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NOTICE OF AN APPLICATION FOR PLANNING PERMIT 1987. The document must not be used for any purpose which may breach any copyright.

The land affected by the application is located at:	83 Lucknow Street EAST BAIRNSDALE VIC 3875 Lot: 191 LP: 2535					
The application is for a permit to:	Multi Lot Staged Subdivision					
A permit is required under the	ne following clauses of the planning scheme:					
Planning Scheme Clause	Matter for which a permit is required					
32.08-3 (GRZ1)	Subdivision of land					
The applicant for the permit is:	Development Solutions Victoria Pty Ltd					
The application reference number is:	5.2025.132.1					

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

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
	<u>'</u>

If you object, the Responsible Authority will tell you its decision.

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Planning Permit Application s47 Planning and Environment Act 1987; r13 Planning and Environment Regulations 2015

Applicant Details:							
Applicant name:							
Business trading name (if applica	ble): DEVELOP	MENT SOLU	JTIONS VICTO	RIA PT	Y LTD		
Email address: ADMIN@DEVSOL	VIC.COM.AU						
Postal address: 48 BAILEY STR	EET BAIRNSDA	LE					
				Posto	ode: 3	8875	
Preferred Phone number: 03 5	152 4858		Secondary nu	ımber:			
Owners Details: (if not the applica	ent)						
Owner name:	,						
Business trading name (if applica	ble):						
Postal address:							
				Posto	ode:		
Description of the Land:							
Street number: 83	Street name:	LUCKNOW	STREET				
Town: BAIRNSDALE			· · · · · · · · · · · · · · · · · · ·	Posto	ostcode 3875		
	ANI	D/OR		200 07 4037 4030940	00000 88/00007-100 8000 00	W 60 300	
Lot Number: 191		Plan Numb	oer: 002535				
Other Legal Description:							
Other legal description may be a C If the proposal relates to multiple a land description details for each ac	ddresses/parcel	s, please att					
Declaration in relation to Title R	estrictions:						
Is there any encumbrance on the 173 agreement or other obligation					Yes	X No	
Will the proposal result in a bread agreement?	h of a registered	d covenant re	estriction or		Yes	No	
Existing conditions: Describe how the land is currently	used and develo	oped:					
VACANT LAND							

ABN: 81 957 967 765

273 Main Street (PO Box 1618)
Bairnsdale VIC 3875
Website www.eastqippsland.vic.qov.au
Email feedback@eqipps.vic.qov.au
Follow us on Twitter @egsc

Description of propos	al:
-----------------------	-----

Describe the use, development or other matter which needs	s a permit:
MULTI LOT SUBDIVISION	
Estimated cost of development:	\$ N/A
Note: You may be required to verify this estimate	
Has there been a pre-application meeting: ☒ Yes ☐ No	Officer name: ANDREW BATES & EMINE MESTAN
Your application reference number: 25035	

# Application requirements and supporting documents Required:

- Title to each property subject to the application (must have been generated within the past 30 days)
- Full copy of Covenants or Section 173 agreements if applicable, and details of beneficiaries if there is a proposal which would contravene, alter, or end a covenant or restriction.
- Supporting documents which are mandatory requirements of the Planning Scheme (e.g. Native Vegetation Removal Report, Bushfire Management Statement, Geotechnical report/waiver)
- Plans as relevant to the proposal

# Suggested, or subject to requirements of the scheme

- A report responding to the relevant application requirements and the policies and objectives of the East Gippsland Planning Scheme
- Supporting information/reports which are commonly considered with similar applications (e.g. Land Capability Assessment, Bushfire Management Statement, Geotechnical report/waiver)

If you need more space or have more information, please attach with this form.

# **Payment of Application Fees**

This application has an associated cost to be confirmed by a senior planning officer in accordance with the *Planning and Environment (Fees) Regulations* 2016. An invoice will be generated once the application has been assessed to confirm it is complete.

Invoice Recipient (Payer): DEVELOPMENT SOLU	TIONS VICTORIA	
Address 48 BAILEY STREET, BAIRNSDALE		
		Postcode: 3875
Email Address: ADMIN@DEVSOLVIC.COM.AU	Phone Number: 03 5152	2 4858

### **Privacy Statement**

The East Gippsland Shire Council asks for details about you to make decisions on planning permit applications. The information you give to us on this form is used for your application and is required for Council to make its decision under the *Planning and Environment Act* 1987. Sometimes we may provide a copy of this application form to another person, but only if it is for a legitimate purpose that is related to the planning process, or we are allowed by law, or to protect people or property. If your information is put onto Council's website or provided to another person, Council will always try to make sure your privacy is protected in line with the *Privacy and Data Protection Act* 2014. For instance, if requested by another person, after deciding that it is requested for a legitimate purpose, Council will obtain an undertaking from the recipient confirming how they will use your personal information and that they will destroy it once used.

You may ask for more information about Council's Privacy Policy by contacting our Privacy Officer on 03 5153 9500 or e-mail <a href="mailto:feedback@egipps.vic.gov.au">feedback@egipps.vic.gov.au</a>. You can gain access to information you provided to us through the *Freedom of Information Act 1982*, more information about FOI is available on Council's website.

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Bairnsdale VIC 3875
Website www.eastqippsland.vic.qov.au
Email feedback@eqipps.vic.qov.au
Follow us on Twitter @eqsc

# **Declarations:**

I declare that I am the applicant and that all the information in this application is true and correct and the owner(s) (if not myself) has (have) been notified of the permit application.

EAST GIPPSLAND

- I confirm that I have authority to use the relevant documents.
- In the event that the giving of notice is required pursuant to Section 52 of the *Planning and Environment*Act 1987, I permit documents submitted as part of this application, including my full contact information, to be made available for public viewing on Council's website.
- In the event that the giving of notice is required pursuant to Section 52 of the *Planning and Environment Act* 1987, and I receive instructions to give notice to potentially affected parties, I confirm that I will destroy the instructions and personal information once the information is no longer necessary.
- I accept the East Gippsland Shire Council Privacy Statement.

Applicant signature:	
Name: COURTNEY CAMPBELL	Date: 28 / 04 / 2025

Submitting your application:

Submitting ye	our application:	
Electronic	Complete electronically on our website Email to planning@egipps.vic.gov.au	
Mail	Post the signed, completed form together with PO Box 1618 BAIRNSDALE VIC 3875.	copies of any documentation to:
In Person	Bring the completed form and supporting docu	ments to any of the following locations:
	Service Centre Opening Hours: 9.00am to 5:00pm. Monday to Friday.	Bairnsdale Corporate Centre: 273 Main Street. Lakes Entrance Service Centre: 18 Mechanics Street. Omeo Service Centre: 179 Day Avenue. Orbost Service Centre: 1 Ruskin Street. Paynesville Service Centre: 55 The Esplanade. Mallacoota Service Centre: 70 Maurice Avenue
	Mallacoota Service Centre Opening Hours: Monday and Tuesday 10.00am to 2.00pm Wednesday, Thursday, Friday 2.00pm to 5.00pm	Manacoota Service Centre: 70 Maurice Avenue



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REGISTER SEARCH STATEMENT (Title Seatech) for pan ptansetwhich may breach அரும் property Land Act 1958

VOLUME 10572 FOLIO 533

Security no : 124123953527J Produced 28/04/2025 10:13 AM

#### LAND DESCRIPTION

Lot 191 on Plan of Subdivision 002535. PARENT TITLE Volume 06088 Folio 501 Created by instrument X321075U 16/02/2001

#### REGISTERED PROPRIETOR

Estate Fee Simple Sole Proprietor

#### 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 LP002535 FOR FURTHER DETAILS AND BOUNDARIES

#### ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 83 LUCKNOW STREET EAST BAIRNSDALE VIC 3875

#### ADMINISTRATIVE NOTICES

NIL

eCT Control Effective from

DOCUMENT END



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Document Identification	LP002535
Number of Pages	6
(excluding this cover sheet)	
Document Assembled	28/04/2025 10:13

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# PLAN OF SUBDIVISION OF PART OF CROWN PRE-EMPTIVE SECTION A

PARISH OF WY YUNG

AND

CROWN ALLOTMENTS 28, 29, 54 & 55

# PARISH OF BROADLANDS **COUNTY OF DARGO**

MEASUREMENTS ARE IN LINKS VOL. 2131 FOL. 045 VOL. 1973 FOL. 415

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E-2 = BROWN HATCHED RED

#### **ENCUMBRANCES**

AS TO THE LAND MARKED E-3 THE EASEMENT TO THE TOWN OF BAIRNSDALE CREATED IN INST. M 381867L

AS TO THE LAND MARKED R1: **ANY EASEMENTS AFFECTING** THE SAME

NOTE STREET NAME AMENDED FROM MACRAE STREET TO HADFIELD STREET

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**SEE SHEET 3** 

5 SHEETS SHEET 2

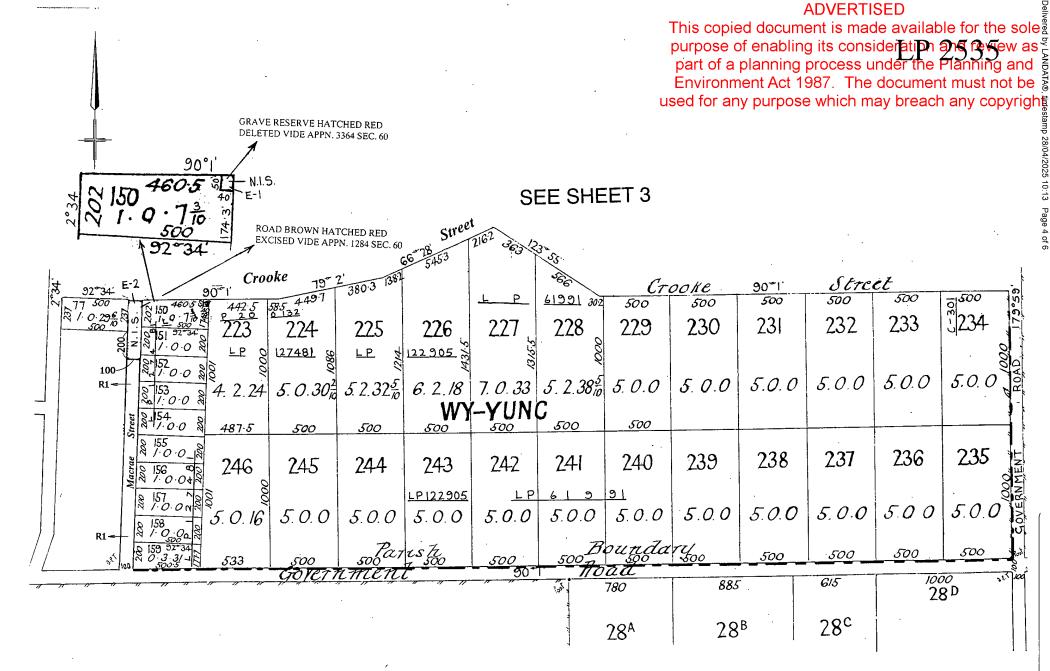
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# SEE SHEET 2

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SEE SHEET 4

5 SHEETS SHEET 3

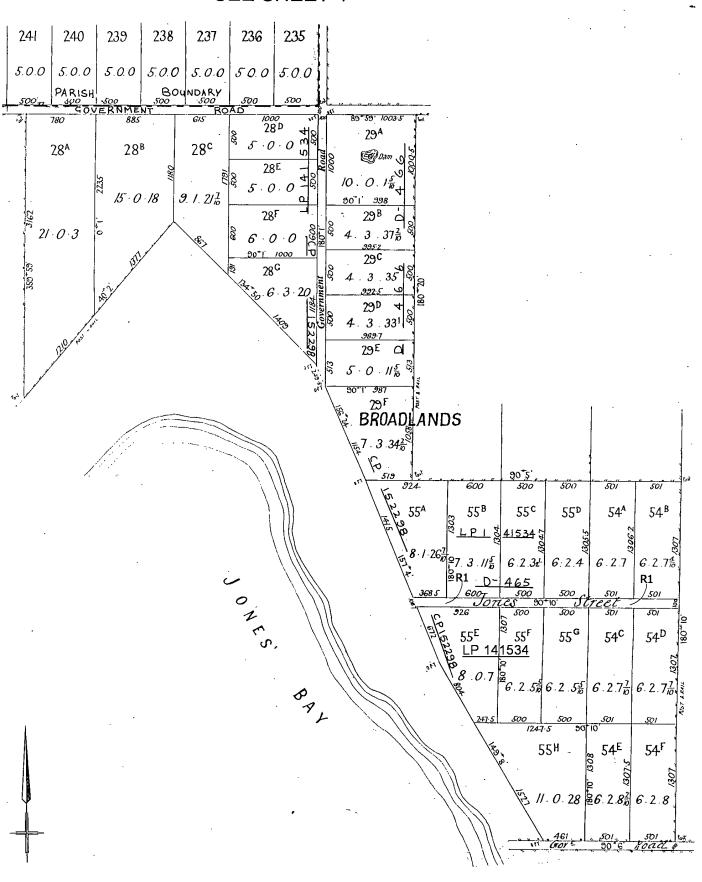


**SEE SHEET 5** 

5 SHEETS SHEET 4

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# **SEE SHEET 4**



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LP 2535

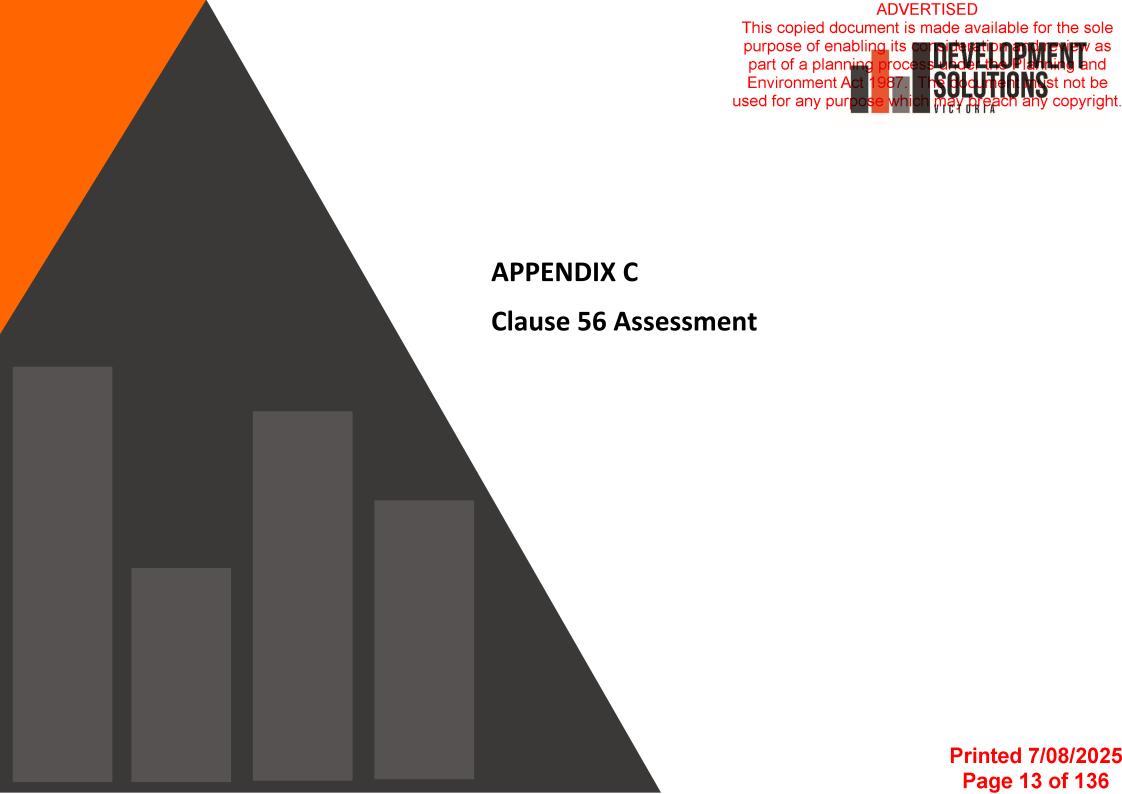
# **MODIFICATION TABLE**

RECORD OF ALL ADDITIONS OR CHANGES TO THE PLAN

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AFFECTED LAND/PARCEL	LAND/PARCEL IDENTIFIER CREATED	MODIFICATION	DEALING NUMBER	DATE	TIME	EDITION NUMBER	ASSISTANT REGISTRAR OF TITLES
LOT 195	E-3	CREATION OF EASEMENT	M 381867L			2	MLB
ROADS	R1	EASEMENTS ENHANCED				3	AD
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Page 12 of 136



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### **CLAUSE 56 ASSESSMENT**

#### Clause 56 – Residential Subdivision

Under the provisions of Clause 32.08-3 of the General Residential Zone, the following provisions of Clause 56 must be addressed as appropriate.

