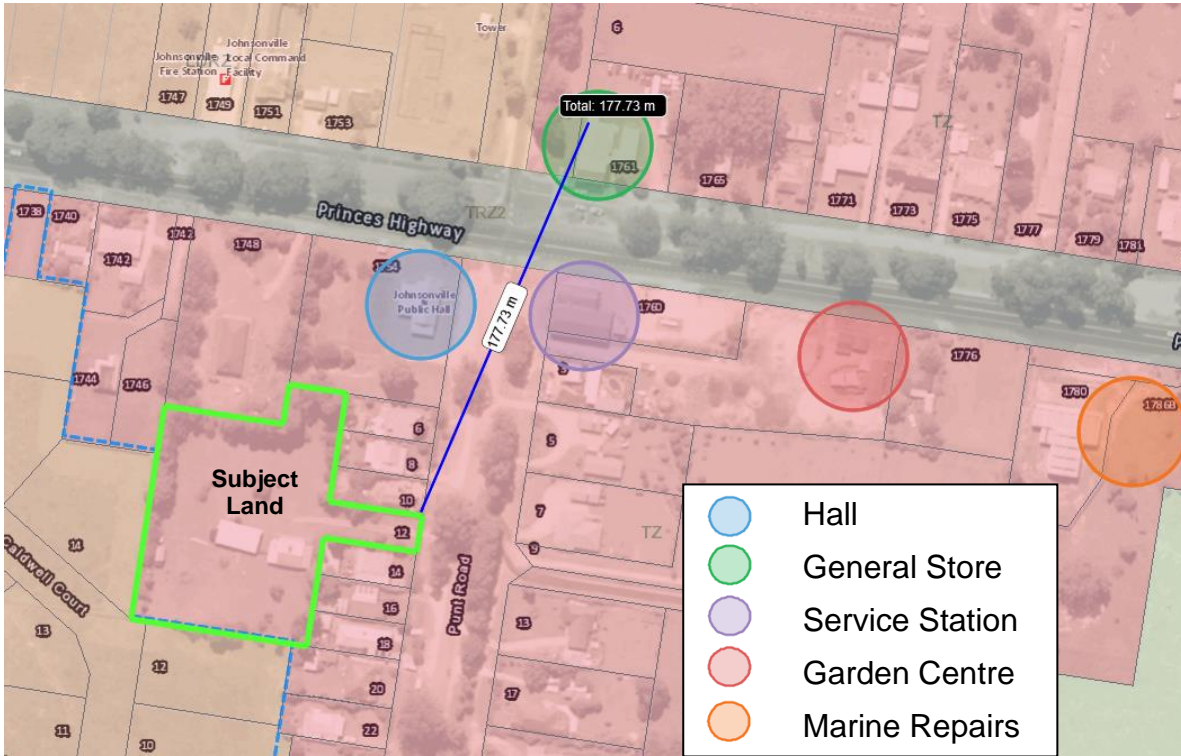
The site forms part of an existing residential precinct with adjoining properties to the north and east contained also contained within the Township Zone. Land to the south and to the west of the subject land is contained within the Low-Density Residential Zone and has recently been subdivided for residential purposes (Planning Permit 480/2021/P). The allotments within Caldwell Court are typically at or slightly above 2,000m² in area and many of them are currently under construction.



Existing residential development on the western side of Punt Road

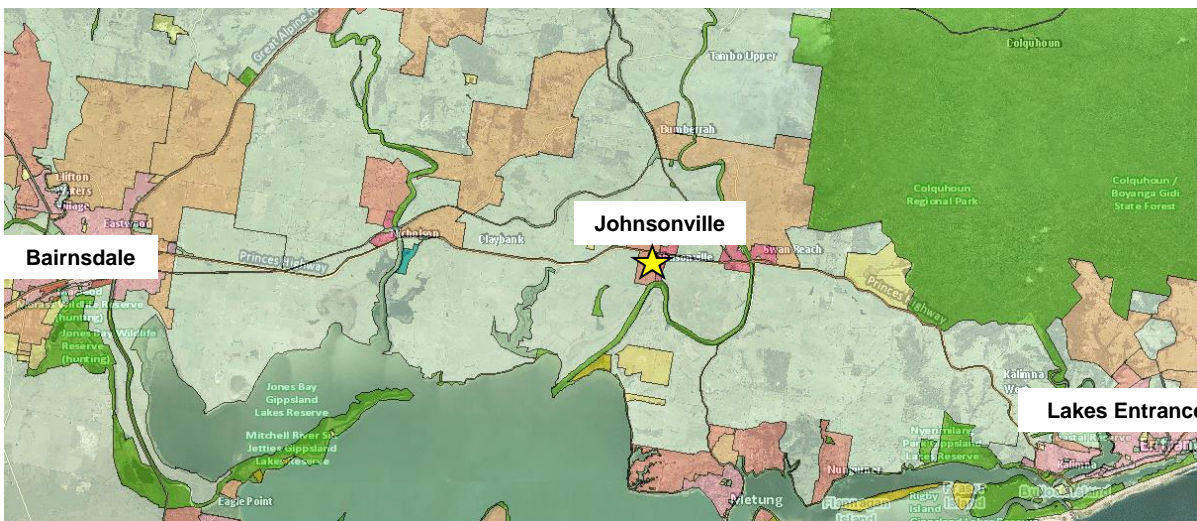
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The subject land is located on the fringe of the township of Johnsonville, with the village offering limited commercial services including a service station, general store with post office, hall, garden centre and marine repairs.



Site Context Plan – Source: VicPlan

The site is approximately 20km east of Bairnsdale, and approximately 18km west of Lakes Entrance.



Wider Locality Plan – Source: VicPlan

3. State Planning Policy Assessment

Objective

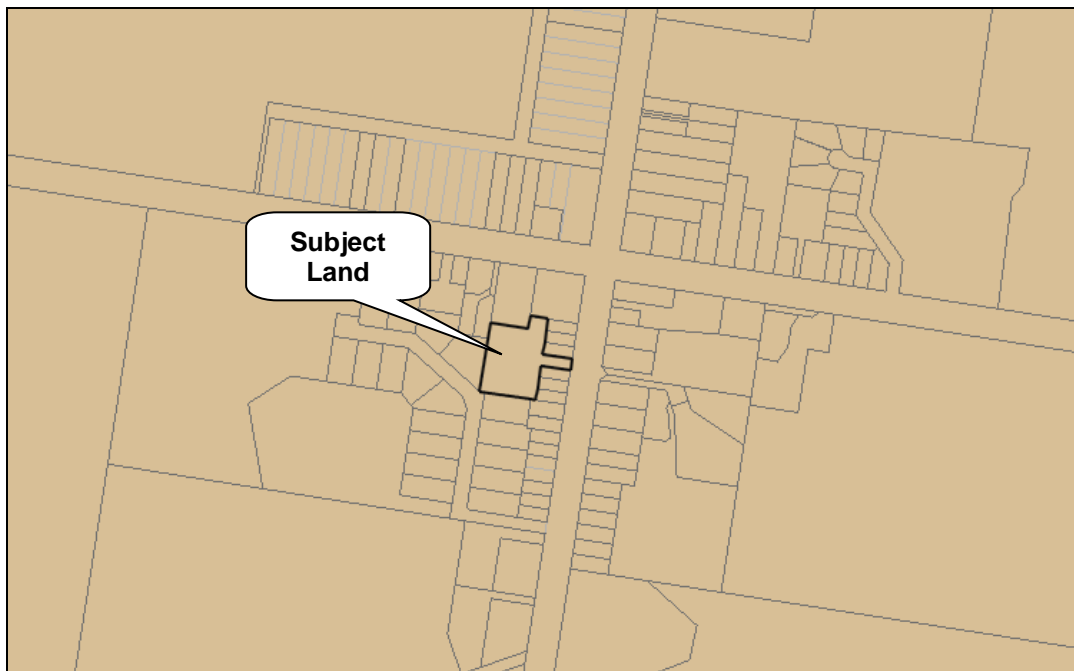
Clause 13.02-1S of State Planning Policy seeks ‘to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritizes the protection of human life’.

Policy Application

The Bushfire Planning Policy at Clause 13.02-1S is to be applied to all planning and decision making under the *Planning & Environment Act 1987* relating to land that is:

- Within a designated bushfire prone area;
- Subject to a Bushfire Management Overlay; or
- Proposed to be used or developed in a way that may create a bushfire hazard.

The subject land is not contained within the Bushfire Management Overlay however the proposed subdivision will create more than 10 lots meaning the policy needs to be given the site is within a designated Bushfire Prone Area.



Designated Bushfire Prone Mapping – Source: VicPlan

4. Strategies

The following tables outline the various Strategies to be implemented under the provisions of Clause 13.02-1S relating to Bushfire Planning and also provides responses specific to the proposal at hand.

Protection of Human Life	
Strategy	Response
Prioritising the protection of human life over all other Policy Considerations	<p>The nomination of the proposed subdivision in this location is considered to ensure protection of human life.</p> <ul style="list-style-type: none"> The subject land is not contained in the Bushfire Management Overlay. The site is located within an existing township area and is within walking distance to commercial properties and community facilities. It is also only a short drive along the Princes Highway from the slightly larger township areas of Swan Reach and Nicholson. The subject land and surrounding properties are contained on relatively flat land and the landform does not generate hazardous fire runs. Surrounding properties contain residential development and cleared grassland and do not provide a severe fire threat.
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.	<p>The subject land is considered to be a low risk location given its location in an existing settlement and the surrounding conditions.</p> <p>The site is located within close proximity to the Princes Highway which provides safe access to nearby township areas such as Lakes Entrance to the east and Bairnsdale to the west. There is no requirement to traverse through extensive vegetated areas to gain access to safe refuge from bushfire.</p> <p>Being within the township area of Johnsonville with good vehicle access enhances the protection of human life from the bushfire risk.</p>
Reducing the vulnerability of communities to bushfire through the consideration of bushfire risk in decision making at all stages of the planning process.	<p>Although the subject land is not contained within the Bushfire Management Overlay, the subdivision has been designed having regard for the needs of future development in accordance with Australian Standard AS3959-2018.</p> <p>Given the inclusion of the subject land within a declared Bushfire Prone Area, a Bushfire Attack Level (BAL) will need to be established for future dwellings on each of the allotments.</p> <p>The subdivision has been designed to ensure that each allotment has the potential to provide for future residential development that can achieve the lowest applicable BAL-12.5 rating.</p>

Bushfire Hazard Identification & Assessment	
Strategy	Response
Identify bushfire hazard and undertake appropriate risk assessment by:	
Applying the best available science to identify vegetation, topographic and climatic conditions that create a bushfire hazard	<p>The Planning Application triggers consideration of the proposal under Clause 13.02-1S of the East Gippsland Planning Scheme despite the site not being contained in the Bushfire Management Overlay.</p> <p>The need to consider the requirements of Australian Standard AS3959 is triggered through Clause 13.02-1S, as the subject land is within a Bushfire Prone area.</p> <p>The Application has therefore considered the methodology (Method 1) and controls of Australian Standard AS3959 as part of the assessment.</p>
Considering the best available information about bushfire hazard including the map of designated bushfire prone areas prepared under Building Act 1993 or regulations made under that Act.	<p>As triggered by the provisions of Clause 13.02-1S of the <i>East Gippsland Planning Scheme</i> the proposal responds to the provisions of Australian Standard AS 3959, as the subject land is within a Bushfire Prone area.</p> <p>This report demonstrates that future development on each of the proposed allotments is able to achieve sufficient setbacks from classifiable vegetation to meet the requirements of Table 2.4.2 of Australian Standard AS3959.</p>
Applying the Bushfire Management Overlay to areas where the extent of vegetation can create an extreme bushfire hazard.	<p>The subject land is not within the Bushfire Management Overlay. The nearest Bushfire Management Overlay mapping is approximately 2.7km to the north.</p> <p>The omission of the site from the Bushfire Management Overlay highlights that the site is not at severe risk from bushfire.</p> <div data-bbox="598 1406 1273 1930" data-label="Image"> </div> <p style="text-align: center;"><i>Bushfire Management Overlay Mapping</i></p>

<p>Considering and assessing the bushfire hazard on the basis of: -Landscape Conditions (Meaning conditions in the landscape within 20km (& potentially up to 75km) of a site). -Local Conditions (Meaning conditions in the area within approximately 1km of a site). -Neighbourhood conditions (Meaning conditions in the area within 400m of a site). -The site for the development.</p>	<p>Refer to section 6 of this report which includes an assessment of the proposal against the landscape conditions, local conditions, neighbourhood conditions and site circumstances.</p>
<p>Consulting with emergency management agencies and the relevant fire authority early in the process to receive their recommendations and implement appropriate bushfire protection measures.</p>	<p>The Planning Application for the subdivision will not need to be formally referred to the Country Fire Authority for a review of the response to the surrounding bushfire hazard however the Responsible Authority will need to be satisfied that the proposal adequately addresses Clause 13.02-1S.</p> <p>The application will nonetheless be referred to the CFA as the proposed subdivision will create a road. The CFA may provide comment in response to the bushfire assessment.</p>
<p>Ensuring that strategic planning documents, planning scheme amendments, planning permit applications and development plan approvals properly assess bushfire risk and include appropriate bushfire protection measures.</p>	<p>The location of the site within an established residential area provides good opportunity for future development to achieve appropriate bushfire protection measures.</p> <p>The predominate vegetation classification surrounding the subject land within the 100m assessment area is low threat which is excluded from a BAL assessment at 2.2.3.2 of AS 3959. The low threat nature of the surrounding vegetation ensures the ability to easily achieve BAL 12.5 separation distances prescribed by AS 3959.</p>
<p>Not approving development where a landowner or proponent has not satisfactorily demonstrated that the relevant policies have been addressed, performance measures satisfied or bushfire protection measures can be adequately implemented.</p>	<p>This report demonstrates that the proposal responds satisfactorily to the provisions of Clause 13.02-1S.</p>

Settlement Planning	
Strategy	Response
Plan to strengthen the resilience of settlements and communities and prioritise protection of human life by:	
Directing population growth and development to low risk locations, being those locations assessed as having a radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009).	<p>The proposed subdivision layout can accommodate future development to BAL12.5 based on assessment under Australian Standard AS 3959.</p> <p>Whilst each Lot is capable of accommodating a dwelling with BAL-12.5 future owners may choose to construct a dwelling to a higher BAL rating.</p> <p>The omission of the subject land from the Bushfire Management Overlay provides certainty that the subject land is not a high risk bushfire location.</p> <p>Providing residential development in this location is considered appropriate and will not result in any adverse bushfire risk or risk to life and property.</p>
Ensuring the availability of, and safe access to, areas assessed as a BAL-Low rating under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009) where human life can be protected from the effects of bushfire.	The subject land is located within the township area of Johnsonville which offers refuge from bushfire however access is also easily obtained to the larger nearby township areas of Bairnsdale and Lakes Entrance via the Princes Highway.
Ensuring the bushfire risk to existing and future residents, property and community infrastructure will not increase as a result of future land use and development.	The bushfire risk will not increase as a result of the proposed multi lot subdivision and vegetation removal. If anything, the establishment of residential development on the land will provide additional protection to existing and future development, as there will be ongoing management and maintenance of the land.
Achieving no net increase in risk to existing and future residents, property and community infrastructure, through the implementation of bushfire protection measures and where possible reducing bushfire risk overall.	<p>There will be no net increase in risk resulting from the proposal, as there is the ability to implement appropriate bushfire protection measures.</p> <p>The subject land is surrounded by established residential properties and roads resulting in the land having a separation distance greater than 100m from any classifiable vegetation.</p> <p>The subdivision has also been designed in a manner which will ensure that future development will have convenient access to the existing road network without traversing a bushfire hazard.</p>
Assessing and addressing the bushfire hazard posed to the settlement and the likely bushfire behavior it will produce at a landscape, settlement, local,	Although the site is not considered to be at high risk from bushfire, which is evident through the omission of the Bushfire Management Overlay mapping, there is a risk from bushfire which is evident by the inclusion of the locality within a declared Bushfire Prone Area.

<p>neighbourhood and site scale including the potential for neighbourhood-scale destruction.</p>	<p>The greatest fire threat is from the north and north east of the subject land where land is vegetated with forest. This main threat is provided several kilometres away. Further information on the bushfire behaviour at a landscape, local, neighbourhood and site level is provided at section 6 of this Report.</p>
<p>Assessing alternative low risk locations for settlement growth on a regional, municipal, settlement, local and neighbourhood basis.</p>	<p>The subject land is already contained within an existing residential precinct and is contained within the Township Zone which supports residential development.</p>
<p>Not approving any strategic planning document, local planning policy, or planning scheme amendment that will result in the introduction or intensification of development in an area that has, or will on completion have, more than BAL 12.5 rating under AS3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009).</p>	<p>This report is being prepared in support of an application for Planning Permit which is able to be approved given future dwellings can achieved a minimum construction standard BAL-12.5.</p>

<p>Areas of Biodiversity Conservation Value</p>	
<p>Strategy</p>	<p>Response</p>
<p>Ensure settlement growth and development approvals can implement bushfire protection measures without unacceptable biodiversity impacts by discouraging settlement growth and development in bushfire affected areas that area important areas of biodiversity.</p>	<p>The proposed scheme of subdivision has been carefully designed having regard for the vegetated context of the adjoining road network and scattered trees on site.</p> <p>This has been achieved by designing the proposed intersection to minimise the extent of native vegetation impacted.</p> <p>The proposal also incorporates water sensitive urban design techniques to protect and enhance water quality.</p>

Use & Development Control in Bushfire Prone Area	
Strategy	Response
When assessing a Planning Permit Application for the uses and development:	
Consider the risk of bushfire to people, property and community infrastructure.	<p>Whilst the Application seeks approval for subdivision of the land, it results in the expectation that the allotments will be utilised for residential development.</p> <p>Establishment of future residential development in this location is most appropriate having regard for the surrounding residential use, in- town location and the separation from the steeper terrain and larger areas of forest in the wider landscape.</p> <p>The allotments as proposed will ultimately provide protection to one another and provide a managed low fuel condition.</p>
Require the implementation of appropriate bushfire protection measures to address the identified bushfire risk.	<p>The low threat nature of the vegetation within the surrounding 100 mete assessment area ensures that more than ample separation is achieved from classifiable vegetation to accommodate a minimum separation to achieve BAL 12.5.</p> <p>In practice development is likely to exceed the construction requirements for BAL-12.5 thereby enhancing protection and resilience from fire further.</p>
Ensure new development can implement bushfire protection measures without unacceptable biodiversity impacts.	The proposed allotments will be provided with more than sufficient separation from classifiable vegetation to accommodate residential development that can achieve BAL-12.5. This is assured by the intervening low threat status of the vegetation on adjoining properties.

5. Policy Guidelines

Policy Guidelines & Documents	Response
The following must be considered as relevant:	
Any applicable approved state, regional and municipal fire prevention plan.	The Municipal Fire Prevention Plan has been considered. See section 6.7 of this report.
AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009)	Australian Standard AS3959 has been used as part of this assessment to classify slope and vegetation to determine BAL-12.5 requirements for each lot.
Building in bushfire-prone areas – CSIRO & Standards Australia (SAA HB36-1993, 1993).	This is the handbook to Australian Standard AS 3959 and is not relevant to this proposal.
Any bushfire prone area map prepared under the Building Act 1993 or regulations made under that Act.	<p>The current Bushfire Prone Area mapping has been considered as part of this report.</p> <p>The subject land is within a Declared Bushfire Prone Area.</p>

6. Bushfire Risk

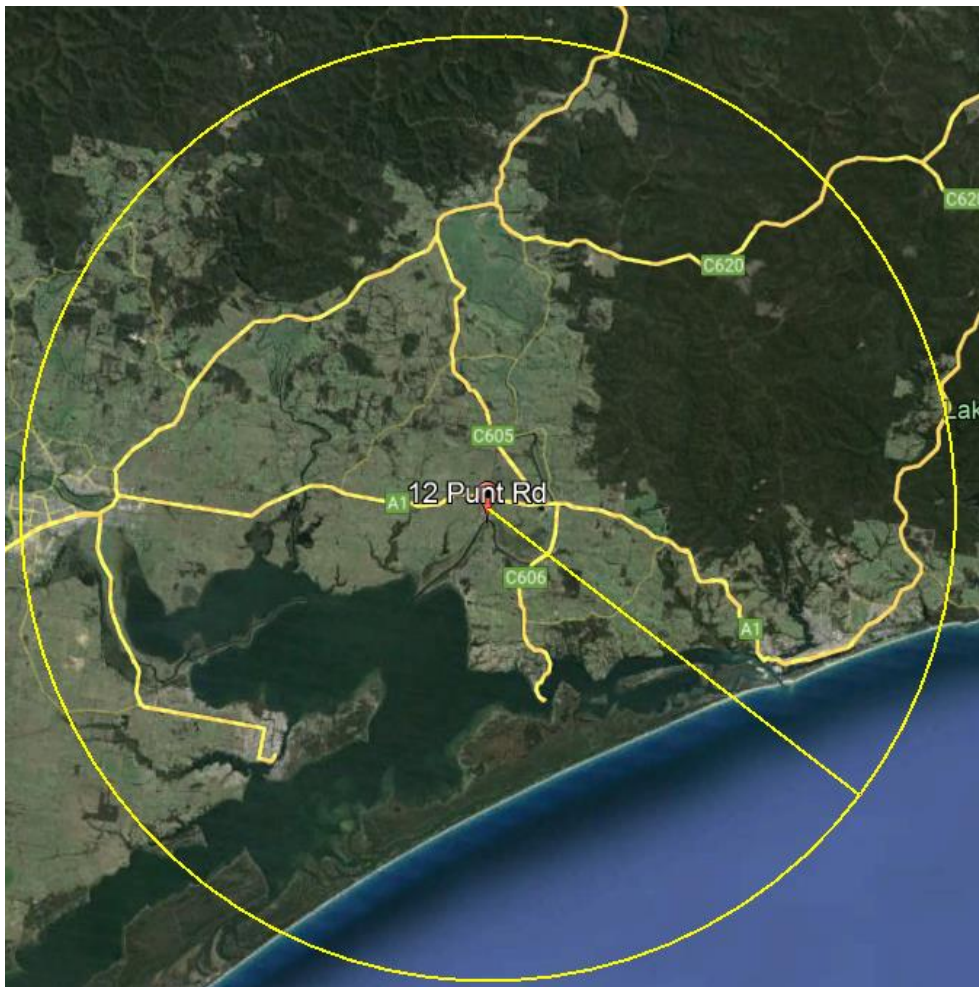
Under Clause 13.02-1S relating to Bushfire Planning triggers the need to consider and assess the bushfire hazard on the basis of:

- Landscape conditions
- Local conditions
- Neighbourhood conditions &
- The site for the development

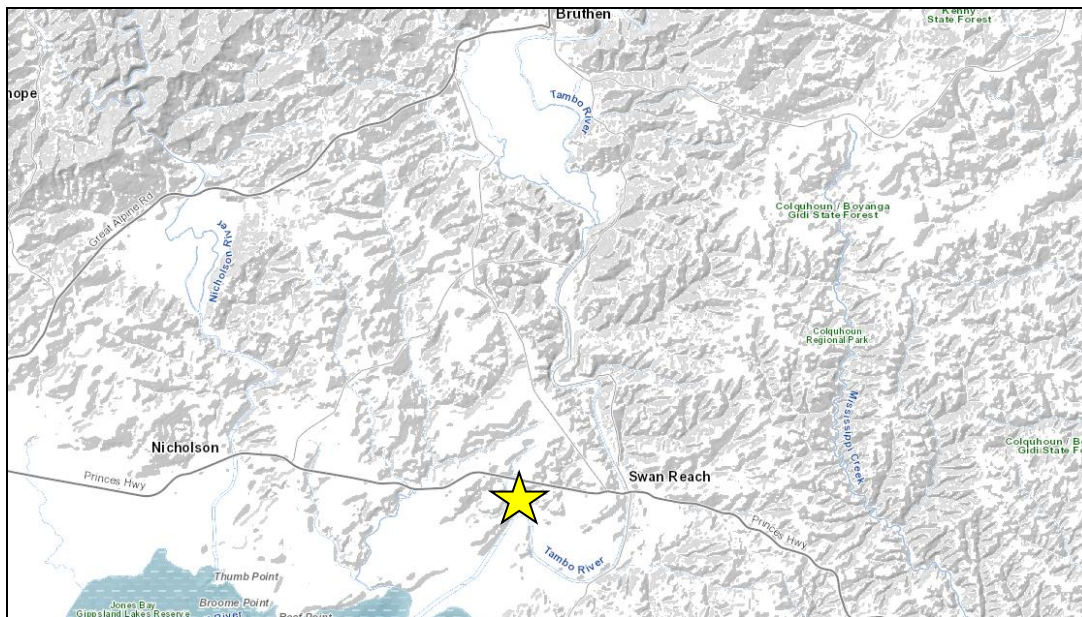
6.1 Landscape Conditions

When considering and assessing the bushfire hazard the landscape risk needs to be taken into consideration which includes the extent of vegetation cover, the area available to a landscape bushfire, terrain and accessibility to low threat areas.

Under Clause 13.02-1S pertaining to Bushfire Planning 'landscape conditions' means the conditions in the landscape within 20km (and potentially up to 75km) of a site.