The purpose of Clause 56 is:

"To implement the Municipal Planning Strategy and the Planning Policy Framework.

To create liveable and sustainable neighbourhoods and urban places with character and identity.

To achieve residential subdivision outcomes that appropriately respond to the site and its context for:

- Metropolitan Melbourne growth areas.
- Infill sites within established residential areas.
- Regional cities and towns.

To ensure residential subdivision design appropriately provides for:

- Policy implementation.
- Liveable and sustainable communities.
- Residential lot design.
- Urban landscape.
- Access and mobility management.
- Integrated water management.
- Site management.
- Utilities."

Clause 56 provides the following requirements:

"An application to subdivide land:

- Must be accompanied by a site and context description and a design response.
- Must meet all of the objectives included in the clauses specified in the zone.
- Should meet all of the standards included in the clauses specified in the zone."

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The provisions of Clause 56 are addressed below.

Clause 56.01 requires an application to be accompanied by:

- A subdivision site and context description.
- A design response.

These details are outlined in the proposed development plans and within the submission.

The table below addresses the relevant requirements of Clause 56 for 16 -59 Lots

Clause 56.03-2 Activity Centre Objective:	To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.
Response:	The proposed subdivision does not include an activity centre. The subject site is located approximately 2 kilometres from the central business area of Bairnsdale which provides an adequate level of services and facilities. The subject site is within walkable distance to the public bus service which provides an adequate link to the nearest activity centre.  The proposal meets the objectives and standards of this clause.
Clause 56.03-4 Built Environment Objective:	To create urban places with identity and character.
Response:	There is no Neighbourhood Character Statement or specific character identified for this location. This area contains predominantly standard residential uses. Dwellings in the area include both single storey, elevated single storey and double storey dwellings. All development is on lots ranging in shapes and sizes however, is predominantly single dwellings on lots facing the street with a variety of dwelling styles generally containing one single point of access to the road network. The lot configuration in the immediate area is generally rectangular style allotments with varied road frontages.
	The proposed lot layout is responsive to the site and will provide for future development that can be consistent with the existing surrounding development. The area of the proposed lots ensures adequate provision for the subdivision to provide an appropriate level of services and facilities for future development.

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All allotments will have suitable driveway access. Proposed lots 1-6 will have access provided directly from Lucknow Street and all other lots will have access provided from the internal road that will connect directly to Lucknow Street along the southern boundary.

The proposed new access points and the new internal road will not result in a detrimental impact to the flow of traffic in this location and will enable all vehicles to exit on to Lucknow Street in a forward motion. The proposed lot layout will enable future residential development that will not be inconsistent with the existing lot layout in the area and existing residential development. There is no vegetation on the subject site that requires removal.

There are no significant features in the area that would be detrimentally affected by the proposed subdivision and likely future residential development. The subject site does adjoin a rail reserve to the north being the East Gippsland Rail Trail, a reserve is proposed along the northern boundary to provide for a buffer area between the proposed lots and the rail reserve. The proposed subdivision will not negatively impact the existing streetscape or neighbourhood character.

The proposal will include footpaths on both sides of the internal road, street lighting and general street landscaping to create a sense of identity.

The proposal meets the objectives and standards of this clause.

Clause 56.04-1 Lot diversity and distribution objectives:

To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.

To provide higher housing densities within walking distance of activity centres.

To achieve increased housing densities in designated growth areas.

To provide a range of lot sizes to suit a variety of dwelling and household types.

Response:

The proposed subdivision will result in 33 vacant residential allotments that can be developed with a dwelling in the future. The future development of residential dwellings will result in housing densities that are consistent with existing development within the area. The density proposed is responsive to the site conditions, relative to the area and of a suitable density to assist in addressing the current housing shortage.

It is noted there is an existing 33 lot subdivision under construction adjoining the western boundary, the proposed subdivision lot layout has been designed to match the subdivision under construction.

The proposal meets the objectives and standards of this clause.

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Clause 56.04-2 Lot
area and building
envelopes
objective:

To provide lots with areas and dimensions that enable the appropriate siting and construction of adwelling, solar wicess, private open spake, opyright, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.

#### **Response:**

This application seeks approval for the creation of 33 allotments, all greater than 300m² in area to accommodate future residential dwellings. The proposed lot dimensions and layout are considered to adequately accommodate solar access for existing development surrounding the site and any future development on the vacant lots. The size and configuration of the proposed lots is considered more than adequate to accommodate any future development whilst respecting surrounding lot configurations for future uses and development surrounding the site. It is expected that future residential development will be able to comply with the requirements of Clause 54 of the East Gippsland Planning Scheme.

The proposal meets the objectives and standards of this clause.

# Clause 56.04-3 Solar orientation of lots objective

To provide good solar orientation of lots and solar access for future dwellings.

### **Response:**

The proposed subdivision creates 33 allotments of various orientation, however predominantly north south or east west orientation. Each lot has a northern aspect that can be incorporated into any proposed future dwelling design. Each of the lots will have appropriate solar access and any future development will be required to be considerate of the solar access of surrounding properties.

The proposal meets the objectives and standards of this clause.

# Clause 56.04-4 Street orientation objective:

To provide a lot layout that contributes to community social interaction, personal safety and property security.

# Response:

The proposed allotments will all have appropriate street frontages to encourage future development that supports visibility and surveillance and will contribute to community social interaction, personal safety and property security. Proposed Lots 1 to 6 will have a frontage to Lucknow Street and all other allotments will have access provided via the new internal road as indicated on the proposed development plans. Aside from the adjoining road reserve there is a rail reserve adjoining the northern boundary of the site being the East Gippsland Rail Reserve. A reserve will be constructed along the northern boundary to provide for separation between the residential allotments and the rail reserve.

The proposal meets the objectives and standards of this clause.

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Clause 56.04-5 Common area objectives	To identify common areas and the purpose for which the area is commonly held. To ensure the provision of common areas and the purpose for which the area is commonly held. To ensure the provision of common areas and the purpose for which the area is commonly held. To ensure the provision of common areas and the purpose for which the area is commonly held. To ensure the provision of common areas and the purpose for which the area is commonly held. To ensure the provision of common areas and the purpose for which the area is commonly held. To ensure the provision of common areas and the purpose for which the area is commonly held. To ensure the provision of common areas and the purpose for which the area is commonly held. To ensure the provision of common areas and the purpose for which the area is commonly held. To ensure the provision of common areas are in place. To maintain direct public access throughout the neighbourhood street network.
Response:	The proposed subdivision does not include any common property.
	This clause is not relevant to the proposal.
Clause 56.05-1 Integrated urban landscape objectives:	To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.  To incorporate natural and cultural features in the design of streets and public open space where appropriate.  To protect and enhance native habitat and discourage the planting and spread of noxious weeds.  To provide for integrated water management systems and contribute to drinking water conservation.
Response:	The proposed subdivision includes a new internal road that will be used to provide access to proposed lots 7 to 33. The proposed new internal road will provide shared vehicle and pedestrian access to the proposed allotments and provide a suitable connection to the surrounding road network and public facilities.  The proposal meets the objectives and standards of this clause.
Clause 56.05-2 Public open space provision objective:	To provide a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space.  To provide a network of public open space that caters for a broad range of users.  To encourage healthy and active communities.  To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.  To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.
Response:	The proposed subdivision includes a reserve area which will be approximately 724m <sup>2</sup> and will extend the entire distance of the northern boundary to provide for appropriate separation between the residential allotments and the rail reserve. There is a public open space area located approximately 800 metres west of the subject site being Cameron Cresent Reserve.  The proposal meets the objectives and standards of this clause.

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Clause 56.06-2 Walking and cycling network objectives:	To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of vesidents, amplifyeds and copyrige visitors.  To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.  To reduce car use, greenhouse gas emissions and air pollution.
Response:	There are no existing footpaths on the northern side of Lucknow Street. New footpaths are proposed along both sides of the proposed internal road that will provide a connection to the existing footpaths along Lucknow Street as indicated on the engineering plans contained in <i>Appendix D</i> .  The proposal meets the objectives and standards of this clause.
Clause 56.06-4 Neighbourhood street network objective:	To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.
Response:	The proposal includes a new internal road that will provide safe vehicle access to proposed lots 7 to 33. The proposed internal road will include footpaths on both sides of the road that will connect to the existing footpath located on the southern side of Lucknow Street, providing for the safe movement of pedestrians and cyclists.  The proposal meets the objectives and standards of this clause.
Clause 56.06-5 Walking and cycling network detail objectives:	To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.  To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.
Response:	As previously stated the proposal includes a new footpath along both sides of the proposed new internal road which will provide suitable access for pedestrians and cyclists with adequate connections to the existing footpaths and cycling networks.  The proposal meets the objectives and standards of this clause.
Clause 56.06-6 Public transport	To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.  To provide public transport stops that are accessible to people with disabilities.

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objectives: Response:	There is public transport available within a walkable distance of the subject site being a bus stop, located approximately 290 metres west of the subject site on the corner of Lucknow and Hoddinott Street.  This bus route provides access throughout Bairnsdale and further afield and departs two hourly.  The proposal meets the objectives and standards of this clause.
Clause 56.06-7 Neighbourhood Street network detail objective:	To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.
Response:	An internal road is proposed directly from Lucknow Street and has been designed to provide a suitable connection to the existing road network to ensure safe and practical access. A Traffic Impact Statement is contained in <i>Appendix E</i> that provides a suitable assessment of the existing road network and the proposed new internal road.  The proposal meets the objectives and standards of this clause.
Clause 56.06-8 Lot access objective:	To provide for safe vehicles access between roads and lots.
Response:	Access will be provided to allotments 1 – 6 directly from Lucknow Street and all other allotments will have access provided via the new internal road that will connect directly to Lucknow Street. The proposed internal road will provide for safe vehicle access between the roads and future dwellings. The proposed access point will be constructed to the satisfaction of the responsible authority and in accordance with the requirements of the Infrastructure Design Manual.  The proposal meets the objectives and standards of this clause.
Clause 56.07-1 Drinking water supply objectives	To reduce the use of drinking water. To provide an adequate, cost-effective supply of drinking water.
Response:	The proposed lots will be connected to the existing reticulated water supply which provides for drinking water supply.

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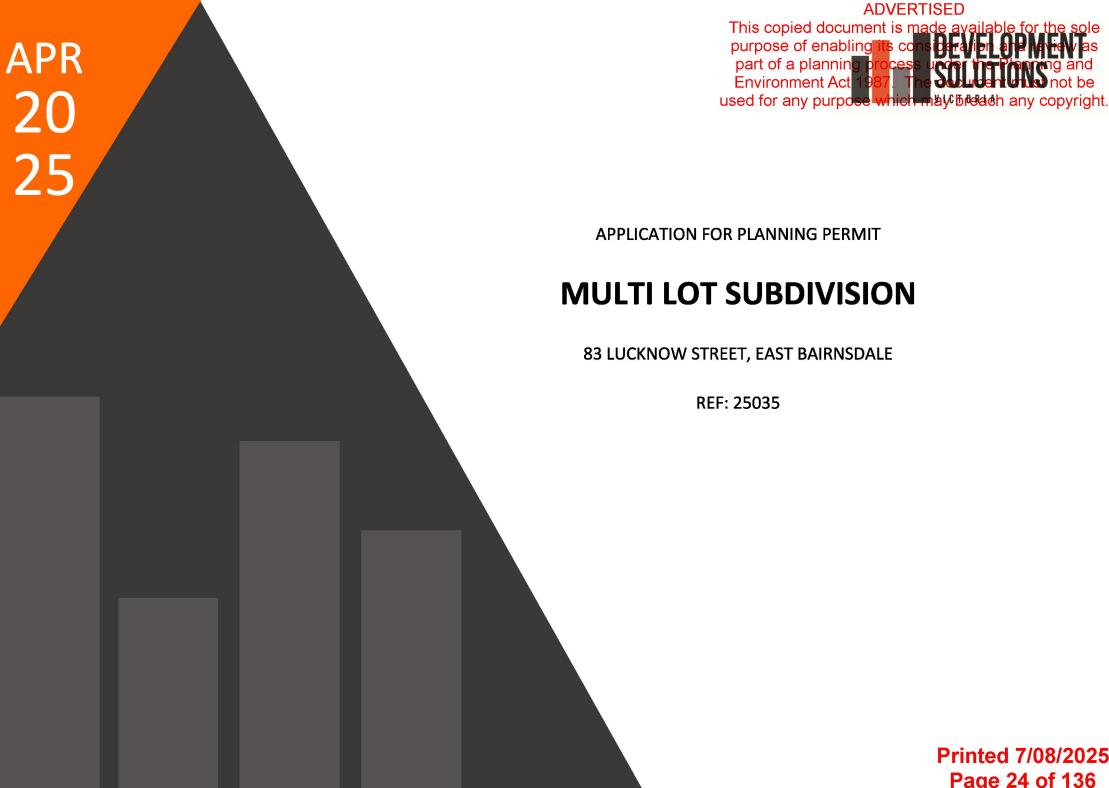
	Upgrading of the water supply system will ensure that the proposed subdivision does not exceed the capacity of the water supply system will ensure that the proposed subdivision does not exceed the capacity of the water for consideration.
	The proposal meets the objectives and standards of this clause.
Clause 56.07-2 Reused and recycled water objective	To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.
Response:	A reuse and recycle water supply is not available to this site at this time.  Water supply to all allotments will be via the existing reticulated water system to the satisfaction of the responsible authority.
	The proposal meets the objectives and standards of this clause.
Clause 56.07-3 Waste water management objective	To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.
Response:	All allotments will be connected to the existing reticulated sewerage network. The proposed additional vacant lots are not expected to exceed the capacity of the network.
	The proposal will be referred to East Gippsland Water as the sewerage service provider for consideration.
	The proposal meets the objectives and standards of this clause.
Clause 56.07-4 Stormwater management objectives	To minimise damage to properties and inconvenience to residents from stormwater.  To ensure that the street operates adequately during major storm events and provides for public safety.  To minimise increases in stormwater and protect the environmental values and physical characteristics of receiving waters from degradation by stormwater.  To encourage stormwater management that maximises the retention and reuse of stormwater.  To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.
Response:	The proposal will include appropriate drainage infrastructure. A stormwater management plan will be provided and is expected to be a condition on any planning permit to be granted.