Landscape Conditions within 20km of the subject land – Source: Google Earth



Terrain – Source: NatureKit (DELWP)

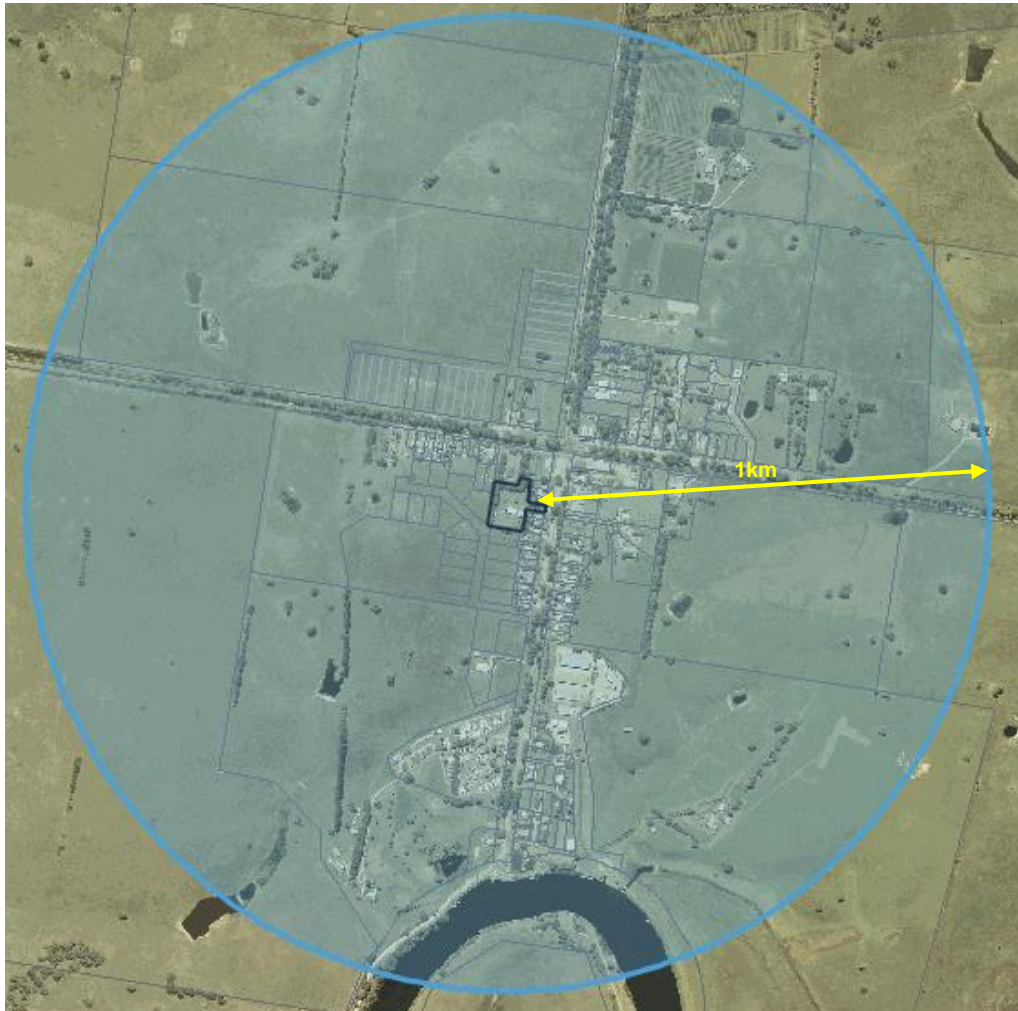
The key features within the 20km assessment area surrounding the subject land include:

- Large areas of residential and rural residential development, particularly to the west of the property.
- Large areas of grassland coverage throughout most of the assessment area, much of which is utilized for grazing activities.
- The northern and eastern portions of the 20km assessment area contain forested areas which are connected to a larger expanse of forested Crown land which poses a threat from bushfire.
- The terrain within most of the assessment area is not steep, however it is undulating in nature. The northern portion of the assessment area does become steeper incorporating higher hills and low mountains.
- The land between the subject land and the larger township areas of Bairnsdale to the west and Lakes Entrance to the east is not vegetated and is easily accessed by a good quality sealed road network.

The subject land is located within the township area of Johnsonville and is surrounded by residential properties. The vegetation within the wider landscape is mostly representative of grassland which generally provides a lower risk to bushfire.

6.2 Local Conditions

Under Clause 13.02-1S pertaining to Bushfire Planning 'local conditions' means conditions in the area within approximately 1km of a site.



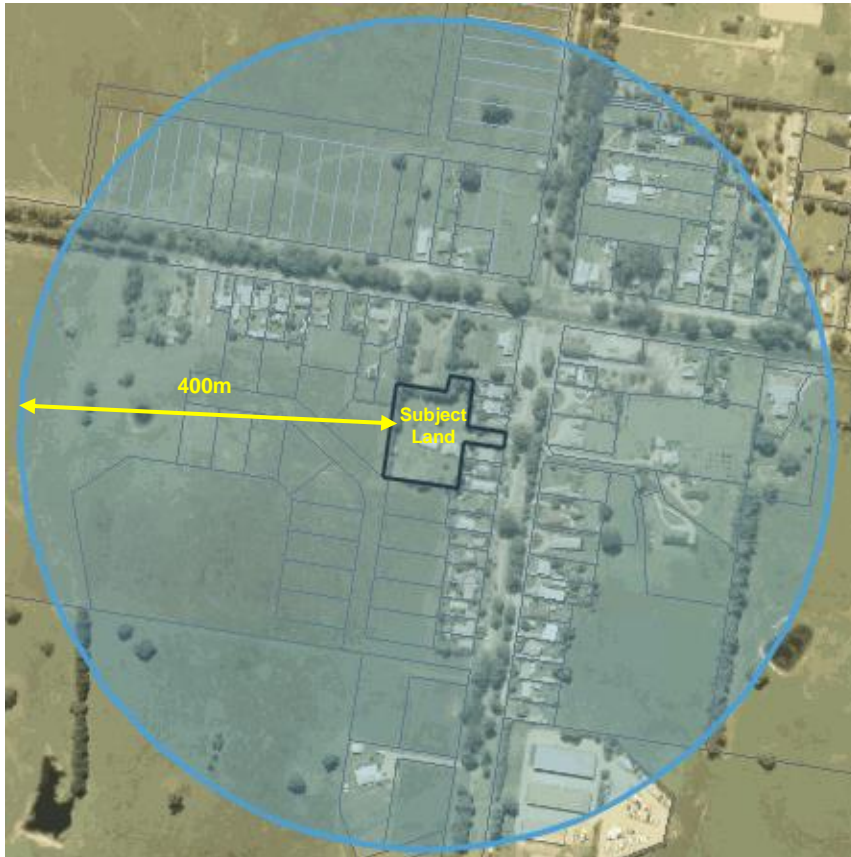
Local conditions within 1km of the subejct land – Source: VicPlan

The key features within the 1km assessment area surrounding the subject land include:

- Land in all directions is best described as grassland however there is some roadside vegetation present.
- The assessment area includes the entire township area of Johnsonville and therefore contains a high number of established residential properties and developed land.
- Areas of grassland extend beyond the township area which are typically grazed.
- The assessment area is dissected in a east west direction by the Princes Highway which is Transport Zone 2.
- The landform is relatively flat in nature however does not comprise steep slopes or mountainous terrain.

6.3 Neighbourhood Conditions

Under Clause 13.02-1S pertaining to Bushfire Planning 'neighbourhood conditions' mean conditions in the area within 400 metres of a site.



*Neighbourhood conditions within the 400m assessment area of the subject land
Source: VicPlan*

The key features within the 400m assessment area surrounding the subject land include:

- Presence of numerous residential style properties and well managed land. These properties generally present a low threat vegetation classification.
- The predominate vegetation classification in all directions is Low Threat.
- There are some areas of grassland provided within the outer reaches of the assessment area.
- The landform is relatively flat and only mildly undulating.

6.4 Bushfire Scenarios

Bushfire from the North

The most likely bushfire scenario for this site will be for a fire approaching from the north or the northeast given the presence of the forested area in the broader landscape. Such a fire would have the potential for long fire runs through the forested areas and through the buffering grassland areas.

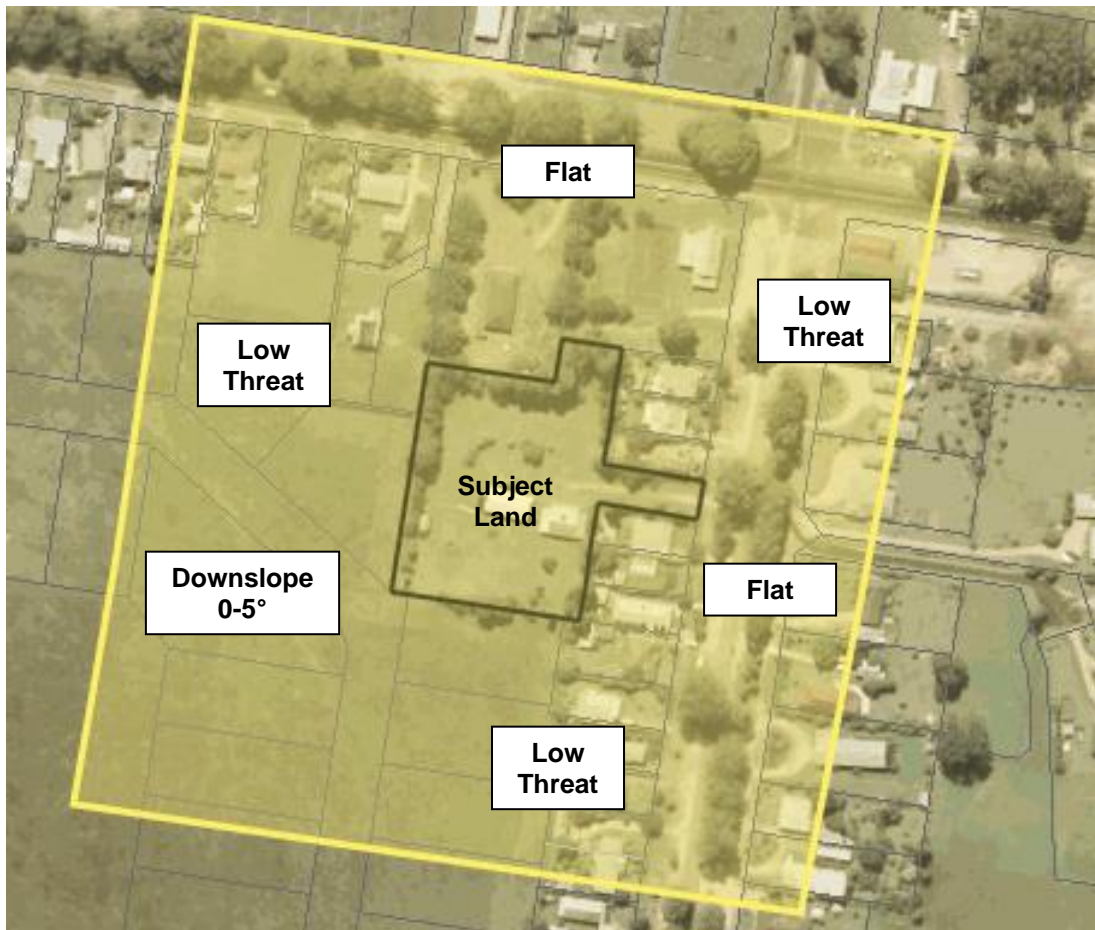
The change from the steeper terrain and forested areas further to the north in the broader context to a flatter landscape which is predominately grassland benefits the subject land and aids with reducing the intensity of bushfire approaching the subject land.

Localized Grass Fires

There is a threat from more localized grassland fires from most directions however the terrain is not steep, and immediately surrounding properties are well managed and maintained.

6.5 Bushfire Hazard Site Assessment

The vegetation on the subject land and the immediately surrounding area has been classified in accordance with Table 2.3 of Australian Standard AS 3959, consistent with Clause 13.02-1S of the *East Gippsland Planning Scheme*.



Aerial view of subject land and surrounds – Source: VicPlan

Exclusions & Low Threat Vegetation

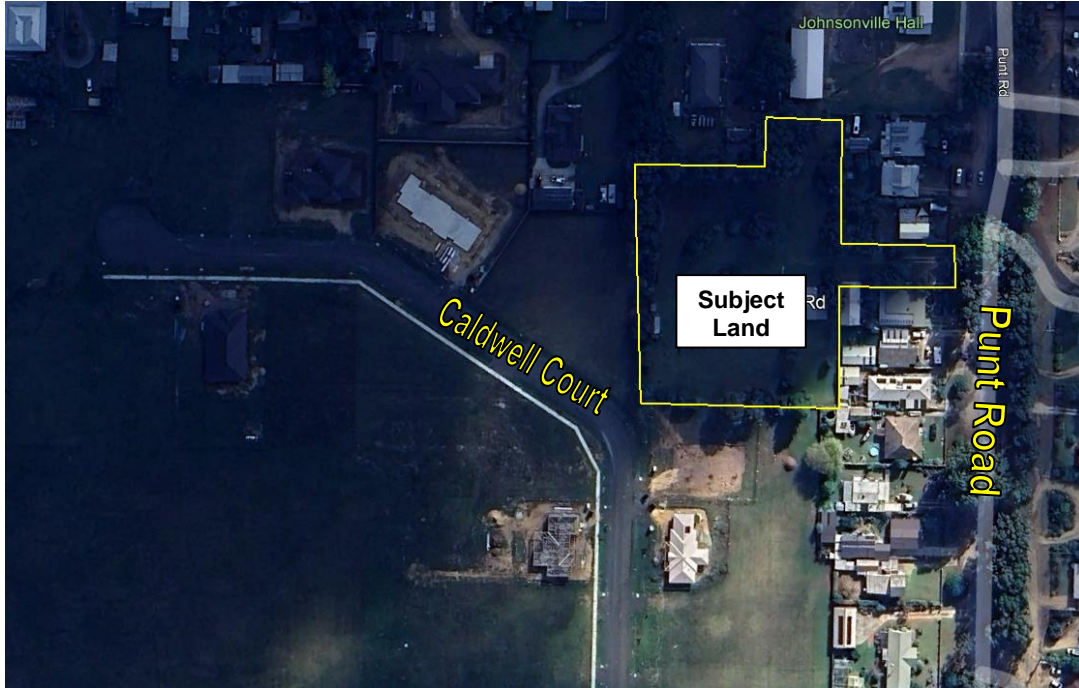
Existing residential development is established to the north, east and south which is generally well managed and maintained. These areas contain minimal vegetation, which is less than 1ha in area and not within other areas of classifiable vegetation and has therefore been assessed as low threat.



Established residential development on the western side of Punt Road

Land immediately to the west is contained within the Low Density Residential Zone and has recently been subdivided for residential purposes. There are several dwellings currently under construction within Caldwell Court and some of the allotments are currently vacant.

Whilst there are still some vacant parcels of land within Caldwell Court they are generally well managed and maintained given their size and residential status. It is reasonable to expect that they will be developed for residential purposes in due course.



Aerial view of subject land and surrounds – Source: Google Earth 14/04/2024

Mature trees flank the adjoining road reserves however the width is less than 25m and contains minimal understory. The extent of vegetation within the adjoining road reserves would not substantially alter the bushfire hazard generated from surrounding grassland.

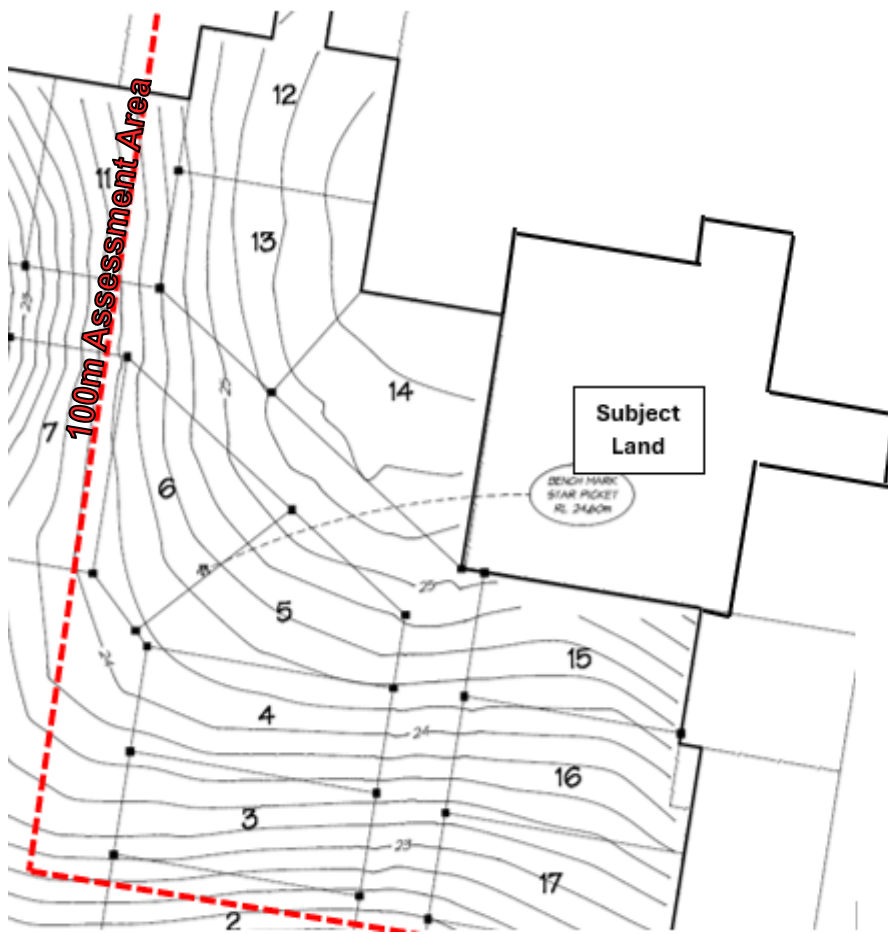


View south along Punt Road – Source: Google Earth (05/2023)

Topography

The subject land and surrounding 100m assessment area is generally quite flat however land to the west within Caldwell Court is on a slight downslope 0-5°.

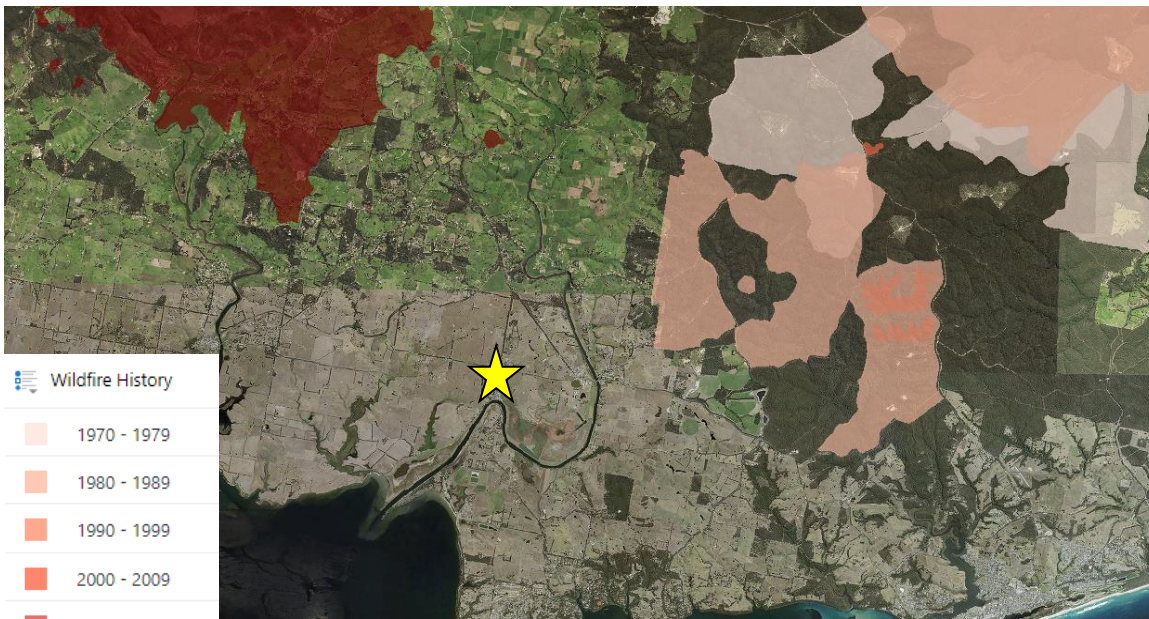
The below diagram includes contour detail that demonstrates the gentle fall in grade to the west.



Contour Mapping – Interval 0.2m

6.6 Other Bushfire Matters

Although there is some record of fire history within the wider landscape since the 1970's, there has been no record of bushfire history on the subject land or generally within the Johnsonville area.



Bushfire History – Source: Mapshare



Planned Burn History – Source: Mapshare

6.7 Municipal Fire Management Plan

The East Gippsland Fire Management Plan (2017-2020) recognizes that bushfire poses a serious threat to life and property within East Gippsland and identifies the need for integrated bushfire management strategies to mitigate the risk.

The Plan identifies *Johnsonville* (VFRR Asset ID 19024) as a human settlement – residential area with a risk rating for bushfire of ‘high’ as the likely bushfire scenario is for direct flame attack (grass) from all directions with smoke impact and ember attack.

There are several existing treatments identified within the Plan which are being undertaken across the Municipality such as community education, power line clearance, roadside vegetation management and burn program.

Additional treatments have been identified as necessary within the Management Plan for community education, burn program, Crown Land fuel reduction, patrol/inspection and local incident management plan.

6.8 Surrounding Road Network

The subject land has frontage to Punt Road to the east which is a good quality sealed road which provides direct and convenient access to the Princes Highway which is approximately 125 metres to the north.

Princes Highway is classified as Transport Zone 2 and is a good quality sealed bitumen road which is the main access route to nearby towns and localities. Whilst the road reserves adjoining both these roads are generally well vegetated, the road network provides for safe egress and access to the larger township areas of Lakes Entrance to the east and Bairnsdale to the west without traversing any extensive vegetated areas or steep terrain.



Looking north at the Punt Road & Princes Highway Intersection

7. Response & Mitigation Measures

The proposed subdivision and removal of vegetation is considered to respond positively to the bushfire risk of the area:

1. Each of the proposed allotments within the subdivision can accommodate future residential development that can easily achieve BAL-12.5 consistent with AS 3959.
 - The predominate vegetation classification within the surrounding 100 metre assessment area is 'low threat' given the presence of established and emerging residential properties.
 - The roadside vegetation provided within Punt Road and Princes Highway has been classified as 'excludable' given its limited width and fragmented nature.
 - Land within the surrounding 100 metre assessment area is predominately 'flat' however a slight downslope >0-5° is provided on the western aspect.
 - The low threat vegetation within the 100 metre assessment area is excluded from a BAL assessment pursuant to 2.2.3.2 to AS 3959.

	North	South	East	West
Slope	Flat	Flat	Downslope >0-5°	Flat
Veg Type	Low Threat	Low Threat	Low Threat	Low Threat
Separation Distance	Excluded from BAL assessment pursuant to 2.2.3.2 AS 3959			

2. The intended residential use of the land will ultimately provide ongoing management and maintenance across the site thereby reducing fuel loads and enhancement of protection to life and property.

8. Concluding Remarks

In summary, the proposed multi lot subdivision and vegetation removal at 12 Punt Road, Johnsonville has considered the bushfire controls under the *East Gippsland Planning Scheme* and will not result in any adverse outcomes with respect to bushfire risk.

Crowther & Sadler Pty Ltd
June 2024

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12 Punt Road, Johnsonville

Transport Impact Assessment



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7 June 2024

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APPENDIX A CONCEPT LAYOUT PLAN

1 INTRODUCTION

onemilegrid has been requested by Crowther & Sadler PTY LTD to undertake a Transport Impact Assessment of the proposed residential subdivision at 12 Punt Road, Johnsonville.

As part of this assessment the subject site has been reviewed with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The [subject site](#) is addressed as 12 Punt Road, Johnsonville, and is located generally within the central township of Johnsonville, approximately 130 m south of the Princes Highway / Punt Road intersection, as shown in Figure 1 below.

Figure 1 Site Location



Copyright Where Is

The subject site has a road frontage to Punt Road for 15 m and occupies a total site area of approximately 7,751 m².

The site is currently occupied by a single residential dwelling and various corrugated iron sheds, with vehicle access to the site provided in the form of an informal driveway via Punt Road along the eastern boundary of the site.

Land use in the immediate vicinity of the site is largely low-density residential in nature and includes a number of commercial uses to the north.

An aerial view of the subject site is provided in Figure 2 below.

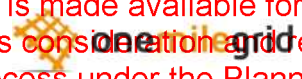


Figure 2 Site Context (12 February 2024)

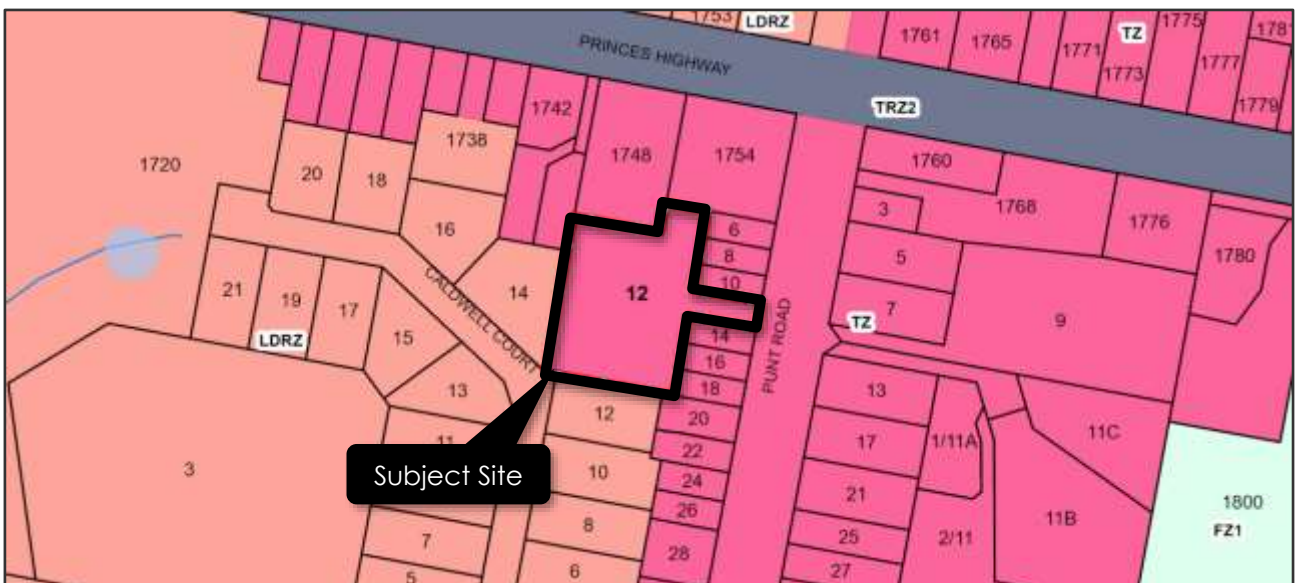


Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Township Zone (TZ).