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	Stormwater created from any future dwellings will be directed to the legal point of this charge to the satisfaction of the responsible authority.  The proposed new internal road has been designed to ensure that all stormwater runoff is directed to the legal point of discharge to the satisfaction of the responsible authority.
	An engineering plan is contained in <i>Appendix D</i> which provides details of the proposed internal road and drainage infrastructure.
	The proposal meets the objectives and standards of this clause.
Clause 56.08-1 Site Management objectives	To protect drainage infrastructure and receiving waters from sedimentation and contamination.  To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.  To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.
Response:	The subject site is not susceptible to erosion however, all preventative measures will be implemented during the construction phase of the proposed subdivision to ensure no erosion occurs.
	There is no vegetation on the subject site that requires removal to facilitate the proposed subdivision.
	The proposal meets the objectives and standards of this clause.
Clause 56.09-1 Shared Trenching objectives:	To maximise the opportunities for shared trenching.  To minimise constraints on landscaping within the street reserves.
Response:	Given the proposal is seeking a multi lot subdivision that will result in 33 allotments, there is ability for shared trenching for new services.
	Each of the relevant service authorities will be contacted prior to certification of the plan to ensure all service requirements are met and shared trenching can occur where possible.
	The proposal meets the objectives and standards of this clause.
Clause 56.09-2 Electricity,	To provide public utilities to each lot in a timely, efficient and cost effective manner.  To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.

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telecommunications and gas objectives:	used for any purpose which may breach any copyrig
Response:	All vacant lots will be connected to services including reticulated water, sewerage, telecommunications, drainage, electricity and a good quality road network. The proposed 33 lot subdivision is not expected to affect the existing service arrangements nor exceed capacity.
	Each of the service providers will be contacted prior to the certification of the plan of subdivision to determine requirements.
	The proposal meets the objectives and standards of this clause.
Clause 56.09-3 Fire hydrants objectives:	To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.
Response:	The nearest fire hydrants are located within Lucknow Street. It is anticipated that additional fire hydrants may be required to ensure all lots are adequately serviced.
	The proposal meets the objectives of this clause.
Clause 56.09-4 Pubic lighting objective:	To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.  To provide pedestrians with a sense of personal safety at night.  To contribute to reducing greenhouse gas emissions and to saving energy.
Response:	There is existing street lighting within Lucknow Street adjoining the subject site to the south. Street lighting will be provided to the satisfaction of the responsible authority.
	The proposal meets the objectives and standards of this clause.



Printed 7/08/2025 Page 24 of 136

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#### **CONTENTS**

1	Introduction	4
2	Site Context	5
3	The Proposal	11
4	Site Context	12
5	Zones and Overlays	13
6	Planning Assessment	15
7	Conclusion	17

# **APPENDIX**

A Copy of Title and Title Pla
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- **B** Proposed Plan of Subdivision
- **C** Clause 56 Assessment
- **D** Engineering Plan
- **E** Traffic Impact Statement
- **F** Clause 13.02-1S Assessment
- **G** Site Hazard Assessment
- **H** Social Impact Comments

# **DOCUMENT REVISION**

**1** Draft Report DAC 18/04/2025

**2** Final Report CMC 23/04/2025

**DSV Ref: 25035** 



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### 1. INTRODUCTION

Development Solutions Victoria Pty Ltd act on behalf of the applicant for this planning permit application for a multi lot residential subdivision at 83 Lucknow Street, East Bairnsdale.

This submission and supporting documentation provide details of the subject site, relevant planning controls and policies and delivers an assessment against the provisions of the East Gippsland Planning Scheme.

A planning permit is required for the proposed subdivision under the provisions of the General Residential Zone.

The regional migration trend has continued to increase housing demand throughout the East Gippsland Shire. The proposed subdivision will increase land supply and provide for structured and timely growth.

The proposal is consistent with the objectives of the East Gippsland Planning Scheme, is an appropriate subdivision in this location and will result in a positive planning outcome.

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Address	83 Lucknow Street, East Bairnsdale
Site Description	Lot 191 on Plan of Subdivision 002535
Title Particulars	Vol 10572 Fol 533
Site Area	2.02 Hectares
Proposal	Multi Lot Subdivision
Planning Scheme	East Gippsland Planning Scheme
Zone	General Residential Zone – Schedule 1
Overlays	No Overlays
Aboriginal Cultural Heritage	Not identified as an area of Cultural Heritage Sensitivity
Permit Triggers	Clause 32.08-3 General Residential Zone Subdivision
Notice	No exemption available
Referrals	Clause 66.01 – EGCMA, CFA, EGW and SP AUSNET
Work Authority Licence	Not applicable
Planning Scheme requirements	Municipal Planning Strategy – Clause 02
	Settlement - Growth area towns - Clause 02.03-1
	Environmental and landscape values – Clause 02.03-2
	Environmental risks and amenity – Clause 02.03-3
	Built environment and heritage – Clause 02.03-5
	Planning Policy Framework – Clause 10
	Settlement – Clause 11
	Environmental and landscape values – Clause 12
	Environmental risks and amenity – Clause 13
	Built environment and heritage – Clause 15
	Housing – Clause 16
	General Residential Zone – Clause 32.08
	Decision guidelines – Clause 56
	Decision guidelines – Clause 65.01
	Decision guidelines – Clause 65.02

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### 2. SITE CONTEXT

#### Site

The subject site is located at 83 Luckow Street, East Bairnsdale. A copy of the Title and Title Plan is contained in *Appendix A*. The title is not affected by any restrictive covenants or agreements.

The site is a rectangular shaped allotment with a total area of approximately 2.02 hectares and is vacant land.

The site is relatively flat in nature and does not contain any vegetation.

The subject site does not currently have any formal access point. Access is proposed along the southern boundary directly from Lucknow Street. Lucknow Street is a bitumen sealed road with concrete kerb and channel traversing in an east to west direction.

The subject site in relation to Bairnsdale as well as the surrounding land, is shown in the locality plans in *Figure 1* and *Figure 2*.

Details of the site are depicted in the photographs provided below.



Figure 1 – Locality Plan – 83 Lucknow Street, East Bairnsdale (source: mapshare.vic.gov.au)



Figure 2 – Locality Plan – 83 Lucknow Street, East Bairnsdale (source: mapshare.vic.gov.au)

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#### Surrounds

The land surrounding the site comprises predominantly residential development, with some vacant residential land and public land within proximity.

Adjoining the northern boundary is the rail reserve being the East Gippsland Rail Trail with industrial land beyond. Adjoining the eastern boundary is vacant residential land. Adjoining the western boundary is vacant land currently under construction for a multi lot residential subdivision. Land adjoining the southern boundary contains Lucknow Street, Humphrey Street and existing residential development.

The subject site is located in East Bairnsdale, approximately 2.6 kilometres east of the central business district of Bairnsdale. Bairnsdale is located on the Mitchell River and is built around the Princes Highway. The Princes Highway through the main centre of Bairnsdale is a large boulevard featuring trees, garden areas, a rotunda and many other public amenities. The Princes Highway extends through to Lakes Entrance and beyond. Bairnsdale is the main commercial and residential centre of Bairnsdale.

The subject site in relation to East Bairnsdale is shown in the aerial photograph below.





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Photograph 2 - Subject site at 83 Lucknow Street, showing location of proposed internal road and access.



**Photograph 4** – Subject site facing northeast.



**Photograph 6 –** Subject site facing west.



**Photograph 3** – Subject site facing north along the western boundary.



**Photograph 5** – Subject site facing east along the southern boundary.



**Photograph 7 –** Subject site facing west along the southern boundary.

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**Photograph 8** – Public land adjoining the subject site along the northern boundary being the East Gippsland Rail Trail.



**Photograph 10** – Neighbouring property adjoining the western boundary at 93 Lucknow Street, East Bairnsdale.



**Photograph 12** – Lucknow Street facing east.



**Photograph 9 –** Neighbouring property adjoining the western boundary at 73 Lucknow Street, East Bairnsdale.



**Photograph 11** – Property directly opposite the subject site at 100 Lucknow Street, East Bairnsdale.



**Photograph 13** – Lucknow Street facing west.

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**Photograph 14 –** Intersection adjoining Lucknow Street and Humphrey Street.

#### 3. THE PROPOSAL

This application seeks approval for a multi lot residential subdivision. A proposed plan of subdivision is provided in Appendix B. The proposed subdivision seeks to create 33 lots suitable for future residential development. The proposed allotments range in size from 395m<sup>2</sup> to 562m<sup>2</sup>.

The allotment details are provided within the proposed plan of subdivision to the right and contained in Appendix B.

#### Access

The proposal includes the creation of a new access road as indicated on the proposed plan of subdivision. The new access road will be a 16 metre wide road reserve and will extend from Lucknow Street towards the northern boundary. The proposed new road will cover a total area of 3,167m<sup>2</sup>. A Traffic Impact Statement is contained in Appendix E which provides specific details on the proposed road.

#### Services

The subject site has access to an appropriate level of services including reticulated water, sewerage, electricity, telecommunications and the existing road network.

Each of the proposed allotments will be connected to all available services.

#### Drainage

A Stormwater Management Plan will be provided and is expected to be a condition on any planning permit to be approved. An Engineering Plan is provided in Appendix D which provides details of road drainage and infrastructure to be constructed.

#### Landscaping

A Landscape Plan will be prepared to be consistent with the multi lot subdivision adjoining the western boundary which is currently under construction. Landscaping will provide for integration with the environment, provide screening between the residential and nearby industrial use and result in a visually appealing subdivision.

# **Staging**

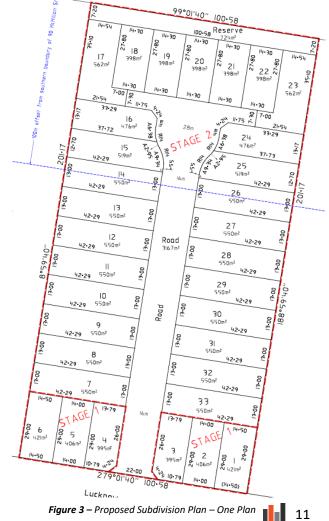
It is proposed to stage the subdivision in two stages. Stage one will consist of the southern portion of the site and will include Lots 1-6. Stage two will include the balance of the land.

The subject site does not contain any existing vegetation, and as such no vegetation removal will be required.

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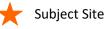
enable the construction of the proposed access road and for the provision of services and infrastructure to the proposed allotments. All standard preventative measures will be implemented to ensure no erosion occurs.



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# 4. SITE CONTEXT





Site Context	Facility
Α	East Bairnsdale Community Hub
В	Bus Stop Hoddinott Street/ Lucknow Street
С	East Gippsland Rail Trail
D	East Handy Store
E	Cameron Crescent Playground
F	Nielsen's Nursery

Bairnsdale CBD Facilities to Subject site		
Bairnsdale Post Office	2.6 km	
Bairnsdale Regional Health	5.6 km	
Service		
Eastwood Early Learning	4.2 km	
Centre		
Lucknow Primary School	4.7 km	
Bairnsdale Aquatic and	5.3 km	
Recreation Centre		
Howitt Park	1.4 km	
Coles Supermarket	2.6 km	
Macleod Street Medical	3.8 km	

### **5. ZONES AND OVERLAYS**

#### General Residential Zone - Schedule 1

The purpose of the General Residential Zone is:

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

An extract of the General Residential Zone Map is provided in *Figure 4*.

Clause 32.08-3 of the General Residential Zone provides a permit is required to subdivide.

An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause

56. The relevant standards of Clause 56 are addressed in *Appendix C.* 

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Residential Zone are addressed in Section 6 of

PRZ PPZ PPZ PPZ

this submission.

Figure 4 – Zoning Map – (source - mapshare.vic.gov.au)

## **Aboriginal Cultural Heritage**

Under the provisions of the *Aboriginal Heritage Act 2006* the subject site is not recognised as being within an area of Aboriginal Cultural Heritage Sensitivity, and as such a Cultural Heritage Management Plan will not be required.

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#### **6. PLANNING ASSESSMENT**

This proposal has been assessed against the objectives and standards of applicable clauses of the East Gippsland Planning Scheme and it is considered that the proposed multi lot residential subdivision is appropriate for the following reasons:

- The proposal meets the objectives of the Municipal Planning Strategy at Clause 02 and the Planning Policy Framework at Clause 10 by providing for a multi lot residential subdivision that will result in 33 vacant residential lots that can be developed in the future with a residential dwelling whilst being respectful of the existing surrounding development and the environment.
- There are no specific environmental constraints associated with the subject site however the proposed lot layout has been designed to ensure there are no negative environmental implications as sought to achieve by the relevant clauses including Clause 02.03 and Clause 11.
- Clause 02.03-1 identifies Bairnsdale as a growth area town and encourages development on fully serviced residential land. The regional migration trend after the COVID 19 pandemic has resulted in a consistently rising housing demand

throughout the East Gippsland Shire. The proposal aims to reduce pressure on housing by supporting land supply for the area.

- The subject site has access to an appropriate level of services. The proposed vacant allotments will be connected to all available services and infrastructure including reticulated water, sewerage, electricity, telecommunications and a good quality road network.
- The subject site is identified as being within a designated bushfire prone area and as such an assessment against **Clause 13.02-1S** is contained in **Appendix F.** The assessment concludes the management of bushfire risk with mitigation measures can achieve a safe and effective outcome. Management of bushfire risks will be through building regulatory controls, requiring every dwelling to be assessed against AS3959.
- Fire hydrants are currently located within Lucknow Street. It is expected that additional hydrants may be required within the new road reserve to ensure all new dwellings are within a reasonable distance to a fire hydrant.
- The proposal meets the objectives of Clause
   16 by providing for an additional 33 vacant residential allotments that can be developed with a dwelling in the future

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area. Clause 16.01-25 recognises the need to ensure land supply is sufficient to meet demand. The proposed multi lot subdivision will support additional land supply and is located on the eastern fringe of East Bairnsdale within a reasonable distance to services and public transport.

- The proposal is consistent with the decision guidelines of the General Residential Zone at Clause 32.08-12 which seeks to encourage development that respects the neighbourhood character.
- The proposed subdivision creates 33 vacant residential lots and will be staged with stage one consisting of lots 1-6 and stage two being the balance of the lots as indicated on the proposed plan of subdivision contained in *Appendix B*. Any future residential development of the lots will be keeping with the neighbourhood character of the area. There is a 33 Lot subdivision currently under construction on land adjoining the western boundary of the site and was approved with planning permit number 5.2024.27.2.
- The proposed subdivision has addressed the relevant standards as set out in Clause 56 and is contained in *Appendix C*.
- The pattern of subdivision for the area is varied with lots ranging in shapes and sizes, the proposal will have the same layout as

- the adjoining multi lot subdivision. A site hazard assessment is contained in *Appendix G* that provides a detailed assessment of residential lots in close proximity to commercial properties and concludes the risk is low.
- Each lot will have individual access provided. Lots 1-6 will have access provided directly from Lucknow Street and all remaining lots will have access provided via the new internal road that will connect to Lucknow Street as indicated on the proposed plan of subdivision. A Traffic Impact Statement is contained in Appendix **E** that concludes the site is suitable for the proposed subdivision and is unlikely to have a negative impact on the existing Road network. The new internal road will have a 16 metre wide road reserve which will provide for appropriate area to include on street parking between crossovers as well include drainage and service infrastructure.
- Street lighting will be provided in accordance with the Infrastructure Design Manual and as required by the East Gippsland Shire Council.
- An engineering Plan is contained in *Appendix D* that provides details of the proposed internal road construction and service infrastructure location.

- This submission has addressed the decision guidelines of **Clause 65.01** and the proposed subdivision supports orderly planning of the area whilst taking into consideration the potential effect on the environment, human health and the amenity of the area. The proposal does not require the removal of any native vegetation and there will be no negative impact on the existing road network.
- The subject site is not identified as being susceptible to erosion hazards, however, standard erosion prevention measures will be adopted during the construction phase of the proposed subdivision.
- There are no factors of this proposal that are likely to cause or contribute to land degradation, salinity or reduce water quality.
- This submission has addressed the decision guidelines of Clause 65.02 and it is concluded the proposed subdivision is suitable in this location and the vacant lots being created can adequately accommodate residential dwellings in the future that will in turn support the community by providing for additional housing.
- The subject site has access to a suitable level of services and the proposed lots will be connected to all available services. The

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#### 7. CONCLUSION

This submission is in support of a planning permit application for a multi lot subdivision at 83 Lucknow Street, East Bairnsdale.

The relevant provisions of the East Gippsland Planning Scheme have been addressed and it has been ascertained that the proposed subdivision is appropriate in this location. It is requested that the proposal be supported for the following reasons:

- The proposal is consistent with the objectives and strategies outlined in the Municipal Planning Strategy and the Planning Policy Framework.
- The proposal is consistent with the objectives of the General Residential Zone.
- The proposed subdivision will provide for future residential development.
- Hazards associated with bushfire can be reduced to an acceptable level.
- The pattern of subdivision and lot layout is respectful of the area and complementary to the existing surrounding allotments.

It is requested that a planning permit be granted for this residential subdivision.

**Development Solutions Victoria** 

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## 83 Lucknow Street, East Bairnsdale

Transport Impact Assessment



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#### **DOCUMENT INFORMATION**

#### **Prepared for**

File Name	250203TIA001B-F.docx	Report Date	8 April 2025
Prepared by	LMH	Reviewed by	JMS

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## **CONTENTS**

21 Site Location	1	Introduction	5
2.1 Site Location 2.2 Planning Zones and Overlays 2.3 Road Network 2.3.1 Lucknow Street 2.3.2 Humphrey Street 2.4 Traffic Volumes 2.5 Sustainable Transport 3 EAST BAIRNSDALE / LUCKNOW PRECINCT STRUCTURE PLAN 4 ADJACENT SITE APPROVAL 5 DEVELOPMENT PROPOSAL 6 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT 6.1 General 6.2 East Gippsland Planning Scheme – Clause 56 6.2.1 Clause 56.06-2, Walking and Cycling Network Objectives 6.2.2 Clause 56.06-3, Public Transport Network Objectives 6.2.3 Clause 56.06-4, Neighbourhood Street Network Objectives 6.2.4 Clause 56.06-6, Public Transport Network Objectives 6.2.5 Clause 56.06-6, Public Transport Network Detail Objectives 6.2.6 Clause 56.06-7, Neighbourhood Street Network Objectives 6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective 6.2.7 Clause 56.06-8, Lot Access Objective 6.3 Infrastructure Design Manual 7 TRAFFIC. 7.1 Traffic Generation 7.2 Traffic Distribution 7.3 Traffic Impact 7.3.1 General 7.3.2 Lucknow Street / Internal Road Intersection	2		
2.2 Planning Zones and Overlays	2.1		
2.3.1 Lucknow Street	2.2		
2.3.2 Humphrey Street  2.4 Traffic Volumes  2.5 Sustainable Transport  3 EAST BAIRNSDALE / LUCKNOW PRECINCT STRUCTURE PLAN  4 ADJACENT SITE APPROVAL  5 DEVELOPMENT PROPOSAL  6 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT  6.1 General  6.2 East Gippsland Planning Scheme – Clause 56  6.2.1 Clause 56.06-2, Walking and Cycling Network Objectives  6.2.2 Clause 56.06-3, Public Transport Network Objectives  6.2.3 Clause 56.06-4, Neighbourhood Street Network Objectives  6.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives  6.2.5 Clause 56.06-7, Neighbourhood Street Network Detail Objectives  6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objectives  6.2.7 Clause 56.06-8, Lot Access Objective  6.3 Infrastructure Design Manual  7 TRAFFIC.  7.1 Traffic Generation  7.3 Traffic Generation  7.3 Traffic Impact  7.3.1 General  7.3.2 Lucknow Street / Internal Road Intersection	2.3	·	
Traffic Volumes	2.3.1	Lucknow Street	8
2.4 Traffic Volumes	2.3.2	Humphrey Street	9
ADJACENT SITE APPROVAL  DEVELOPMENT PROPOSAL  RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT  6.1 General  6.2 East Gippsland Planning Scheme – Clause 56.  6.2.1 Clause 56.06-2, Walking and Cycling Network Objectives  6.2.2 Clause 56.06-3, Public Transport Network Objectives  6.2.3 Clause 56.06-4, Neighbourhood Street Network Objectives  6.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives  6.2.5 Clause 56.06-6, Public Transport Network Detail Objectives  6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objectives  6.2.7 Clause 56.06-8, Lot Access Objective  6.3 Infrastructure Design Manual  7 TRAFFIC.  7.1 Traffic Generation  7.2 Traffic Distribution  7.3 Traffic Impact  7.3.1 General  7.3.2 Lucknow Street / Internal Road Intersection	2.4		
ADJACENT SITE APPROVAL  DEVELOPMENT PROPOSAL  RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT  Calcuse 56.06-2. Walking and Cycling Network Objectives  Clause 56.06-3, Public Transport Network Objectives  Clause 56.06-4, Neighbourhood Street Network Objectives  Clause 56.06-5, Walking and Cycling Detail Network Objectives  Clause 56.06-6, Public Transport Network Detail Objectives  Clause 56.06-7, Neighbourhood Street Network Detail Objectives  Clause 56.06-7, Neighbourhood Street Network Detail Objectives  Clause 56.06-8, Lot Access Objective  Infrastructure Design Manual  TRAFFIC  TI Traffic Generation  T.2 Traffic Distribution  T.3 Traffic Impact  T.3.1 General  T.3.2 Lucknow Street / Internal Road Intersection	2.5	Sustainable Transport	11
DEVELOPMENT PROPOSAL  RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT	3	EAST BAIRNSDALE / LUCKNOW PRECINCT STRUCTURE PLAN	12
DEVELOPMENT PROPOSAL  RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT	4	ADJACENT SITE APPROVAL	
RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT  6.1 General	5		
6.2 East Gippsland Planning Scheme – Clause 56. 6.2.1 Clause 56.06-2, Walking and Cycling Network Objectives	6		
Clause 56.06-2, Walking and Cycling Network Objectives  Clause 56.06-3, Public Transport Network Objectives  Clause 56.06-4, Neighbourhood Street Network Objective  Clause 56.06-5, Walking and Cycling Detail Network Objectives  Clause 56.06-6, Public Transport Network Detail Objectives  Clause 56.06-7, Neighbourhood Street Network Detail Objective  Clause 56.06-8, Lot Access Objective  Clause 56.06-8, Lot Access Objective  Traffic Generation  Traffic Generation  Traffic Impact  Clause Street  Traffic Impact  Clause Street  Traffic Impact   6.1	General	15	
Clause 56.06-2, Walking and Cycling Network Objectives  Clause 56.06-3, Public Transport Network Objectives  Clause 56.06-4, Neighbourhood Street Network Objective  Clause 56.06-5, Walking and Cycling Detail Network Objectives  Clause 56.06-6, Public Transport Network Detail Objectives  Clause 56.06-7, Neighbourhood Street Network Detail Objective  Clause 56.06-8, Lot Access Objective  Clause 56.06-8, Lot Access Objective  Traffic Generation  Traffic Generation  Traffic Impact  Clause Street  Traffic Impact  Clause Street  Traffic Impact   6.2	East Gippsland Planning Scheme – Clause 56	15	
6.2.2 Clause 56.06-3, Public Transport Network Objectives 6.2.3 Clause 56.06-4, Neighbourhood Street Network Objective 6.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives 6.2.5 Clause 56.06-6, Public Transport Network Detail Objectives 6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective 6.2.7 Clause 56.06-8, Lot Access Objective 6.3 Infrastructure Design Manual 7 TRAFFIC 7.1 Traffic Generation 7.2 Traffic Distribution 7.3 Traffic Impact 7.3.1 General 7.3.2 Lucknow Street 7.3.3 Lucknow Street / Internal Road Intersection	6.2.1		
6.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives 6.2.5 Clause 56.06-6, Public Transport Network Detail Objectives 6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective 6.2.7 Clause 56.06-8, Lot Access Objective 6.3 Infrastructure Design Manual 7 TRAFFIC 7.1 Traffic Generation 7.2 Traffic Distribution 7.3 Traffic Impact 7.3.1 General 7.3.2 Lucknow Street 7.3.3 Lucknow Street / Internal Road Intersection	6.2.2		
6.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives 6.2.5 Clause 56.06-6, Public Transport Network Detail Objectives 6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective 6.2.7 Clause 56.06-8, Lot Access Objective 6.3 Infrastructure Design Manual 7 TRAFFIC 7.1 Traffic Generation 7.2 Traffic Distribution 7.3 Traffic Impact 7.3.1 General 7.3.2 Lucknow Street 7.3.3 Lucknow Street / Internal Road Intersection	6.2.3	Clause 56.06-4, Neighbourhood Street Network Objective	16
Clause 56.06-7, Neighbourhood Street Network Detail Objective	6.2.4		
6.2.7 Clause 56.06-8, Lot Access Objective 6.3 Infrastructure Design Manual 7 TRAFFIC 7.1 Traffic Generation 7.2 Traffic Distribution 7.3 Traffic Impact 7.3.1 General 7.3.2 Lucknow Street 7.3.3 Lucknow Street / Internal Road Intersection	6.2.5		
Infrastructure Design Manual  TRAFFIC.  Traffic Generation  Traffic Distribution  Traffic Impact  General  Lucknow Street  Lucknow Street / Internal Road Intersection	6.2.6		
7.1 Traffic Generation 7.2 Traffic Distribution 7.3 Traffic Impact 7.3.1 General 7.3.2 Lucknow Street 7.3.3 Lucknow Street / Internal Road Intersection	6.2.7	Clause 56.06-8, Lot Access Objective	20
7.1 Traffic Generation 7.2 Traffic Distribution 7.3 Traffic Impact 7.3.1 General 7.3.2 Lucknow Street 7.3.3 Lucknow Street / Internal Road Intersection		<del>y</del>	
7.2 Traffic Distribution	7	Traffic	22
7.3 Traffic Impact 7.3.1 General 7.3.2 Lucknow Street 7.3.3 Lucknow Street / Internal Road Intersection	7.1	Traffic Generation	22
7.3.1 General	7.2		
7.3.2 Lucknow Street	7.3	·	
7.3.3 Lucknow Street / Internal Road Intersection			
8 CONCLUSIONS			
	8	CONCLUSIONS	24

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## **TABLES**

Traffic Volume and Speed Surveys	10
Public Transport Provision	11
IDM Road Cross-Sectional Requirements – Urban Roads	21
Site Location	5
Site Context (1 February 2022)	6
Humphrey Street, looking south from the site frontage	9
Approved 73 Lucknow Street Concept Plan	13
Peak Hour Traffic Volumes	
	Traffic Volume and Speed Surveys Public Transport Provision Design of Roads and Neighbourhood Streets – Table C1 IDM Road Cross-Sectional Requirements – Urban Roads Anticipated Traffic Generation Peak Hour Traffic Generation  Site Context (1 February 2022) Planning Scheme Zones Lucknow Street, looking either direction Humphrey Street, looking south from the site frontage Traffic Survey Locations – Tube Counts Public Transport Provision East Bairnsdale/Lucknow PSP Approved 73 Lucknow Street Concept Plan Site Layout Peak Hour Traffic Volumes

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## 1 Introduction

**one**mile**grid** has been requested by to undertake a Transport Impact Assessment of the proposed residential subdivision at 83 Lucknow Street, East Bairnsdale.

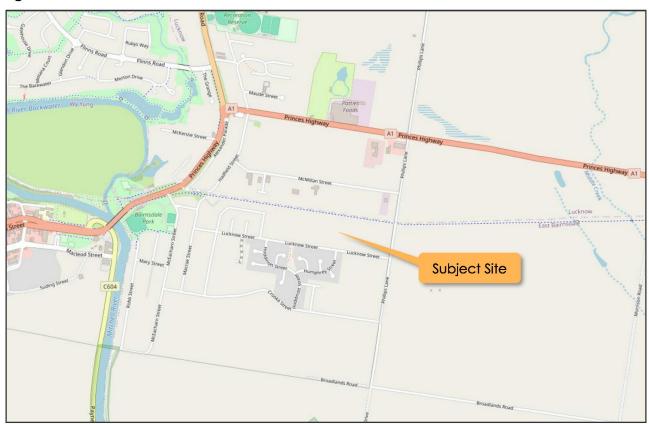
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

## 2 EXISTING CONDITIONS

## 2.1 Site Location

The <u>subject site</u> is located on the north side of Lucknow Street, addressed 83 Lucknow Street, East Bairnsdale, as shown in Figure 1.

Figure 1 Site Location



Source: OpenStreetMap

The site is currently vacant. Land use in the immediate vicinity of the site comprises residential land to the south, low density residential land/green wedge land to the west and east, and includes the East Gippsland Rail Trail and industrial land uses to the north. The Lucknow Street / Humphrey Street intersection is located on the southern side of the site frontage.

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

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Figure 2 Site Context (1 February 2022)



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# 2.2 Planning Zones and Overlaysed for any purpose which may breach any copyright.

It is shown in Figure 3 that the site is located within a General Residential Zone (GRZ1).

Figure 3 Planning Scheme Zones



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## 2.3 Road Network

## 2.3.1 Lucknow Street

Lucknow Street is a local road generally aligned east-west, running between Macrae Street, to the west of the site, and Phillips Lane to the east.

Lucknow Street is designated as an "Urban Link" road within Council's Road Register, defined as follows:

Roads of this classification primarily provide a linkage between significant residential, industrial and commercial nodes and or the arterial road network. These roads have an identifiable origin and destination (eg suburbs, industrial areas or places of significance).

Lucknow Street provides a single traffic lane in each direction adjacent to the site. Kerbside parking lanes are provided on both sides of the road.

A signed 60 km/h speed limit applies to Lucknow Street.

The cross-section of Lucknow Street at the frontage of the site is shown in Figure 4.

Figure 4 Lucknow Street, looking either direction



Image date: July 2023

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## 2.3.2 Humphrey Street

Humphrey Street is a generally L-shaped local road generally, running between Lucknow Street opposite the site in the north-east, and Hoddinott Street in the south-west.

Humphrey Street is designated as an "Urban Access" road within Council's Road Register, defined as follows:

A road, street, court or laneway that primarily provides direct access for abutting residential, industrial and commercial properties to their associated nodes with minimal to no through traffic.

Humphrey Street provides a single traffic lane in each direction adjacent to the site. Kerbside is permitted on both sides of the road.

The default 50 km/h speed limit applies to Humphrey Street in the vicinity of the site.

The cross-section of Humphrey Street at the frontage of the site is shown in Figure 4.

Figure 5 Humphrey Street, looking south from the site frontage



Copyright Google (Image date: May 2023)

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## 2.4 Traffic Volumes

In order to establish existing traffic conditions, traffic volume, speed and classification survey data held by **one**mile**grid** has been reviewed. The traffic surveys were undertaken by Trans Traffic Survey on behalf of **one**mile**grid** on Lucknow Street, west of the site.

The surveys were undertaken for a one-week period from Thursday 18<sup>th</sup> March 2021 to Thursday 25<sup>th</sup> March 2021 inclusive. The location of the tube count survey is shown in Figure 6 and the results of the survey are summarised in Table 1.