Figure 3 Planning Scheme Zones



2.3 Road Network

Punt Road is a Council controlled road generally aligned north-south, running between McFarlane Road in the south, and Princes Highway in the north.

At the subject site frontage, Punt Road provides a 7 m wide sealed carriageway facilitating traffic movements in both direction adjacent the site, whilst grassed and gravelled shoulders are provided on both sides of the road.

A 60 km/h speed limit applies to Punt Road in the vicinity of the site.

The cross-section of Punt Road at the frontage of the site is shown in Figure 4 below.

Figure 4 Punt Road, looking north adjacent the subject site



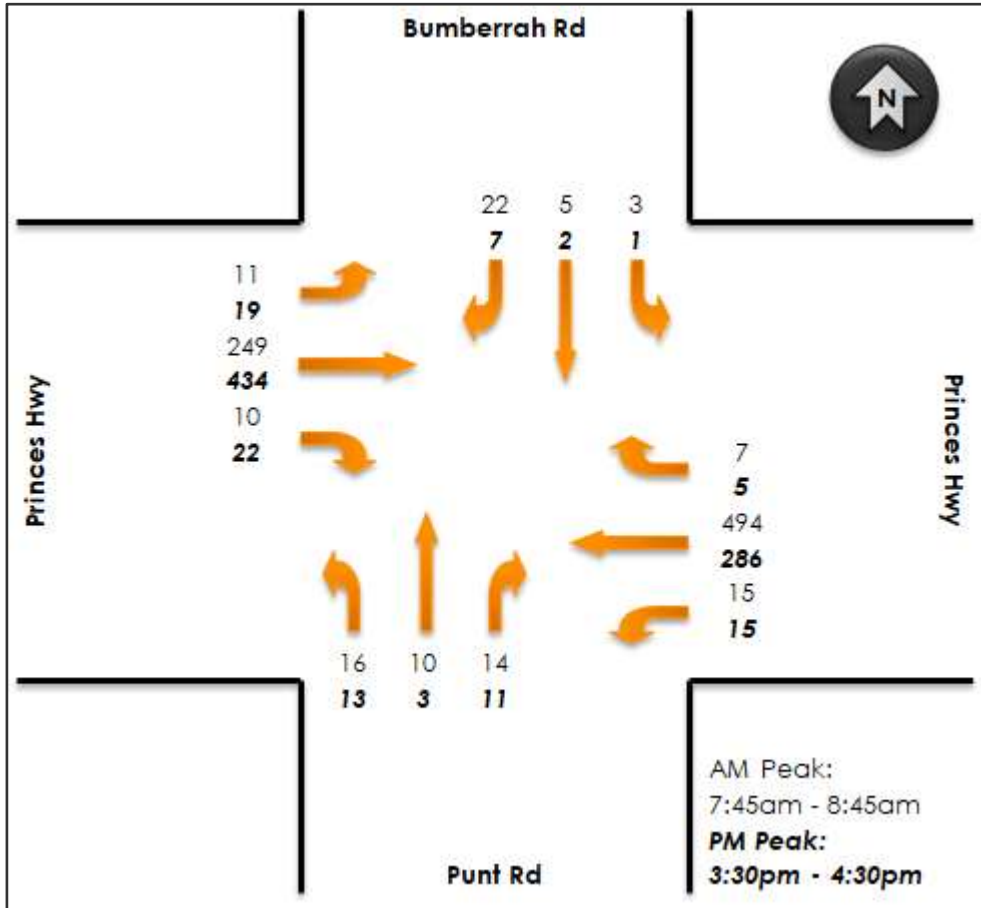
Copyright Google (Image date: May 2023)

2.4 Traffic Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** at the intersection of Princes Highway / Punt Road / Bumberrah Road, on Wednesday 24th April 2024, between 6:30am and 9:30am, and between 3:00pm and 7:00pm.

The peak hour results of the surveys are shown in Figure 5 below.

Figure 5 Existing Traffic Volumes – Wednesday 24th April 2024



As shown above, the Princes Highway / Punt Road / Bumberrah Road intersection currently caters for a total of 857 and 818 vehicles in the morning and afternoon peak hours respectively.

2.5 Sustainable Transport

The closest public transport service available in the area is the General Store / Princes Hwy bus stop which is located approximately 120 metres north from the site access intersection.

The bus stop provides the rural Melbourne – Marlo via Lake Tyers Beach & Lakes Entrance bus route which travels inbound and outbound through Johnsonville along Princes Hwy.

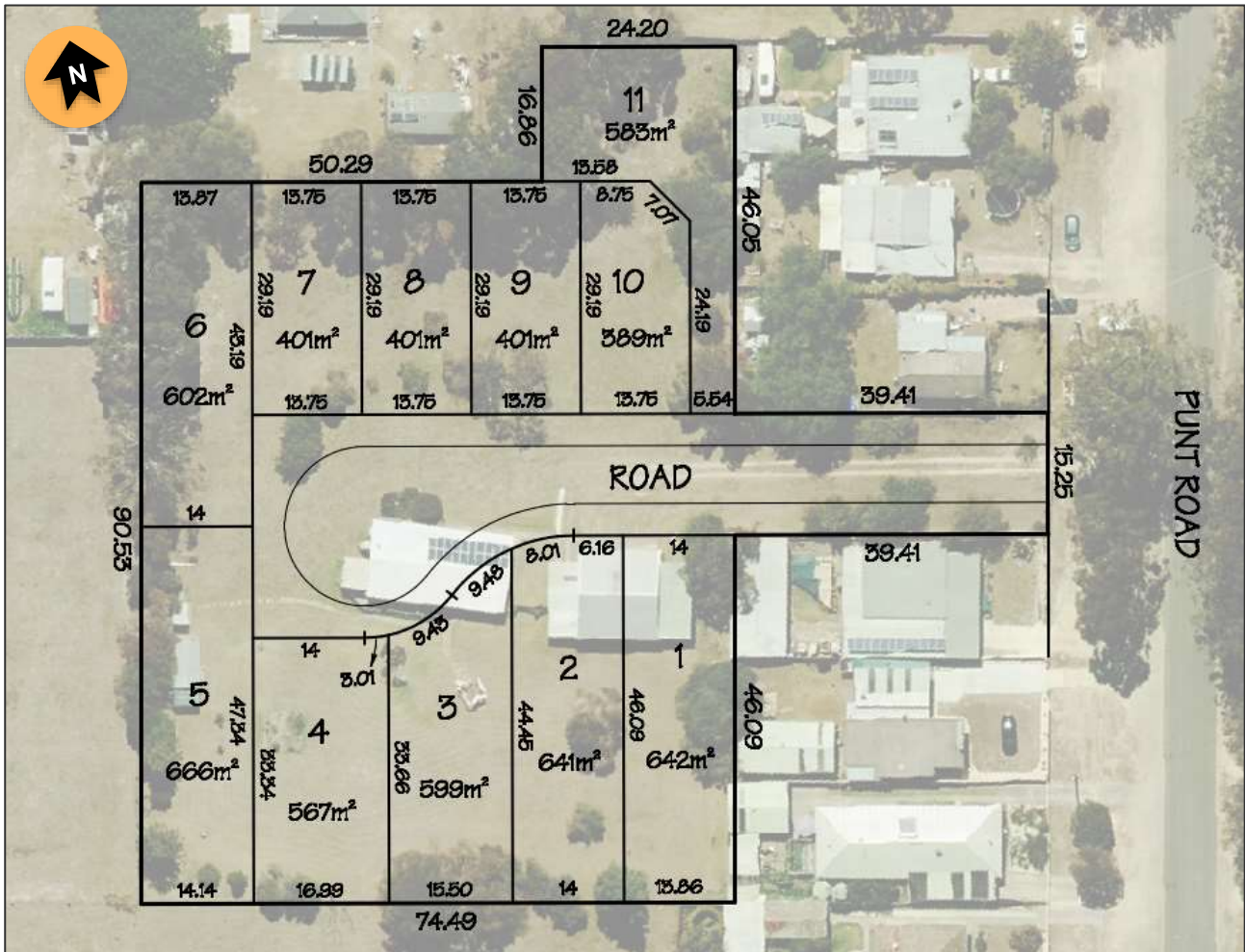
3 DEVELOPMENT PROPOSAL

3.1 General

Based on the plans prepared by Crowther & Sadler PTY LTD dated 19th February 2024, it is proposed to develop the subject site for the purposes of a residential subdivision comprising 11 lots, varying in size between 389 m² and 666 m².

The layout of the proposed subdivision is shown in Figure 6 below.

Figure 6 Proposed Subdivision Layout



3.2 Site Access & Internal Road Network

Vehicle access to the proposed subdivision will be provided in the form of a standard T-intersection to Punt Road along the eastern boundary of the site.

The proposed roadway into the site from Punt Road is approximately 100 m in length and is nominated with a cross-sectional width of 15.25 m (due to constraints with the neighbouring properties fronting Punt Road) and subsequently terminating in the form of standard residential court bowl with a diameter of 28 m.

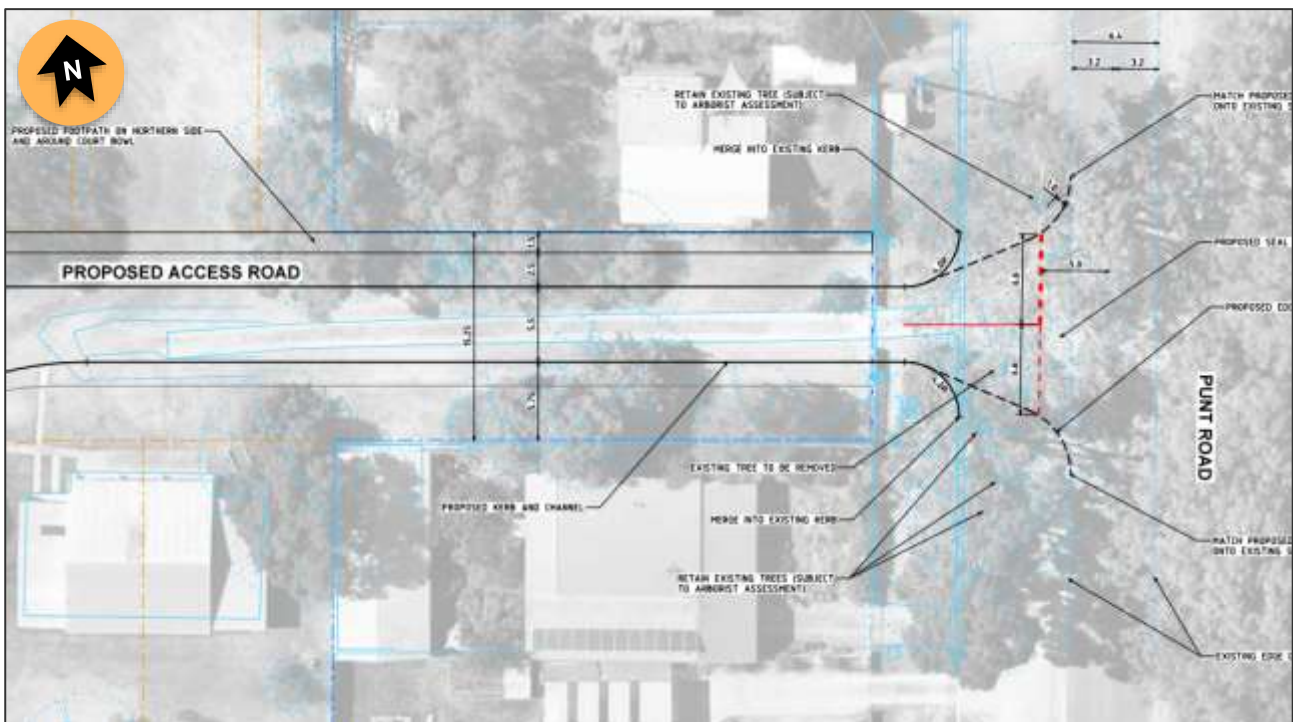
The access road, which is characterised similar to that of an 'Access Place', will primarily comprise a 5.5 m wide sealed carriageway up until the court bowl portion of the road network, of which a sealed diameter of 20 m will be provided within the court bowl.

Verges with nature strips will be provided on both northern and southern sides of the access road, measuring 4.0 metres and 5.75 metres respectively, with the northern side containing a 1.5 metre footpath running from Punt Road and terminating along the frontage of Lot 3 and 4.