Figure 6 Traffic Survey Locations – Tube Counts



Copyright Nearmap

Table 1 Traffic Volume and Speed Surveys

Time Period	Direction	Traffic Volume (vpd)	Average Speed (km/h)	85 <sup>th</sup> Percentile Speed (km/h)
VAV Look	Eastbound	761	54.4	60.9
Weekday Average	Westbound	719	55.5	62.2
Avelage	Both Directions	1,480	55.0	61.6
	Eastbound	700	53.9	60.3
7 Day Average	Westbound	663	55.4	62.1
	Both Directions	1,363	54.7	61.2
Weekday AM	Eastbound	53	-	-
Peak Hour (8-9am)	Westbound	56	-	-
	Both Directions	109	-	-
Weekday PM	Eastbound	71	-	-
Peak Hour	Westbound	58	-	-
3-4pm)	Both Directions	129	-	-

As shown above, Lucknow Street carries an average of 1,480 vehicles per day on a weekday, with an 85th percentile speed slightly above the posted speed limit.

With an "Urban Link" classification, the surveyed traffic volumes fall well within its environmental capacity.

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## 2.5 Sustainable Transport

The full public transport provision in the vicinity of the site is shown in Figure 7 and detailed in Table 2, with the walking distance from the site shown in brackets.

Figure 7 Public Transport Provision

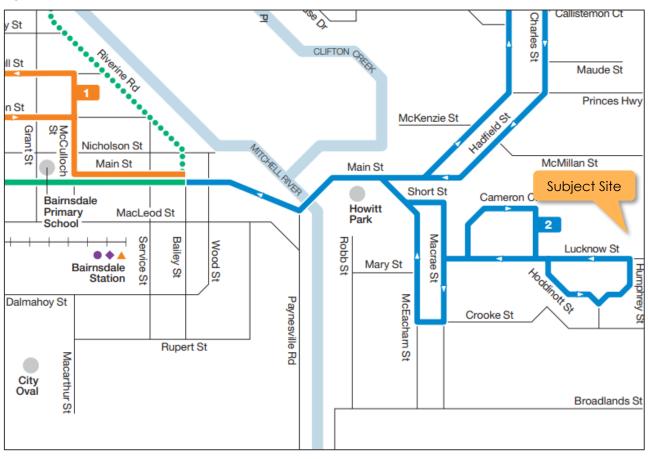


Table 2 Public Transport Provision

Mode	Route No.	Route Description	Nearest Stop/Station
Train	Melbourne to	Bairnsdale (V/Line)	Bairnsdale
Bus	2	Bairnsdale – East Bairnsdale	Hoddinott Street/Lucknow Street (400 m)

Public transport in the area is limited, with a bus service (Route 2) running adjacent to the site, linking to the Bairnsdale town centre and railway station. The service operates at generally 1-2 hour headways, with no services in the evening.

Bairnsdale Railway Station is located approximately 2.5 km from the site and provides V/Line train services, linking with metropolitan services at Pakenham.

The East Gippsland Rail Trail runs the former railway reservation to the sites north, providing an off-road cycling linkage into Bairnsdale.

Pedestrian paths are provided on the southern side of Lucknow Street.

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# 3 EAST BAIRNSDALE / LUCKNOW PRECINCY STRUCTURE PLAN breach any copyright.

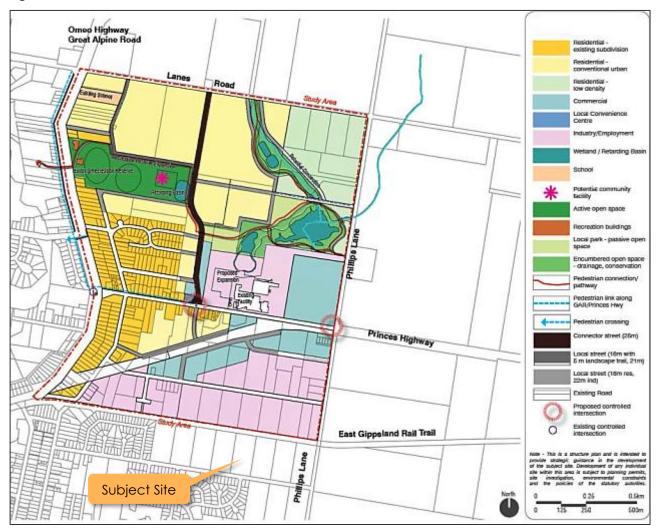
The subject site is located to the south of the East Bairnsdale/Lucknow Precinct Structure Plan (PSP) area. The PSP was prepared by Echelon Planning and East Gippsland Shire Council.

The PSP is a long-term plan for how the land is to be developed and the implementation schedule for services to support the development.

Broadly, the PSP identifies retention and expansion of commercial and employment uses within the south eastern quadrant, and standard and low-density residential development to the north.

A view of the site location in context with the PSP area is provided below in Figure 8.

Figure 8 East Bairnsdale/Lucknow PSP



Of particular relevance to the subject site, the PSP identifies retention of land for the Princes Highway deviation, and creation of a number of new controlled intersections to the north.

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## 4 ADJACENT SITE APPROVAL

A Planning Permit (Permit No. 5.2024.27.2) has been issued for the adjacent site addressed 73 Lucknow Street, East Bairnsdale, for the purposes of a residential subdivision comprising 33 lots and an internal road. The internal road ends in a court bowl, with access to the northern lots provided via the court bowl, or extended driveways connecting to the court bowl.

The internal road was approved with a total road reserve of 16 m, including a 7.3 m carriageway, 4.35 m verges, and a 1.5 m footpath on both sides of the road, connecting to the existing footpath on the south side of Lucknow.

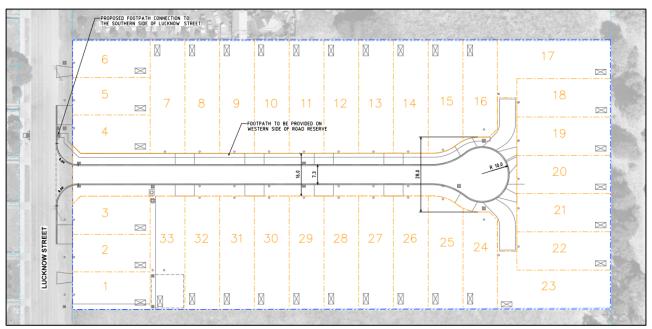
The extended driveways at the north of the site were approved with a road reserve of 7.3 m, including a 6 m carriageway, and the court bowl was approved with a 10 m radius.

The Permit included the following Conditions relevant to traffic engineering:

- > A staging plan dividing lots facing Lucknow Street from those to be established for the new road:
- > A recreation reserve to the entire northern boundary of the subdivision consistent with existing fencing, as surveyed to the satisfaction of the responsible authority;
- > Concrete footpaths must be constructed a minimum of 1.5 metres wide on both sides of the road; and
- > For Stage 1 (Lucknow Street):
  - + Concrete footpath a minimum of 1.5 metres wide.

The concept plan submitted as part of the Transport Impact Assessment (230720TIA001C-F-All) for the site prepared by **one**mile**grid** dated 10 January 2024 is provided in Figure 9. It is noted the concept plan was prepared prior to changes made for the site to comply with the Permit Conditions.



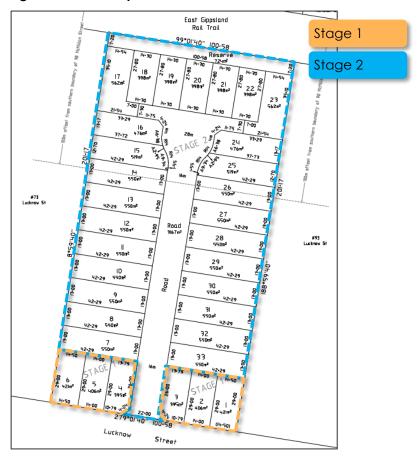


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## 5 DEVELOPMENT PROPOSAL

It is proposed to subdivide the site for the purposes of residential development comprising 33 lots, as shown in Figure 1. The lots are proposed to be accessed via a new internal road 16m in width, comprised of a 7.3m carriageway and a 4.35m verge on either side of the roadway. A 1.5m wide footpath is proposed on both sides of the road, which connects to the footpath on the south side of Lucknow Street. A reserve is proposed along the northern border of the site fronting the east Gippsland Rail Trail.

Figure 10 Site Layout



The proposed roadway width allows for two-way access, or one-way access with vehicles parked on both sides of the street. A court bowl treatment has been provided at the end of the accessway for vehicles to turn around, which will provide a 10 m radius.

The lots in the north-east and north-west corners of the site will be accessed via extended driveways with a road reserve of 7.3m and a carriageway of 6.0m, which allows for two-way vehicle movement. These extended driveways will carry low vehicle volumes, at low speeds, and are considered suitable to be shared by cyclists and pedestrians.

The development is proposed to be constructed in two stages, with the 6 lots fronting Lucknow Street comprising Stage 1, and the internal road network and remaining 27 lots comprising Stage 2. As part of Stage 1, a footpath will be provided along the Lucknow Street frontage, as per the Condition of Permit for the adjacent site.

The proposed design is in accordance with that which was approved for the neighbouring site to the west, addressed 73 Lucknow Street, including the changes required by the Permit Conditions described in Section 4.

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6 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT which may breach any copyright.

## 6.1 General

The design of the proposed residential subdivision has been assessed, in relation to the East Gippsland Planning Scheme (Residential Subdivision), and the Infrastructure Design Manual.

## 6.2 East Gippsland Planning Scheme – Clause 56

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

## 6.2.1 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 footpaths on both sides of the internal street, and the extended driveways are considered appropriate for shared use by vehicles, cyclists and pedestrians, which is considered sufficient to provide pedestrian access to all lots.

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

All roads and paths are provided with natural surveillance. The proposed shared driveways for the northern lots are short, enabling appropriate surveillance.

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

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## 6.2.2 Clause 56.06-3, Public Transport Ref Work VOB Jee five which may breach any copyright.

#### 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.

It is not intended for the subject site to accommodate public transport services, however, Lucknow Street currently accommodates the Route 2 bus service, ensuring that the entire development is situated within close proximity to public transport.

It is therefore considered that the subdivision satisfies the objectives of Clause 56.06-3.

## 6.2.3 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.

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- > Provide a street environment that appropriately mandgeshifovaning purposed whichemage large la
- > 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 proposed road network includes connectivity to Lucknow Street with a clear road hierarchy therefore, the proposed road network has been designed in consideration of the objectives of Clause 56.06-4.

## 6.2.4 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 both sides of the proposed Access Street. The extended driveways are expected to carry low vehicle volumes at low speeds, as such, these are considered appropriate to be utilised by pedestrians.

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

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

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## 6.2.5 Clause 56.06-6, Public Transport Network Detail Pobyetimesay breach any copyright.

#### 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 to cater for a public transport route, therefore the requirements of Clause 56.06-6 do not apply.

## 6.2.6 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.

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- > Ensure carriageways of planned arterial roads are designed for the yepuir prosets with itale remembers any copyright. 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 3 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

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The proposed internal road is provided with approprietal spacetal spacetimens. The proposed road cross-section is generally in accordance with Table C1 of the Planning Scheme with the proposed road in accordance with an Access Street Level 2.

The extended driveways do not align with any of the road classifications of Table C1. However, they are considered fit for purpose, providing a carriageway of 6m which is sufficient to facilitate vehicle access to each of the lots. Due to the low speeds and vehicle volumes expected, the extended driveways are considered appropriate to be utilised by cyclists and pedestrians.

The site is expected to provide sufficient on-street parking for visitors between crossovers along the new access street. Kerbside car parking will be restricted within the court bowl so as not to obstruct site access or turning for design vehicles.

The proposed internal street intersection with Lucknow Street is located in close proximity to the existing intersection with Humphrey Street. The proposed development contemplates a small number of dwellings, and there is limited need for vehicles to travel to the east, and as such, it is not expected vehicles would be required to turn right simultaneously from the minor legs. Moreover, considering the broader road network, it is not expected that through movements would occur between the two minor legs. Considering this, the proximity of the two minor legs is considered acceptable in this instance.

It is understood that Council generally supports the design, and have suggested Stop signs where Humphrey Street and the proposed internal street intersect with Lucknow Street. Reviewing the requirements of Section 2.5 of AS 1742.2:2022: Traffic Control Devices for General use, a Give Way sign is technically appropriate in this instance. Nonetheless, a Stop sign can be installed if preferred by Council.

It is reiterated that the design is in accordance with that of the adjacent site, which has been approved.

## 6.2.7 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.

Additionally, no lots are less than  $300 \text{ m}^2$  in area and all lots have a frontage of greater than 7.5 m, and therefore access via the frontage road is considered to be appropriate.

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

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# 6.3 Infrastructure Design Manual sed for any purpose which may breach any copyright.

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 reproduced in Table 4.

Table 4 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 Lane	0 - 300	5.5 m	N/A	N/A	Yes (x1)	No footpath No cycles
Access Place	0 - 300	6.0 m	14.0 m	3.5 m	Yes (x1)	Footpath x2 No cycles
Access Street	0 - 2,500	7.3 m	16.0 m	3.5 m	Yes (x2)	Footpath x2 No cycles
Collector Street Level 1	2,500 - 6,000	11.6 m	24.0 m	6.0 m	Yes (x2)	Shared path x2
Collector Street Level 2	6,000 – 12,000	2 x 7.0 m + 6 m median	34.0 m	6.0 m	Yes (x2)	Footpath x2 Shared path x2
Court Bowl (Residential)	N/A	10.0 m radius	28.0 m	3.5 m	N/A	Footpath x2 No cycles
Commercial Street	N/A	22.0 m	32.3 m	5.0 m	Yes (x2)	Footpath x2
Industrial Street	N/A	12.5 m	25.0 m	6.0 m	Yes (x2)	Footpath x2 No cycles
Court Bowl (Industrial)	N/A	15.0 m radius	37.0 m	3.5 m	N/A	Footpath x2 No cycles

The proposed road cross-sections are generally in accordance with the requirements for an Access Street, and are therefore considered to be acceptable.

Noting the dead-end road within the subdivision, a court bowl turnaround treatment has been provided, consistent with the design requirements outlined within the Infrastructure Design Manual (IDM) and CFA design requirements within Vehicle Access and Water Supply Requirements in Residential Developments. Specifically, the proposed court bowl provides an internal radius of 10m, accessed from an access street with a 7.3m wide carriageway, both of which are compliant with the carriageway dimensions of the IDM.

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## 7 TRAFFIC

## 7.1 Traffic Generation

It is generally accepted that single dwellings on a lot in outer suburban 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.

Recent studies undertaken for rural townships have identified lower vehicle generation rates than historically presented within the Infrastructure Design Manual, which suggests a rate of 10 trips per lot per day. This is expected with residents combining destinations within a single trip (shopping on the way home from work etc.) due to the distance required to travel for trips and also the increasing number of services now offered online. **one**mile**grid** have undertaken studies for residential estates within Drouin which identified daily traffic generation rates of 8 vehicle trips per day per lot.

Considering the size of the lots proposed, and the proximity of the site to the Bairnsdale town centre, it is anticipated that the proposed dwellings may generate up to 9 vehicle trips per lot per day, including 10% during the peak periods.

Application of the above traffic rates to the proposed development results in the projected daily traffic volumes shown in Table 5.

Table 5 Anticipated Traffic Generation

Component	Number of Lots	Daily Traffic Generation	Peak Hour Traffic Generation
Proposed Lots	33	297	30

## 7.2 Traffic Distribution

Considering the location of the site, it is expected that vehicles will generally be travelling via Lucknow Street to/from the Bairnsdale town centre.

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

- > AM peak hour: 20 % inbound, 80 % outbound; and
- > PM peak hour: 60 % inbound, 40 % outbound.

Furthermore, it is anticipated that 90% of the generated traffic will be coming to and from the Bairnsdale town centre located to the west of the subject site.

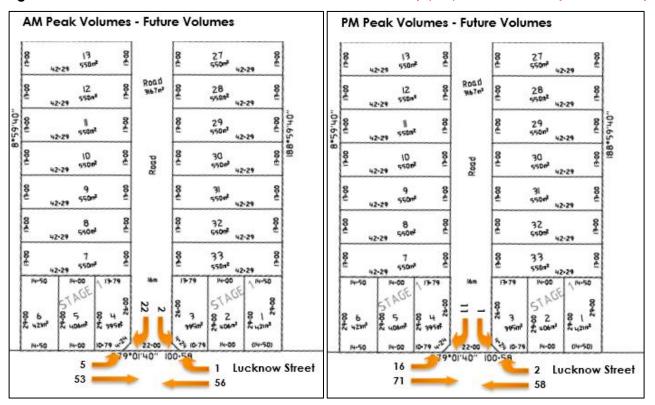
The traffic expected to be generated by the proposed lots, and overall site is summarised in Table 6 and Figure 11.

Table 6 Peak Hour Traffic Generation

Component	Peak	Inbound	Outbound	Total
Dramanadlata	AM Peak	6	24	30
Proposed Lots	PM Peak	18	12	30

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Figure 11 Peak Hour Traffic Volumes



## 7.3 Traffic Impact

#### 7.3.1 General

Reviewing the volumes above, it is noted that a maximum of 22 vehicle movements per hour are expected for any given movement, equivalent to a little over 1 vehicle movement every 3 minutes on average. The traffic volumes generated by the proposed development are very low, and are expected to be easily absorbed into the surrounding road network.

## 7.3.2 Lucknow Street

With regard to Lucknow Street, the traffic generated by the site is expected to bring the weekday traffic volumes to just under 1,700 vehicles per day, which is still well within the capacity of an urban link road (collector road).

#### 7.3.3 Lucknow Street / Internal Road Intersection

An Austroads turn lane warrant assessment has been undertaken for the intersection configuration between Lucknow Street and the internal road. The assessment indicated that a higher order intersection treatment is not necessary based on the existing through volumes and the anticipated traffic generation.

The existing kerbside lanes on Lucknow Street enable the proposed intersection to be constructed with basic left and right turn treatments, consistent with other local intersections in the area.

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## 8 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a residential development comprising 33 lots.

Considering the analysis presented above, it is concluded that:

- > The proposed subdivision design and internal road design is generally in accordance with Clause 56 of the Planning Scheme and the Infrastructure Design Manual;
- > The proximity of the proposed internal street intersection with Lucknow Street and the existing Humphrey Street intersection is considered acceptable, with Give Way or Stop sign control to be provided at the minor legs as per Council's preference;
- > The site is expected to provide sufficient on-street parking for visitors between crossovers;
- > The proposed development is expected to have a negligible impact on the surrounding road network when compared to the existing operation; and
- > There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

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# Clause 13.02-1S Assessment

**Proposed Subdivision** 

83 Lucknow Road, East Bairnsdale

**April 2025** 





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View of the property from เปลี่ยดีเป็นกลัง purpose which may breach any copyright. Cover image:

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Date: 2/4/2025

Version: V1.0

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## **Table of Contents**

1.	Introduction	4
2.	Application Details	
3.	Site Description	
4.	Bushfire risk in south east Australia	
5.	Bushfire Hazard Assessment	
5.1	Bushfire History	
5.2 5.3	Vegetation Access/egress	
5.4	Existing bushfire risk assessments	
5.5	Likely Bushfire Scenarios	
6.	Assessment against bushfire planning guidelines	18
7.	Settlement Planning – Clause 13.02-15	19
8.	Conclusion	22
Appe	ndix 1 – Supplied plans	23
Appe	ndix 2 – Street fire hydrant locations	24
Appe	ndix 3 – Photos	28
Appe	ndix 4 – References	32

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#### 1. Introduction

This report has been developed to assess the proposed development against the requirements of Clause 13.02-1S of the East Gippsland Planning Scheme. The objective of clause 13.02-1S is 'to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life'. As this property is in a Bushfire Prone Area it meets the 'Policy Application' test to be assessed against the Clause 13.02-1S Policy.

The report has been developed following an extensive assessment of the landscape and local bushfire risk along with access, egress and topography.

The development proposes to create 33 new properties with a central road from Lucknow Road. The proposed subdivision is identical to the recently approved development to the west of the site. The development is occurring on a 2.02 hectare property that is located in the General Residential Zone.

The development is to the east of Bairnsdale and is located to the south of the East Bairnsdale industrial area. The East Gippsland Rail Trail is immediately to the north of the development. To the west of the property is a recently approved subdivision, which is identical to the proposed development. To the east are small acreage properties primarily used for grazing.

This report has been developed following a site inspection, analysis of various plans and publications that assess bushfire risk within this area and assessment against Clause 13.02-1S of the East Gippsland Planning Scheme. Figure 1 provides an overview of the surrounding area and the various land uses.

## 2. Application Details

Table 1 - Application details

Municipality	East Gippsland
Address	83 Lucknow Road, East Bairnsdale (Lot 191 on LP2535)
Overlays	Not applicable
Zoning	General Residential Zone (GRZ)

## 3. Site Description

Table 2 - Site description

Existing use of buildings and works on or near the land	The development is occurring on an existing property that is 2.02 hectares in size. It is currently vacant and is utilised for farming activities.  To the north of the property is the East Bairnsdale Industrial Estate and the East Gippsland Rail Trail. To the south of Lucknow Road is an existing residential development. To the west is a recently approved subdivision. The proposed subdivision will be essentially identical to the subdivision to the west.
	The surrounding landscape is consistent with small acreage properties.  There is limited vegetation that meets the classifications outlined within AS3959. The AS3959 classifiable vegetation is limited to Class G – Grassland.
Development size	2.02 hectares.

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Existing vehicle	Access to the existing property of the end which may breach a	any copyright.
access		
arrangements		
Location of nearest	There are street fire hydrants in the surrounding area. These are shown in	
fire hydrant	Appendix 2.	

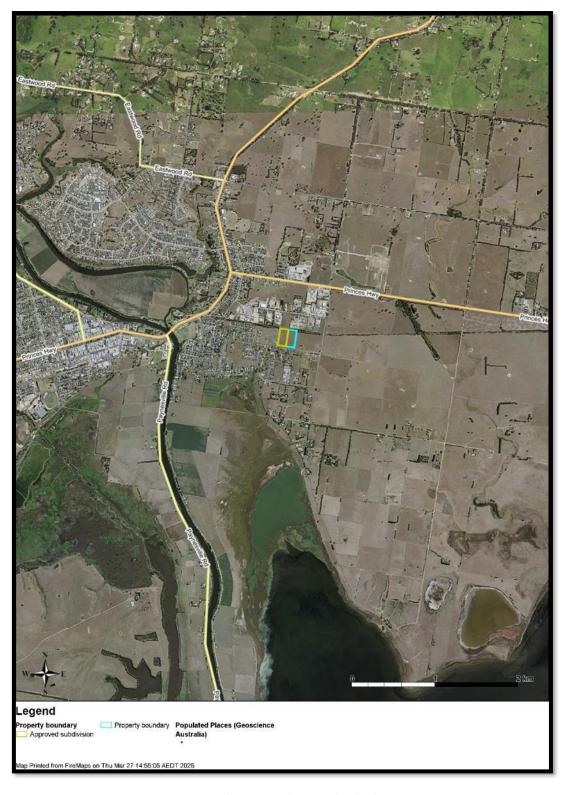


Figure 1 – Subject site and surrounding landscape.

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The southeast of Australia is one of the most fire prone areas in the world.

The rate a bushfire can spread is a direct result of the weather, fuel hazard (including dryness, quantity and arrangement) and the topography in which the fire is burning. Bushfire fuel is the only one of these three factors that it is possible to modify.

Extreme fire conditions can occur in south-eastern Australia when dry winters and springs are followed by summers where bushfire fuels become very dry.

When these conditions combine, fires can be expected to move quickly under the influence of strong, gusty north westerly winds. These fires can then move rapidly in a different direction when the subsequent south—westerly wind change arrives. Fires that start under these conditions can reach a very high intensity, even in areas of relatively low fuel loads and can be difficult to control until the weather conditions abate.

The height of a bushfire's intensity is directly linked to its destructiveness and the more difficult it is to control. As the intensity increases so does the difficulty of containment and effective suppression. Very high intensity fires with flame heights greater than 10 metres are generally uncontrollable.

Bushfire intensity is a function of the heat content of the fuel, the quantity of fuel and the rate of spread of the bushfire. The heat content of vegetation fuels is roughly constant. It has been found that the quantity and distribution of fine fuels are the main factor influencing bushfire behaviour. Larger fuels burning during a bushfire do not contribute significantly to the spread of a bushfire.

Fine fuels available to a bushfire are fuels such as grass, leaves, dead pine needles and twigs that ignite readily and are consumed rapidly when dry. They are often defined as those dead fuels less than 6mm in thickness. Fine fuel load (measured in tonnes per hectare) has therefore been used as a convenient measure of the underlying bushfire hazard in areas dominated by woody vegetation. The fine fuel load at any given time is a balance between the rate of fuel build up, and factors that remove fuel such as litter decomposition and fire. In the absence of fire, fuel loads in forests and woodlands with a shrubby or heathy understorey build up to a quasi-equilibrium state where the rate of fuel production equals the rate of decomposition. The maximum levels vary for different vegetation types and for the same vegetation types in different locations.

It has been found that fuel structure is possibly more important than the total fine fuel load in determining bushfire behaviour. Fuels in forests, woodlands and shrublands can be categorised into four layers with differing effects on fire behaviour (Hines, et al., 2010). These layers are:

- Surface fine fuels: leaves, bark, small twigs and other fine fuel lying on the ground. These fuels provide the horizontal continuity that allows a bushfire to spread
- Near surface fine fuels: grasses, low shrubs, bracken etc. up to about .5 m above the ground surface. Fuels in this layer will burn when the surface fuel layer burns and will increase bushfire intensity
- Elevated fuels: larger shrubs and small saplings with most of the fuel closer to the top of this layer and a clear gap between them and the surface fuels. These interact with the two-layer fuel layers to further increase bushfire intensity. They also contribute to the vertical continuity of fire that allows fire to 'climb' into the tree canopy
- Bark fuels: flammable bark on trees, saplings and large bushes from ground level to the canopy. Loose fibrous bark on string-bark eucalypts, and candle bark on some gums can generate large amounts of burning embers which can start spot fires ahead of the main fire front.

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#### 5. Bushfire Hazard Assessment

A Bushfire Hazard Assessment is a key component of assessing risk as outlined within Clause 13.02-1S of the East Gippsland Planning Scheme. The requirements outline the need to consider and assess the bushfire hazard on the basis of:

- Landscape conditions (10 kilometres)
- Local conditions (1 kilometre)
- Neighbourhood conditions (400 metres)
- The site for the development

In addition to this assessment, analysis of past bushfire history and the development of likely bushfire scenarios supports the response to the 'settlement planning' requirements of Clause 13.02-15.

#### 5.1 Bushfire History

The historical information provided by DEECA<sup>1</sup> indicates that bushfires have occurred in the surrounding landscape but have not impacted on this property. The closest bushfires occurred in 1965, 1978, and 1989.

The bushfire in 1965 travelled under a westerly wind influence and burnt through the landscape to the north of Bairnsdale. The bushfire in 1978 started to the south of Princes Highway to the west of Bairnsdale and under a north westerly wind influence and travelled towards Paynesville. The 1989 bushfire occurred 1.2km to the east and only impacted 0.6ha of grassland.

Other bushfires have occurred to the north of Bairnsdale and this location mainly within the Public Land reserves.

Due to recent changes in the landscape, including emerging development, this would likely influence a bushfires ability to continue to travel through the landscape. The presence of rural living properties, which results in a highly fragmented landscape, would likely reduce bushfire intensity.

Figure 2 outlines the location of historical bushfires as they relate to the development site.

<sup>&</sup>lt;sup>1</sup> https://mapshare.vic.gov.au/MapShareVic/index.html?viewer=MapShareVic.PublicSite&locale=en-AU

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BUSHFIRE BUSHFIRE BUSHFIRE BURN BURN BUSHFIRE BUSHFIRE .egend 1989 2007 2011 2018 roperty boundary 1965 1978 2012 Property boundary 1986 1992 1997 2004 2009 2015 2019 1998 2010 nted from FireMaps on Thu Mar 27 10:54:24 AEDT 2025

Figure 2 - Bushfire history with the development outlined in blue.

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## 5.2 Vegetation

The development site and the surrounding landscape is a mix of managed areas and grassland. There are no forested areas on the property or in the surrounding landscape. The grassland areas on and around the site are mainly associated with farming activities and are regularly grazed by stock. Due to their proximity to the residential properties, if they are unmanaged and the vegetation becomes a fire risk, it is highly likely that East Gippsland Shire Council will issue a notice mandating the removal of the fuel.

With the mix of residential dwellings, industrial buildings, sheds and the small size of the properties, there is a high level of vegetation fragmentation, which will reduce bushfire behaviour as it approaches the development site. The recently approved subdivision to the west will further reduce the bushfire risk to the site. After the western lots are developed, there is unlikely to be any classifiable vegetation on the neighbouring lots to the west.

To the immediate north is the East Gippsland Rail Trail, and whilst there is tree canopy present, the separation by a sealed bike path and the high levels of vegetation modification ensure that any fire activity will be reduced.

To the east of the development are paddocks that are used for stock grazing. It is unlikely for bushfires to approach from the east when the fire danger is elevated.

Figure 4 shows the location of the Bushfire Prone Area (BPA) which is another indicator of bushfire risk. The BPA is allocated to most of Victoria. There are small areas within the Bairnsdale locality where the BPA is not allocated, and these areas are within the residential developments.

## 5.3 Access/egress

The existing property is accessible from Lucknow Road. The development is in an area that is connected to an existing road network. Lucknow Road provides the ability to leave the area to either the east or west.

It is likely that during a bushfire event and there is a need to leave the area quickly that travel to the west will be the safest option. This will enable the site occupants to very quickly enter a residential area that can be considered a safer location.

Once the development is completed, the new properties will be accessed by a newly created access road. In the unlikely event that a bushfire directly threatens this development, the road connects to Lucknow Road and will enable the site occupants to safely exit the area safely.

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.egend Populated Places (Geoscience Bushfire Management Overlays ### BMO Schedule 1 ## BMO Schedule 2 ## BMO Schedule 2 Australia) ed from FireMaps on Thu Mar 27 11:19:18 AEDT 2025

Figure 3 - Bushfire Management Overlay in relation to the proposed development site

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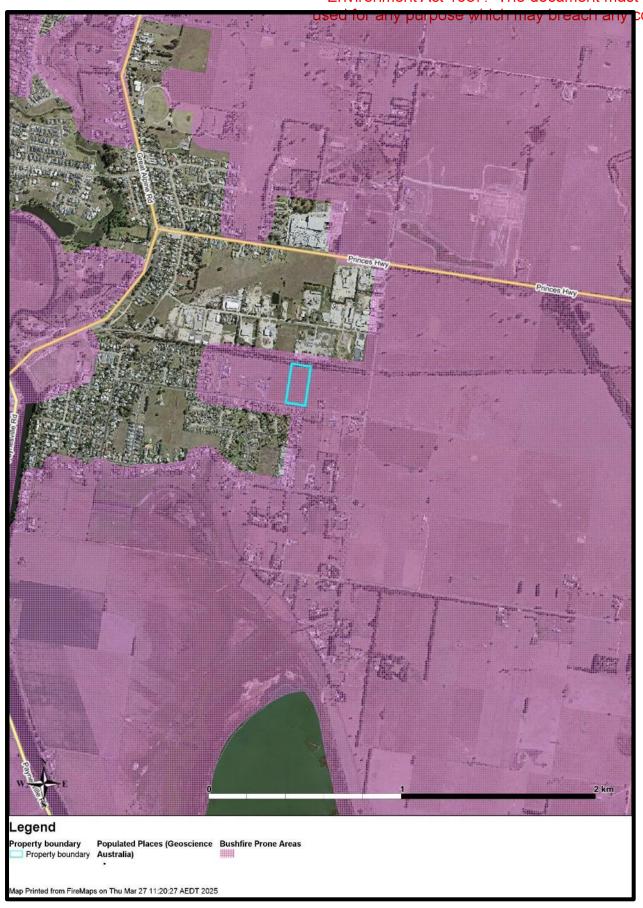


Figure 4 - Bushfire Prone Area coverage of the development site and surrounding area.