It is noted that this cross section is similar to that of a nearby street, David Court, which is located off Princes Highway approximately 400 metres northeast of the subject site. David Court also provides a 5.5-metre-wide carriageway with a footpath on one side of the road and terminates in a court bowl. The provision of the same arrangement for the subject site will ensure consistency of road cross sections in the area.

An extract of the concept layout plan attached in Appendix A, illustrating the site access point to Punt Road and the cross section of the internal road, is provided in Figure 7 below.

Figure 7 Site Access & Internal Road Cross Section



4 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT

4.1 General

The design of the residential subdivision has been assessed in relation to Clause 56 of the East Gippsland Planning Scheme and the Infrastructure Design Manual (IDM).

4.2 East Gippsland Planning Scheme – Clause 56

Clause 56 of the Planning Scheme applies to sites within a Township Zone, of which is the case for the subject site.

Clause 56.06 identifies Access and Mobility Management requirements for residential subdivisions such as that proposed at the site. The following Clauses are applicable.

4.2.1 Clause 56.06-2, Walking and Cycling Network Objectives

Standard C15

The walking and cycling network should be designed to:

- *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.*
- *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.*

The proposed development includes a footpath on the northern side of the proposed road network.

The internal road is expected to have minimal traffic volumes and low speeds and is considered suitable for cyclists.

The road and footpath are provided with natural surveillance.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-2.

4.2.2 Clause 56.06-3, Public Transport Network Objectives

Standard C16

The public transport network should be designed to:

- Implement any relevant public transport strategy, plan or policy for the area set out in this scheme.
- Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority.
- Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne.
- Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide:
 - ✦ Safe and direct movement between activity centres without complicated turning manoeuvres.
 - ✦ Direct travel between neighbourhoods and neighbourhood activity centres.
 - ✦ A short and safe walk to a public transport stop from most dwellings.

The road network has not been designed, nor intended, to cater for a public transport route, therefore the requirements of Clause 56.06-3 do not apply.

4.2.3 Clause 56.06-4, Neighbourhood Street Network Objective

Standard C17

The neighbourhood street network must:

- Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle 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.
- 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.

The neighbourhood street network should be designed to:

- 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.
- Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.
- Minimise the provision of culs-de-sac.
- 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.

The road network has generally been designed in consideration of the objectives of Clause 56.06-4.

The forecast daily traffic volumes for the internal road network will be well within the recommended volume limited specified within Table C1 of Clause 56.06.

It is therefore considered that the subdivision generally satisfies the objectives of Clause 56.06-4.

4.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives

Standard C18

Footpaths, shared paths, cycle paths and cycle lanes should be designed to:

- 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:
 - ✦ Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.
 - ✦ 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 ramps required for the movement of people with disabilities.

The proposal includes a footpath along the northern side of the proposed road network, generally satisfying the objectives of Clause 56.06-5.

It is noted that a number of objectives are related to detailed design not covered by the current drawing set.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-5.

4.2.5 Clause 56.06-6, Public Transport Network Detail Objectives

Standard C19

Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.

Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.

The design of public transport stops should not impede the movement of pedestrians.

Bus and tram stops should have:

- *Surveillance from streets and adjacent lots.*
- *Safe street crossing conditions for pedestrians and cyclists.*
- *Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.*
- *Continuous hard pavement from the footpath to the kerb.*
- *Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.*
- *Appropriate signage.*

The road network has not been designed, nor intended, to cater for a public transport route, therefore the requirements of Clause 56.06-3 do not apply.

4.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective

Standard C20

The design of streets and roads should:

- *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.*
- *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:*
 - ✦ *Enable the carriage of vehicles.*
 - ✦ *Avoid damage by construction vehicles and equipment.*
- *Ensure street pavements are of sufficient quality and durability for the:*
 - ✦ *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:
 - ✦ 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 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.

A street detail plan should be prepared that shows, as appropriate:

- 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.

Table 1 Design of Roads and Neighbourhood Streets – Table C1

Element	Access Lane	Access Place	Access Street – Level 1	Access Street – Level 2	Connector Street – Level 1	Connector Street – Level 2
Traffic Volume	300 vpd	300-1000 vpd	1000-2000 vpd	2000-3000 vpd	3000 vpd	3000-7000 vpd
Target Speed	10 km/h	15 km/h	30 km/h	40 km/h	50 km/h (40 km/h at schools, 20 km/h at crossing points)	60 km/h or 50 km/h (40 km/h at schools)
Carriageway Width	5.5 m	5.5 m	5.5 m	7 – 7.5 m	3.5 m per lane (4.0 m at intersections)	3.5 m per lane (4.0 m at intersections)
Parking Within Street	None	1 verge space per 2 lots, or one-side on carriageway	1 verge space per 2 lots	Both sides	Dedicated lane 2.3 m where required	Dedicated lane 2.3 m where required
Verge Width	Not required	7.5 m (3.5 m / 2.5 m min)	4.0 / 4.0 m	4.5 / 4.5 m	4.5 / 4.5 m	6.0 / 6.0 m
Footpath Provision	Shared Zone	1.5 m (Not required if < 5 dwellings)	2 x 1.5 m (2.0 m at schools, shop, activity centre)	2 x 1.5 m (2.0 m at schools, shop, activity centre)	2 x 1.5 m (2.0 m at schools, shop, activity centre)	2 x 1.5 m (2.0 m at schools, shop, activity centre)
Cycle Path Provision	None	None	Shared Zone	Shared Zone	0.7 - 1.7 m	0.7 - 1.7 m or shared path

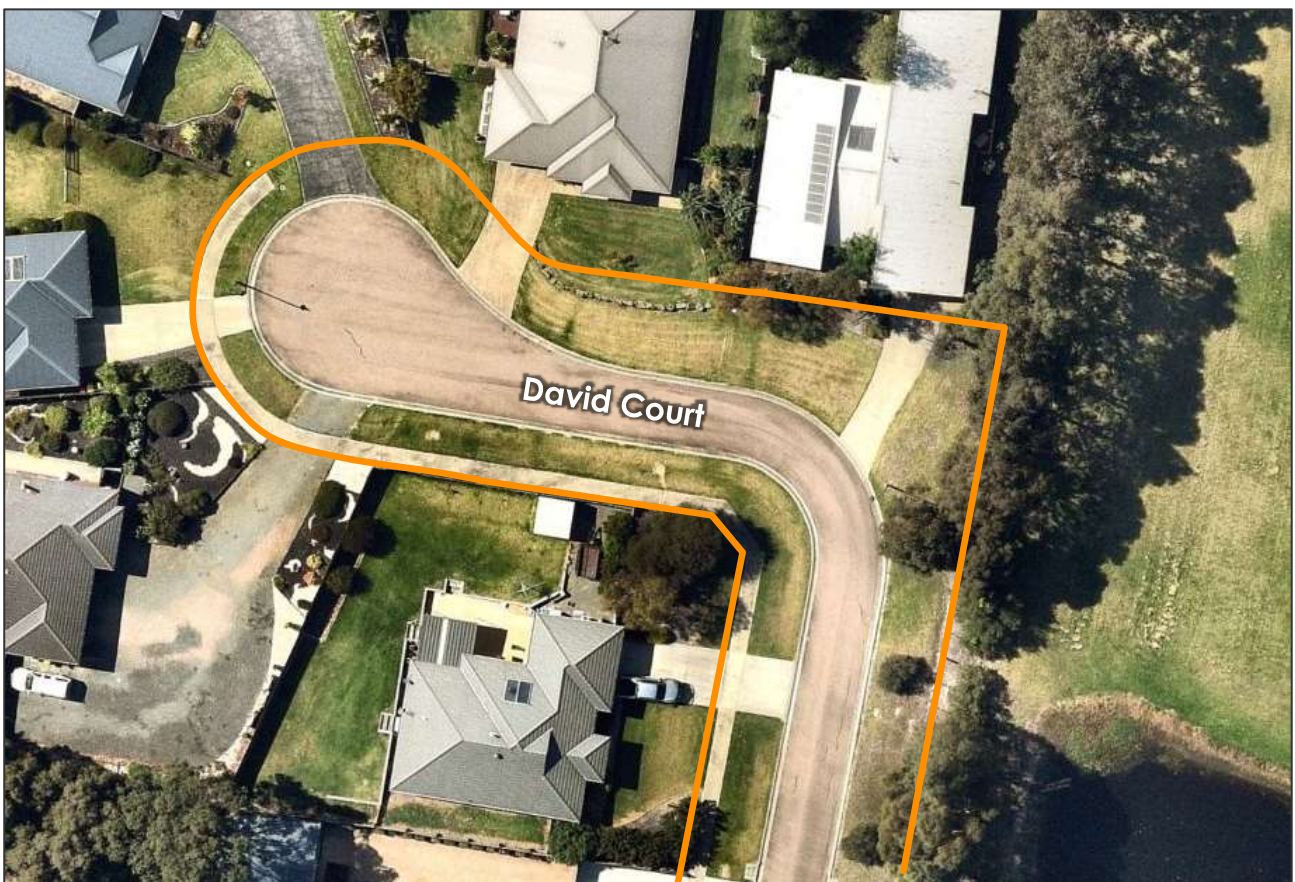
As a result of the constraints between the neighbouring properties along the frontage of Punt Road, the proposed cross-section has been designed as per a variation of an 'Access Place' and generally in accordance with Table C1 of the Planning Scheme. The carriageway will be provided with a width of 5.5 m and total verges in excess of 7.5 m (minimum 4.0 m in width on the north side), providing sufficient width to accommodate landscaping, services, and footpath pavement width requirements, and in this case, a single footpath width of 1.5 m on the northern side of the access road.

Clause 56.06 of the Planning Scheme does not prescribe design requirement for court bowls, but rather can be assessed the design requirements specified within the IDM as detailed in Section 4.3.

It is therefore considered that the proposed standard road satisfies the objectives of Clause 56.06-7.

For additional context, an aerial view of David Court (located 400 metres northeast of the subject site) is provided in Figure 8 below.

Figure 8 David Court (Monday 12 February 2024)



Copyright Nearmap

4.2.7 Clause 56.06-8, Lot Access Objective

Standard C21

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.

Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.

The design and construction of a crossover should meet the requirements of the relevant road authority.

No lots are provided with direct access to an arterial road, with all lots provided with a road frontage in excess of 7.5 m, with the exception of Lot 11. The proposed road frontage of 5.54 m for Lot 11 is considered an acceptable arrangement as it will function as an extended driveway with sufficient width for vehicles to navigate.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-8.

4.3 Infrastructure Design Manual

The Infrastructure Design Manual (IDM) is a document prepared by numerous Victorian rural and regional Councils, providing a set of consistent requirements and standards for the design and development of infrastructure.

The manual provides cross-sectional requirements for rural and urban roads, with the relevant requirements to the subject site, the internal road cross section and court bowl, reproduced in Table 2 below.

Table 2 IDM Road Cross-Sectional Requirements – Urban Roads

Road Type	Max. Traffic Volumes (veh/day)	Carriageway Width	Min. Reserve	Min. Verge Width	Parking	Pedestrian / Cycle Provision
Access Place	0 - 300	6.0 m	14.0 m	3.5 m	Yes (x1)	Footpath x2 No cycles
Court Bowl – Residential	N/A	10.0 m radius	28.0 m	3.5 m	N/A	Footpath x2 No cycles

The internal road is designed to be generally in accordance with an Access Place, providing a minimum road reservation of 15.25 metres, a minimum verge with of 4 metres and parking along one side of the road in accordance with the IDM standards. It is noted that the carriageway width is proposed to be 5.5 metres, less than the Access Place width of 6.0 metres as outlined in the IDM. In addition, a foot path is only proposed on one side of the road. This is considered to be appropriate as the internal road cross section has been design is in accordance with Clause 56.06 of the Planning Scheme (see Section 4.2.6).

The proposed court bowl cross-section is provided with a reserve width of 28 metres, of which comprises of a 20 metre diameter sealed carriageway and a minimum verge width of 4.0 metres around the court bowl. The proposed cross-section is designed in accordance with the requirements for a residential court bowl and is therefore considered to be acceptable.

5 TRAFFIC

Surveys undertaken by other traffic engineering firms at residential dwellings have shown that the daily traffic generation rates vary depending on the size, location and type of the dwelling, the parking provision and proximity to local facilities and public transport.

It is generally accepted that single dwellings on a lot in rural areas may generate traffic at up to 10 vehicle trips per day, whilst in areas with good public transport, and for higher density dwellings, lower traffic generation rates are often recorded.

Considering the size of the lots proposed and the proximity of the site to public transport and other services, it is anticipated that the proposed development may generate up to 10 vehicle trips per day per lot.

Application of the traffic generation rate above to the proposed 11 residential lots equates to 110 vehicle trips per day and 11 trips during the morning and afternoon peak hours.

Traffic volumes generated by residential developments are typically tidal, with the majority of movements in the AM peak hour occurring in the outbound direction and the majority of movements in the PM peak hour occurring in the inbound direction.

For the purposes of the assessment, the following directional splits will be adopted:

- AM Peak hour: 70% outbound and 30% inbound
- PM Peak hour: 40% outbound and 60% inbound

Using the directional splits outlined above, the anticipated peak hour traffic volumes anticipated to be generated are outlined in Table 3 below.