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#### 5.4 Existing bushfire risk assessments

An analysis of available bushfire risk information has identified the following sources:

East Gippsland Municipal Fire Management Plan (MFMP) 2017 - 2020<sup>2</sup>

The East Gippsland MFMP doesn't identify the East Bairnsdale locality as being at risk of bushfire. The main threat to Bairnsdale and the surrounding area is identified as a bushfire approaching from the north. As there are residential and industrial developments to the north of this location, the risk of a bushfire directly impacting this area is very low.

The MFMP outlines the following mitigation treatments that agencies are likely to utilise to manage the bushfire risk within these types of areas:

- Community education
- Fuel reduction burning
- Roadside vegetation management
- Private property preparedness
- Community information boards.

In relation to this development, it is likely for the surrounding landscape to be regularly maintained by the property owners, particularly once development starts on the subdivision to the west. The community members would receive regular updates and information from CFA in relation to preparing their properties for the bushfire period.

#### 5.5 Likely Bushfire Scenarios

Due to the nature of the landscape surrounding the proposed development, the presence of residential and industrial developments will likely reduce the potential for bushfires to approach this development. A bushfire could approach from the east; however, this will likely be under lower fire danger conditions and will be easily suppressed by firefighters.

Table 1 outlines the hazard assessment relating to the proposed development.

<sup>&</sup>lt;sup>2</sup> https://assets-global.websitefiles.com/5f10ce18aa01d050c26b7c5e/5fb496d3a275fb6095b5670f east gippsland mfmp 2017-2020 v30 - final.pdf

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Table 3 - Overview of bushfire hazard and likely scenarios

Bushfire hazard type	Description	Scenario/s	Considerations
Landscape conditions (10 kilometres)	The landscape is dominated by existing developments and farming properties to the east. The closest forested area that would likely support bushfire behaviour is 10 kilometres to the north.  Refer to Figure 5 for further detail.	From the northwest, a bushfire will not directly impact on this property due to the industrial, commercial and residential developments. There is the potential for embers to land on and around the property under elevated fire danger conditions, but this is unlikely.  Based on the status of the Bushfire Prone Area (BPA) in the surrounding landscape, it is highly likely that this property will be removed from the BPA in the future. This in recognition of the low risk that is present in the surrounding area.  A bushfire approaching from the southwest will also be unlikely to impact directly on the site. The East Bairnsdale residential area will prevent a bushfire from impacting the site. The landscape to the southwest is dominated by river flats associated with the Mitchell River and the Macleod Morass Wildlife Reserve. These areas are unlikely to support elevated bushfire behaviour conditions unless during drought periods.	There are numerous access and egress options to a safer place if required. This includes the East Bairnsdale residential areas to the west of the development site. Once developed, the site itself will also provide a level of protection from bushfires in the surrounding landscape.  The properties are in an area that is surrounded by a fragmented landscape. There are reduced bushfire threats to the local area.  Under extreme conditions, embers may impact this area. If this is area is impacted, large areas of East Bairnsdale and Bairnsdale would also be impacted.  Due to the size of the new properties, it is unlikely for revegetation to occur that would cause a bushfire risk.
Local conditions (1 kilometre)	Within one kilometre of the site, the vegetation includes residential and industrial areas and grassland primarily associated with stock grazing and small acreage properties to the east.  The East Gippsland Rail trail to the north is considered managed and whilst likely to support bushfire behaviour, this is not considered to be a high risk.	Within one kilometre of the site, the vegetation likely to support bushfire activity is to the east. Under elevated fire danger conditions (north westerly and south westerly wind influences) the bushfire is likely to be burning away from the development site. A bushfire approaching from the east is likely to be under reduced fire danger conditions.  Once the recently subdivide area to the west is developed, grassfire impact from the west will be highly unlikely.	As above

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Bushfire hazard type	Description	Scenario/s used for any	purpose which may breach any copyrig
	To the west is a recently approved subdivision. Once development is completed, bushfire activity from this direction will be limited.  Refer to Figure 6 for further detail.		
Neighbourhood conditions (400 metres)	The vegetation surrounding the property following the development occurring will be mainly managed areas and some grassland areas.  The grassland is associated with agricultural activities.  To the west is a recently approved subdivision. Once development is completed, bushfire activity from this direction will be limited.  Further detail is provided within Figure 7.	The main threat to the development at the neighbourhood level is a fire starting to the east of the property. The fragmented landscape will ensure bushfire intensity is reduced along with the likely reduced fire danger conditions.  There are no forested areas within the neighbourhood areas which would be conducive to generating large quantities of embers.	As above.  To the west of the development is a recently approved subdivision. The new size of the lots will ensure bushfire is unlikely to travel from this direction.  If the vegetation on adjoining properties is not maintained during the fire danger period, the Council Municipal Fire Prevention Officer or CFA Chief Officer have powers to require vegetation to be managed.  The dwellings within the BPA will be required to comply with the Bushfire Attack Level rating (BAL Rating). This will occur when a Building Permit is issued. This will ensure there is an acceptable level of protection for the development.
The site for the development	The site is currently grassland. Once the site is developed, the risk of bushfire activity on the property will be significantly reduced.	Once the development is completed, the ability for bushfires to travel through the property will be limited. The likely bushfire attack on the dwellings will be from embers originating from the surrounding area.	The new dwellings will need to be assessed as per AS3959 and comply with the BAL rating imposed by the Building Surveyor.

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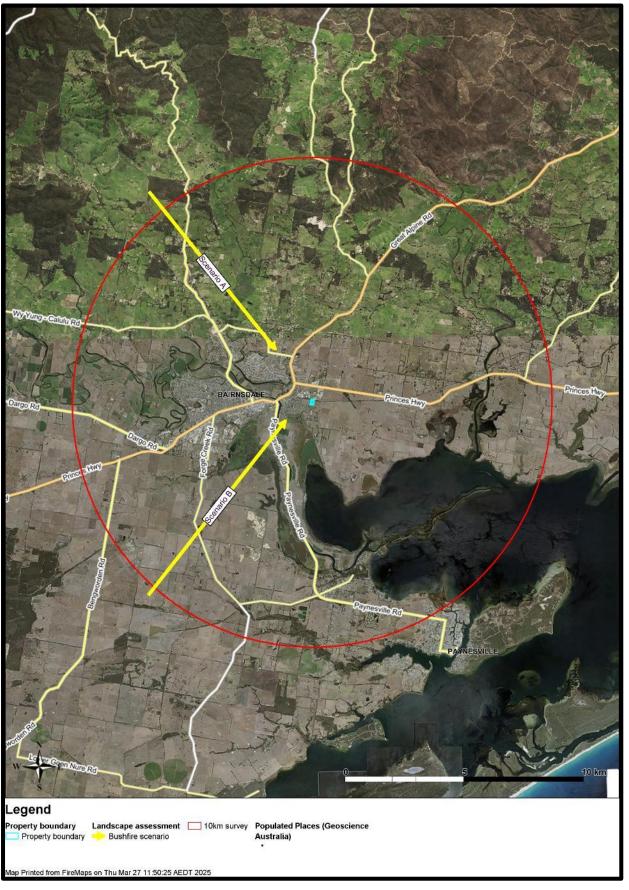


Figure 5 - 10 kilometre landscape risk analysis

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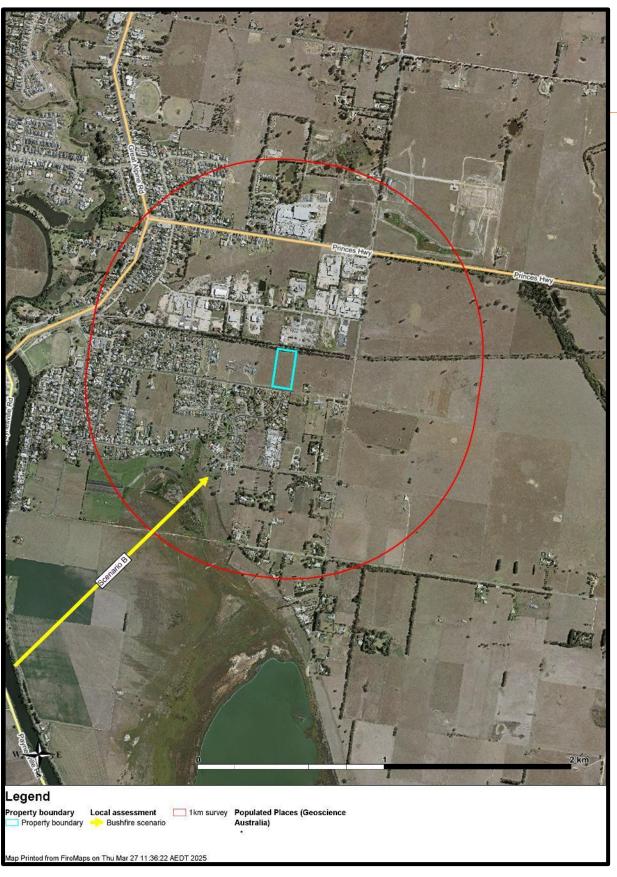


Figure 6 - 1 kilometre landscape risk analysis

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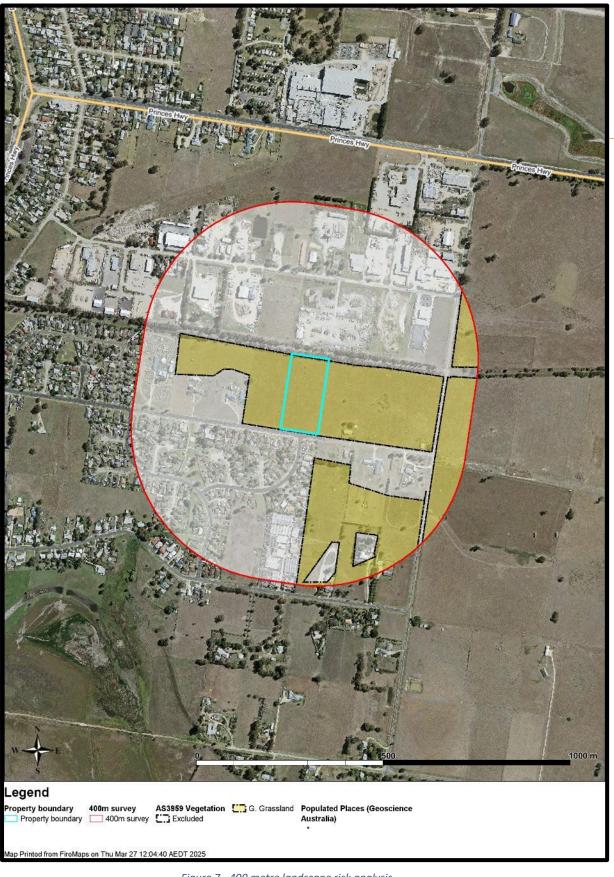


Figure 7 - 400 metre landscape risk analysis

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The landscape risk has been assessed as Type 1. This reflection well and the availability of safer areas within proximity to the development.

In summary, the landscape analysis has identified the most likely bushfire attack method as being ember attack from bushfires burning some distance from the development.

## 6. Assessment against bushfire planning guidelines

The Victorian government has produced guidelines<sup>3</sup> that outlines the settlement planning requirements at the bushfire interface. These guidelines have been utilised in the assessment of bushfire risk for this proposed development.

The Guide outlines the need to understand the landscape bushfire risk prior to assessing the development. The assessment of the landscape risk has occurred and is discussed previously within this report.

The guideline outlines several components of a subdivision that should be considered to reduce bushfire risk. How this development is proposing to address these requirements is outlined within Table 4.

Table 4 - Response to the bushfire planning guidelines

Requirement	Design response
The bushfire hazard in directing settlement growth	The bushfire hazard has been assessed and is considered very low in the immediate surrounding area. There are limited threats to this development and the surrounding landscape. Future development is likely to further reduce the landscape hazard.  This site has been zoned for residential development and the proposed development is considered appropriate given the low bushfire hazard of the site.
The distribution of land uses in the settlement	The development is consistent with the surrounding residential developments and once the Lucknow Road area is fully developed, the bushfire risk will be largely eliminated. The neighbouring lot subdivision has been approved with the same number of lots at 73 Lucknow Road.
Lot sizes in settlement layout	The Lot sizes are of sufficient size to ensure appropriate separation between dwellings.
Vegetated areas within a settlement	There are no plans to revegetate within the development. The size of the properties will not result in the ability to revegetate individual properties that would cause a bushfire risk.  Any roadside tree planting will comply with East Gippsland Shire Council Guidelines.

<sup>&</sup>lt;sup>3</sup> Design Guidelines – Settlement Planning at the Bushfire Interface 2020, DELWP and CFA

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Apply the required development setback	The very low bosh fire and compliance with AS3959 at the building stage will be sufficient to manage the very low risk.	any copyright.
Design the settlement interface	The settlement interface is already in place and is being strengthened through the provision of this development.	
Design access and egress	The access and egress provisions are cognisant of the bushfire risk. The road through the centre of the development ensures the occupants can access the safer locations by either driving or walking.	
Vegetation management	The size of the new properties will not support any revegetation apart from the establishment of garden areas.	
Building construction standards	All the dwellings will be assessed against AS3959 through the building regulatory system.	
Excluding development from the setback area	There is no requirement to create exclusion areas due to the low bushfire risk within the surrounding area.	

It is considered that the layout design conforms with the guidelines and ensures the level of safety is elevated.

## 7. Settlement Planning – Clause 13.02-1S

Clause 13.02-1S of the East Gippsland Planning Scheme identifies the objectives that are required to be achieved to strengthen the resilience of settlements and communities and prioritise the protection of human life.

These objectives are addressed within Table 5.