Table 3 Anticipated Traffic Generation

<i>Period</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Total</i>
AM Peak	8	3	11
PM Peak	4	7	11
Daily	55	55	110

Based on the turning movements counts undertaken at the Princes Highway / Punt Road intersection and outlined in Section 2.4, the peak hour increase of 11 vehicle movements represents a 1.4% and 1.3% increase in the morning and afternoon peak hours respectively. Assessing the rates above, it is expected that an increase of 11 vehicle movements on the Princes Highway / Punt Road intersection will have a negligible impact to the existing conditions.

During peak hours, it is expected that 11 vehicle movements will occur at the Punt Road access, equating to approximately 1 vehicle every 5 and a half minutes, which is low in traffic engineering terms and is unlikely to have any discernible impact to the operation of Punt Road.

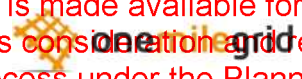
As such, it is expected that the intersection will maintain its functionality with the additional vehicle movements as a result of the proposed subdivision development.

6 CONCLUSIONS

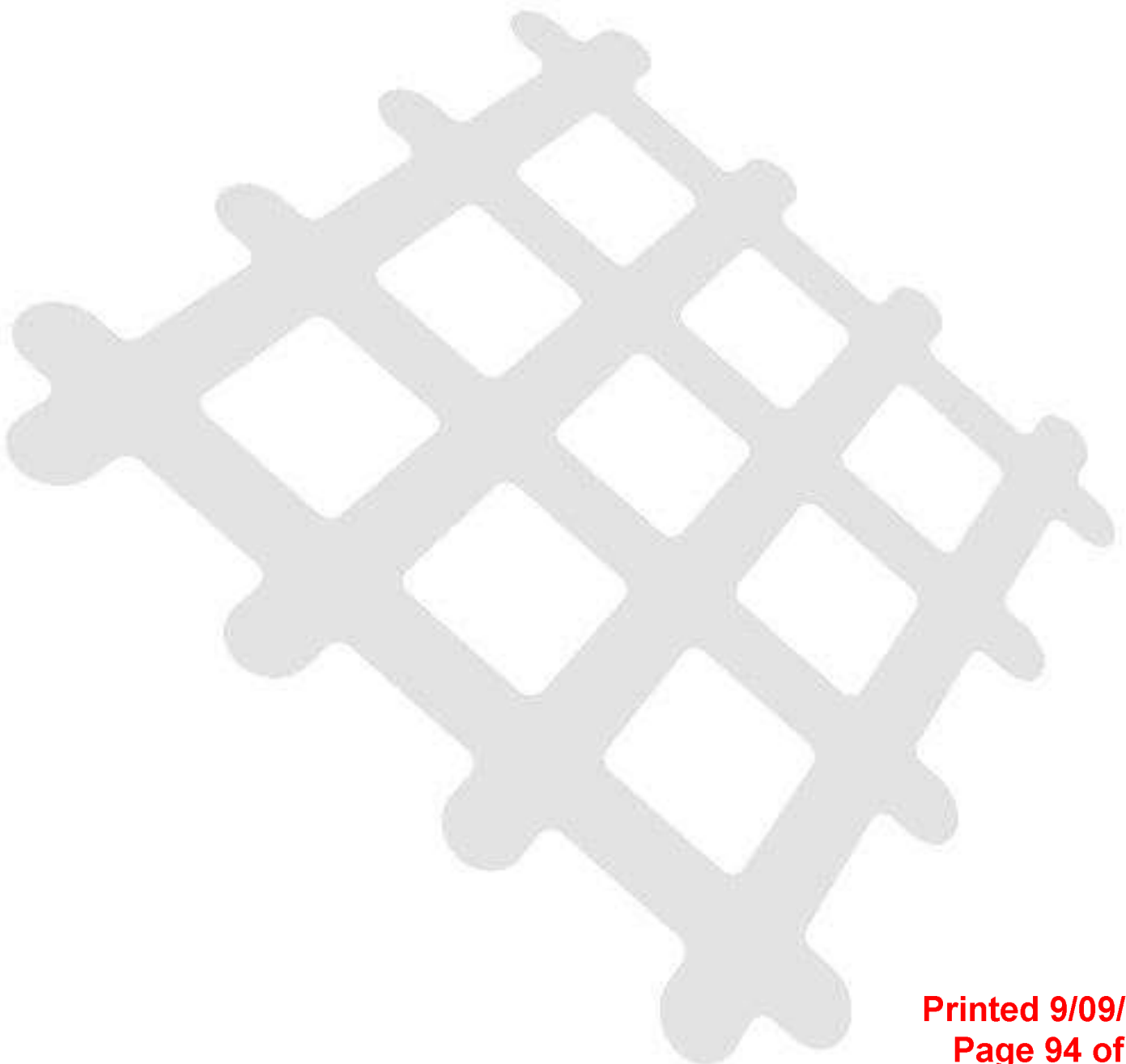
It is proposed to develop the subject site for the purposes of a residential subdivision comprising 11 lots and a new street connecting to Punt Road.

Considering the analysis presented above, it is concluded that:

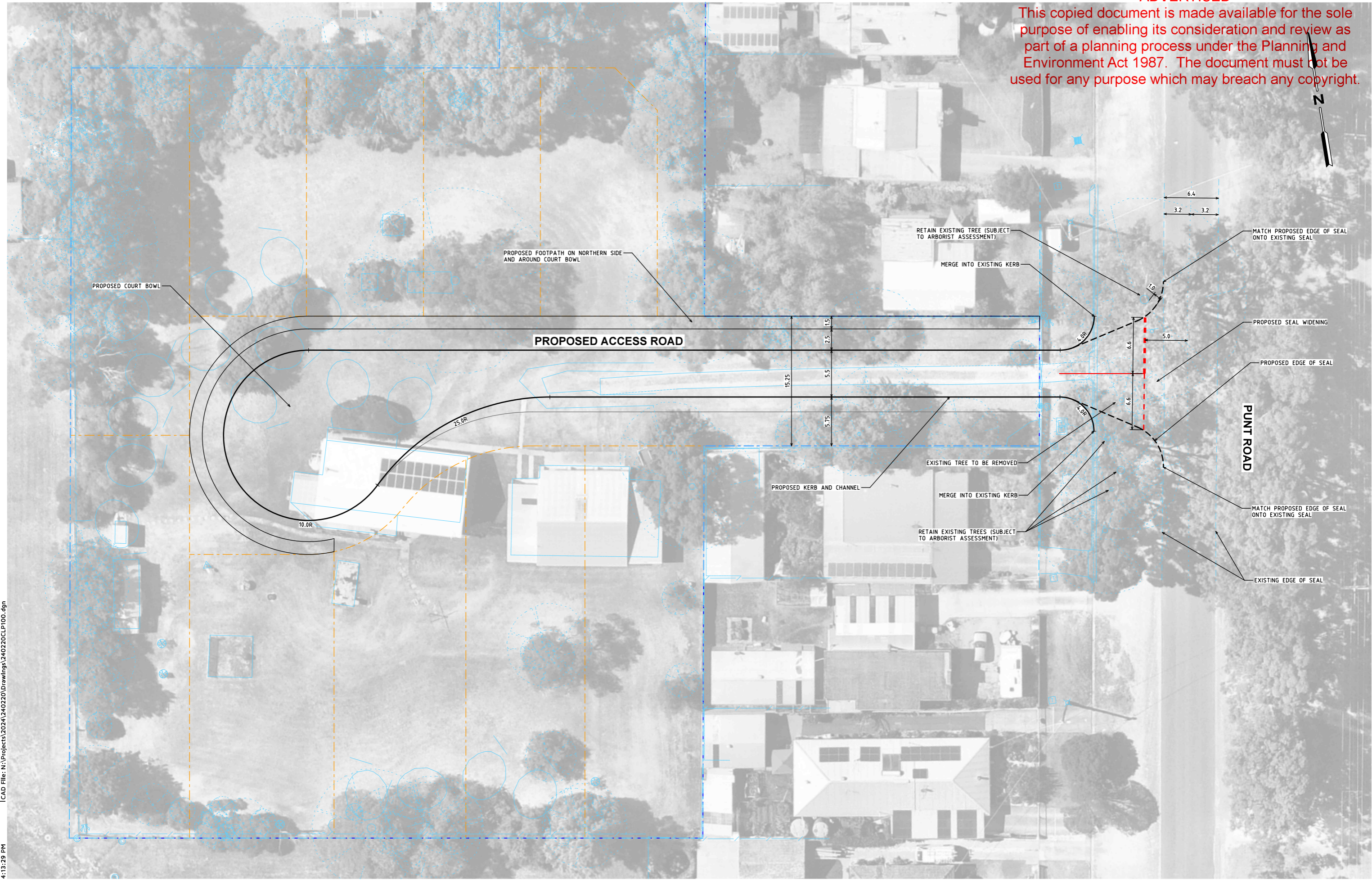
- The subdivision road network has been designed generally in accordance with Clause 56 requirements of the East Gippsland Planning Scheme and the Infrastructure Design Manual guidelines;
- The cross-section of the internal access road and court bowl are generally designed in accordance with the requirements of the relevant standards;
- The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the Princes Highway / Punt Road intersection or the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.



Appendix A Concept Layout Plan



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CAD File: N:\Project\2024\240220\Drawings\240220CLP100.dgn

Date Plotted: 07-06-2024 4:13:29 PM

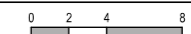
CONCEPT LAYOUT PLAN GENERAL NOTES

1. BASE INFORMATION SUPPLIED BY CROWTHER & SADLER, REF No. 20815.
2. ALL DIMENSIONS TO FACE OF KERB AND CHANNEL UNLESS NOTED.
3. LOCAL ROAD - PUNT ROAD (SPEED ZONE 60KM/H).
4. SIGNS AND LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH AUSTRALIAN STANDARD AS1742.2
5. ADOPT VICROADS SUPPLEMENT TO AUSTRALIAN STANDARDS AS REQUIRED.
6. REMOVE ALL REDUNDANT SIGNS AND LINE MARKING.
7. PUBLIC LIGHTING DESIGN SUBJECT TO DETAIL DESIGN STAGE.



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Phone (03) 9939 8250

Scale
1:400 @ A3



Drawing Title
12 PUNT ROAD, JOHNSONVILLE
PROPOSED ACCESS INTERSECTION
CONCEPT LAYOUT PLAN

Designed CM	Approved SF	Melway Ref
Project Number 240220	Drawing Number CLP100	Revision C

Printed 9/09/2024

Page 95 of 98

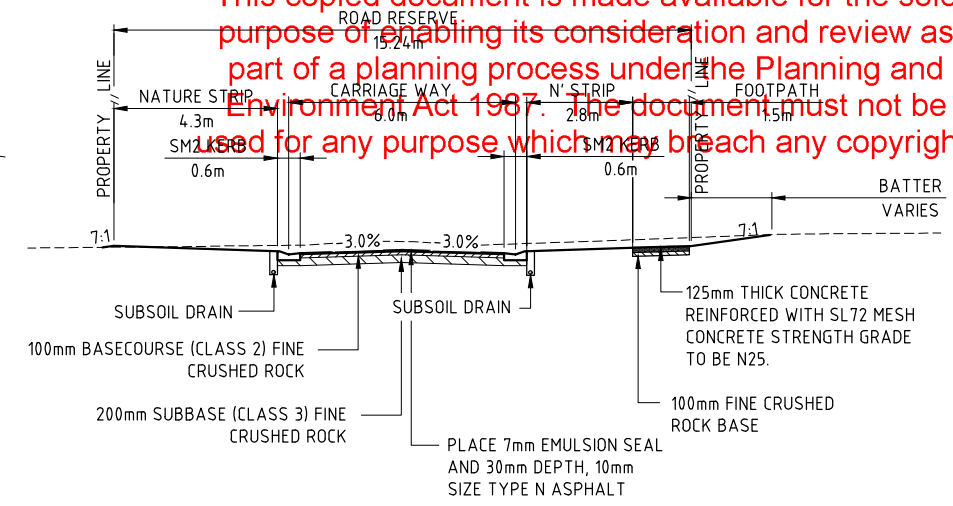
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LEGEND:

- DIRECTION OF FALL
- PROPOSED STORMWATER
- PROPOSED STORMWATER PIT
- PROPOSED HOUSE DRAIN
- PROPOSED WATERMAIN
- PROPOSED SEWERMAIN
- PROPOSED COMMUNICATIONS
- PROPOSED ELECTRICITY
- PROPOSED KERB
- PROPOSED DRIVEWAY
- EXISTING CONTOURS (INTERVALS 0.2m)
- EXISTING TREE

WARNING:
BEWARE OF LIVE ELECTRICITY.

WARNING:
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE.
NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.



SECTION A
SCALE 1:100@A1



10 5 0 10 20 1: 250 (A1)
1: 500 (A3)



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Bairnsdale Vic 3875 Email: consult@crossco.com.au
















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12 PUNT ROAD, JOHNSONVILLE
ACCESS & SERVICING PLAN

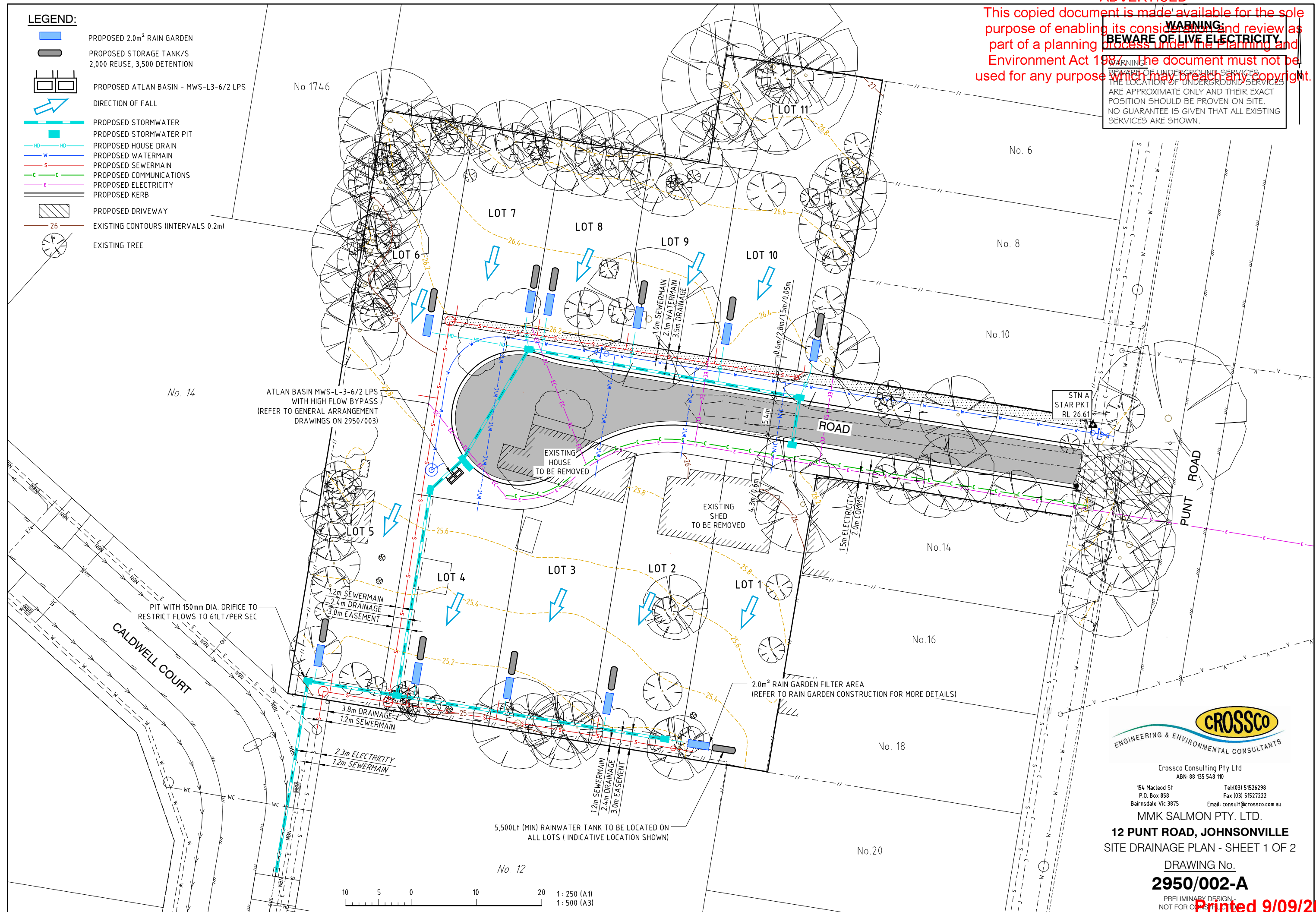
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- LEGEND:**
-  PROPOSED 2.0m² RAIN GARDEN
 -  PROPOSED STORAGE TANK/S
2,000 REUSE, 3,500 DETENTION
 -  PROPOSED ATLAN BASIN - MWS-L3-6/2 LPS
 -  DIRECTION OF FALL
 -  PROPOSED STORMWATER
 -  PROPOSED STORMWATER PIT
 -  PROPOSED HOUSE DRAIN
 -  PROPOSED WATERMAIN
 -  PROPOSED SEWERMAIN
 -  PROPOSED COMMUNICATIONS
 -  PROPOSED ELECTRICITY
 -  PROPOSED KERB
 -  PROPOSED DRIVEWAY
 -  EXISTING CONTOURS (INTERVALS 0.2m)
 -  EXISTING TREE



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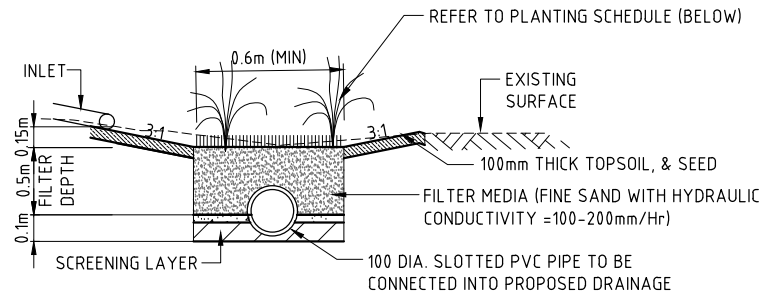
MMK SALMON PTY. LTD.
12 PUNT ROAD, JOHNSONVILLE
 SITE DRAINAGE PLAN - SHEET 1 OF 2

DRAWING No.
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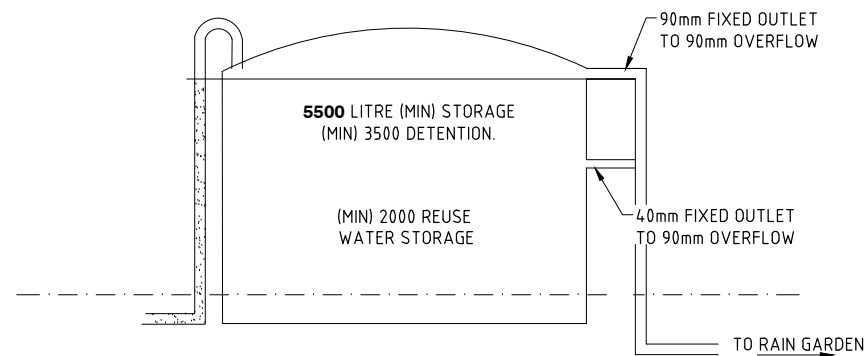
WARNING:
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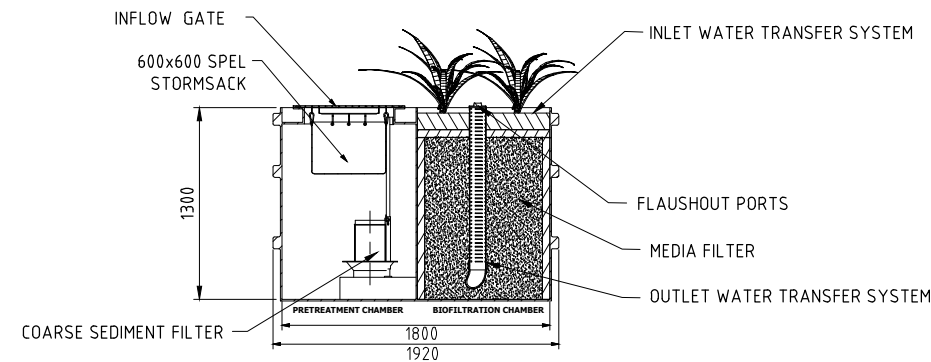
RAIN GARDEN CONSTRUCTION - 2.0m2 LOT DETAIL
NOT TO SCALE

PROPOSED PLANTING SCHEDULE

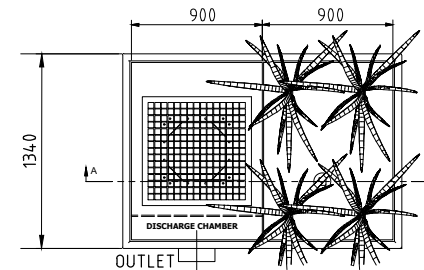
RAIN GARDEN - PLANTING LIST	DENSITY
CAREX APPRESSA	COMBINATION OF 10 PLANTS PER M2
LOMANDRA LONGIFOLIA	
GAHNSIA SIEBERIANA	
DIANELLA LONGIFOLIA	
ISOLEPIS INUNDATA	



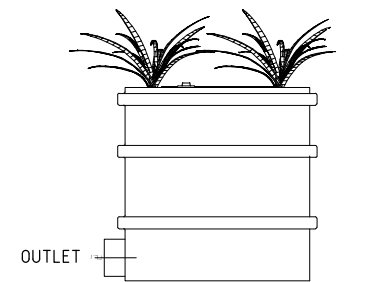
RAINWATER TANK SYSTEM STORMWATER DETENTION DETAIL (TYPICAL)
NOT TO SCALE



SECTION A-A (ELEVATION)

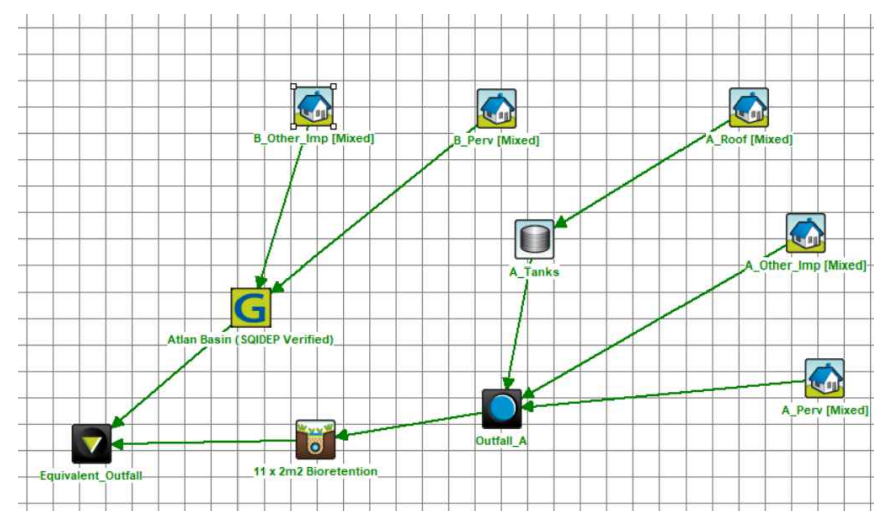


PLAN VIEW



RIGHT END VIEW - OUTLET

GENERAL ARRANGEMENT - ATLAN BASIN
MWS- L-3-6/2 LPS - SPEL STORMSACK GENERAL ARRANGEMENT
NOT TO SCALE



MUSIC SCHEMATIC
NOT TO SCALE

NOTES:

1. THE DETENTION FOR THE SITE IS APPROX. 37800LTS (3500 LITRES PER LOT)
2. ALL ROOF AREAS TO BE CONNECTED TO RAINWATER TANKS ON WITH A MINIMUM CAPACITY OF 3500 LITRES DETENTION AND 2000 LITRES FOR REUSE AND ARE TO BE THE PRIMARY SOURCE FOR FLUSHING OF TOILETS, AND LAUNDRY SERVICES
3. LOCATION OF THE RAINWATER TANK/S WITH THE REQUIRED RETENTION MAY BE LOCATED ANYWHERE ON ALLOTMENT EXCEPT WITHIN EASEMENTS.
4. A RAIN GARDEN AREA OF 2.0m² PER LOT IS ALSO REQUIRED TO TREAT WATER FROM EACH LOT BEFORE ENTERING DRAINAGE OUTFALL. (INDICATIVE LOCATIONS ARE SHOWN) RAIN GARDENS ARE TO BE MAINTAINED TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY.
5. STORMWATER FROM THE ROAD RESERVE IS TO BE TREATED BY THE ATLAN BASIN (OR APPROVED EQUIVALENT) AND BECOME THE RESPONSIBLY OF THE EAST GIPPSLAND SHIRE COUNCIL.
6. ALL WORKS TO BE CONDUCTED IN ACCORDANCE WITH THE RELEVANT AUSTRALIAN STANDARDS AND IDM REQUIREMENTS, TO THE SATISFACTION OF EAST GIPPSLAND SHIRE COUNCIL.
7. THE OWNER OF THE LAND MUST ENTER INTO A SECTION 173 AGREEMENT TO ENSURE THE FUTURE DWELLINGS WILL BE CONSTRUCTED IN ACCORDANCE WITH THIS PLAN.

	Sources	Residual Load	% Reduction	% Best Practice
Flow (ML/yr)	3.54	3.15	11.0%	
Total Suspended Solids (kg/yr)	649.00	123.00	81.0%	≥80
Total Phosphorus (kg/yr)	1.42	0.55	61.4%	≥45
Total Nitrogen (kg/yr)	10.00	4.72	52.8%	≥45
Gross Pollutants (kg/yr)	118.00	1.89	98.4%	≥70

MUSIC OUTPUT RESULTS



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SITE DRAINAGE PLAN - SHEET 2 OF 2

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