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Table 5 - Settlement planning objectives

Settlement Planning objective	Discussion	Achieved
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)	The development has been through a Planning Scheme Amendment which supported the property to be within a General Residential Zone. This supported a reduction in property size. Once the Lucknow Road area is fully developed, the bushfire risk will largely be eliminated. The site to the west has already had a similar subdivision approved and it is anticipated that dwellings will be constructed shortly.  This is likely going to result in the BPA being removed in the future.	✓
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 better protected from the effects of bushfire.	There are safer areas available within the East Bairnsdale and Bairnsdale areas which is less than a one minute drive to the west.	✓
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 development will not increase the bushfire risk to the future residents and any residents, property and community infrastructure in the surrounding area. The development will reduce the risk to these areas.	<b>√</b>
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.	This development will reduce the risk to the surrounding areas.  There will be a net reduction in bushfire risk to the adjoining land owners and surrounding communities whilst not exposing the development occupants to increased bushfire risk.	✓
Assessing and addressing the bushfire hazard posed to the settlement and the likely bushfire behaviour it will produce at a landscape, settlement, local,	The bushfire hazard has been assessed and has been identified as a very low risk from a bushfire.	✓

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Settlement Planning objective	used for any purpose whice Discussion	ch may breach Achieved
neighbourhood and site scale, including the potential for neighbourhood-scale destruction.	There is limited potential for neighbourhood scale destruction due to the primary vegetation within one kilometre of the development site being grassland and managed properties. The property is surrounded by managed properties and other landscape features that will reduce bushfire risk. This will likely further reduce in the future as development on Lucknow Road continues.	
Assessing alternative low risk locations for settlement growth on a regional, municipal, settlement, local and neighbourhood basis.	The assessment of the suitability of this site for development has been considered in the past and selected based on its low-risk nature. The development also further reduces the bushfire risk to the surrounding landscape.	✓
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 a BAL-12.5 rating under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009).	planning policy, or planning scheme amendment.  This development along with the proposed treatments will areas achieving less than BAL 12.5 when assessed using AS3959 Construction of buildings in	

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## 8. Conclusion

The development location has not been identified as being at risk from bushfire within the East Gippsland Municipal Fire Management Plan. However, it is acknowledged that bushfires could approach the site under an easterly wind influence. Easterly wind influences are not expected to support elevated fire danger conditions.

The landscape assessment has identified the potential for bushfires burning in the surrounding landscape that could generate embers that land in and around the development site. However, the presence of surrounding residential and industrial areas, including the recently approved subdivision to the west, will ensure that a bushfire front cannot directly impact the development. This is supported by the historical analysis of bushfires and where and when they occurred in relation to this site.

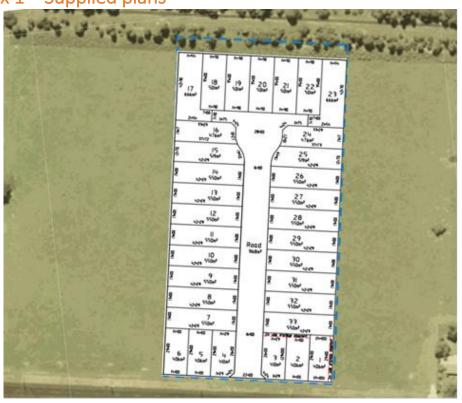
The MFMP outlines a range of mitigation strategies that we can expect are being implemented by the various agencies along with the adjoining property owners regularly managing the vegetation on their properties.

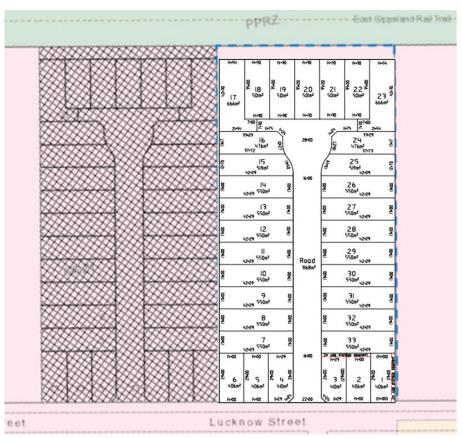
Following the assessment, the development will achieve the management of bushfire risk through the compliance with the building regulatory controls which will require every dwelling to be assessed against AS3959 and a BAL rating determined.

Due to the mitigation treatments, this development meets the requirements of Clause 13.02-1S of the East Gippsland Planning Scheme.

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Appendix 1 – Supplied plans

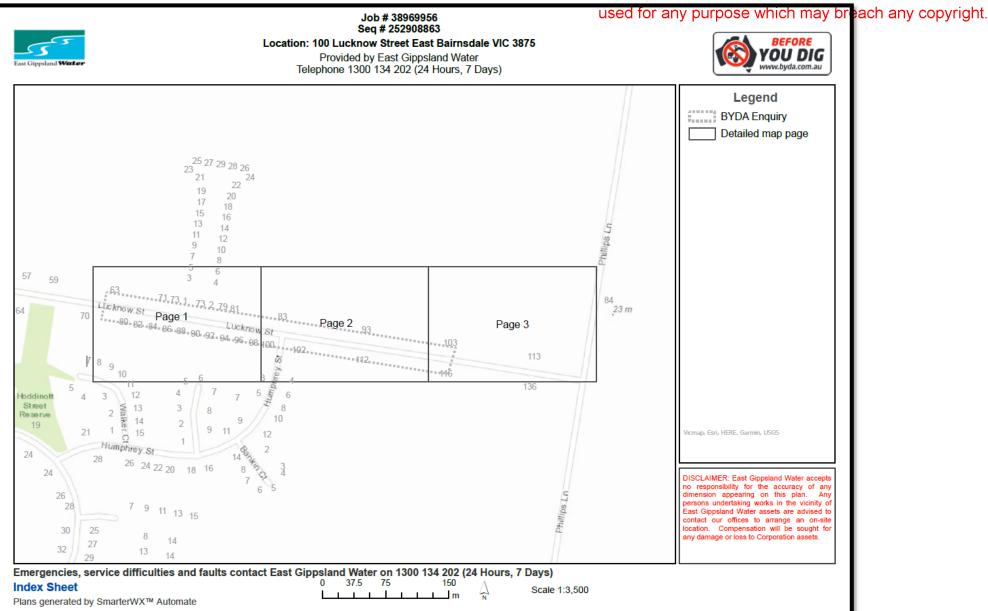




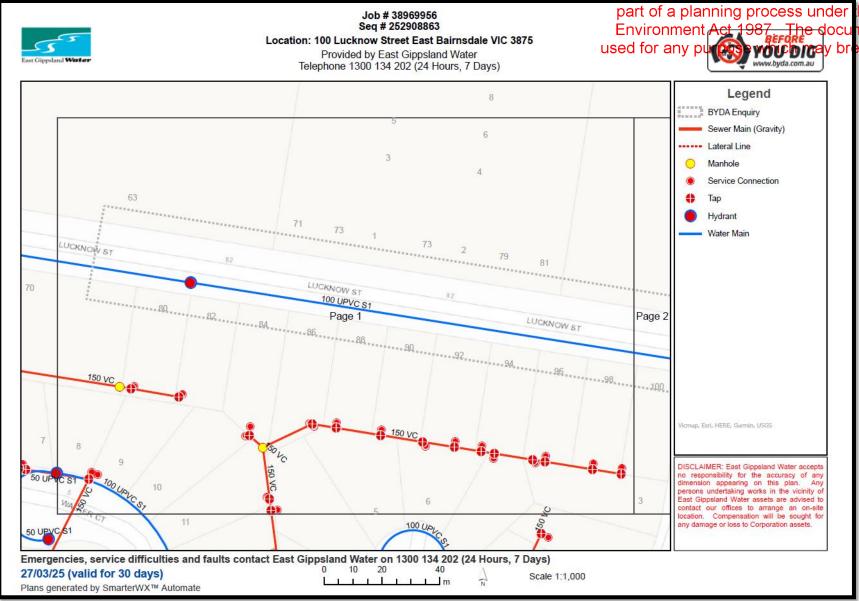
## Appendix 2 – Street fire hydrant locations

## **ADVERTISED**

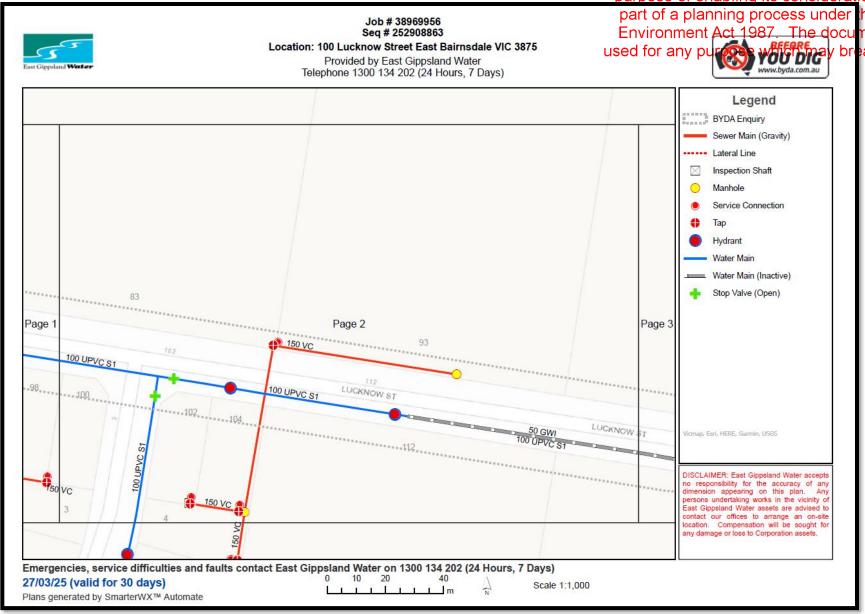
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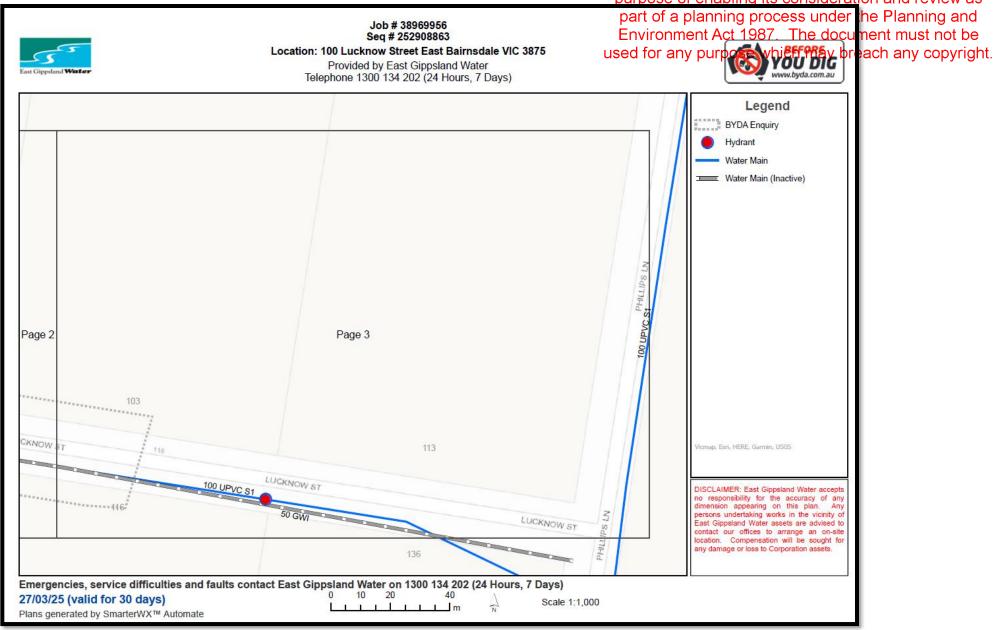
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## Appendix 3 – Photos

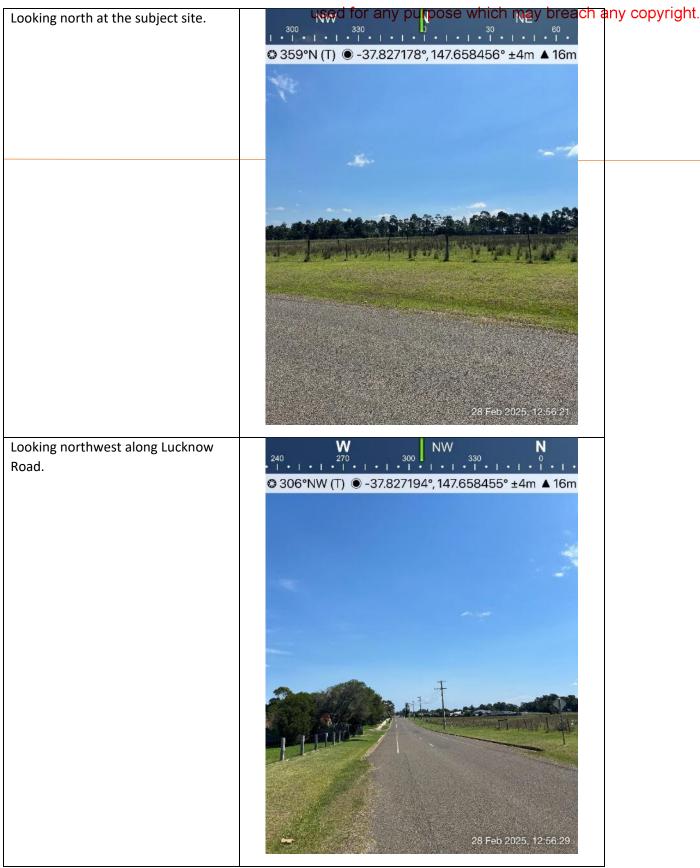
Looking northwest from the front of 83 Lucknow Road at the subject site.



Looking northwest from the front of 83 Lucknow Road at the subject site.



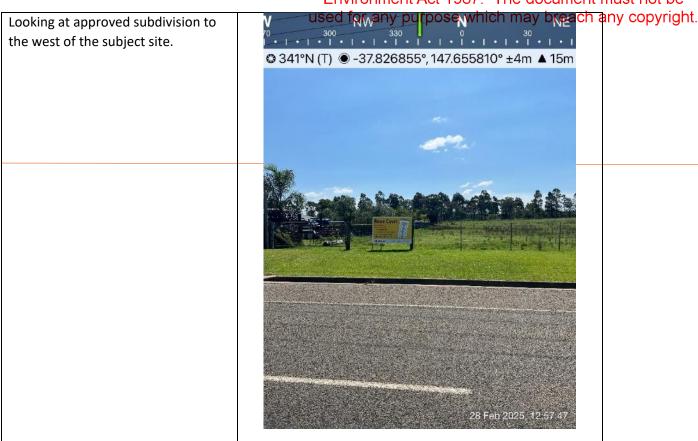
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## Appendix 4 – References

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Reference No: F0003910

9 April, 2025

Michael Mason

8 Comas Grove Ashburton, Vic 3147

Re: Proposed Residential Development Land Use Suitability Risk Assessment – 83 Lucknow Street, East Bairnsdale, VIC 3875

#### **Introduction and Site Setting**

engaged Focus Environmental (Vic) Pty Ltd

(Focus Environmental) to undertake a review. The review includes a Hazard Assessment for Residential Properties in close proximity to commercial properties within threshold distances for land use and development compatibility and effective controls to prevent or mitigate significant impacts in relation to the suitability of the proposed residential development at 83 Lucknow Street, East Bairnsdale VIC 3875 (the site).

The site is currently vacant land, and the proposed development is for a 33 residential subdivision, please see attached proposed subdivision plan in Appendix A along with the general site location plan. Site entry is from 83 Lucknow Street and will have no other points of access aside from the central road.

Focus Environmental representative attended site and surrounds on Monday the 31st March 2025 to conduct a site inspection, assess surrounding land uses and generally inspect the condition of the land. See attached Appendix A, Figure 1 and 2 for general site location and layout plans. See attached Appendix A, Figure 1 and 2 for general site location and layout plans.

#### Planning Position

The site is located in a GRZ1 – General Residential Zone Schedule 1. See attached planning report in Appendix B.

This report has been prepared to accompany the clients planning permit application similar to the one submitted for the adjacent property, 73 Lucknow Street, which has a similar site history and approved residential development.

Proposal: Multi Lot Subdivision Property

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Address: 83 Lucknow Street, East Bairnsdale, 3875

• Property Title Lot: 191 LP: 2353

A written submission detailing what is proposed and responding to the relevant provisions of the East Gippsland Planning Scheme, including Hazard Assessment for Residential Properties in close proximity to commercial properties within threshold distances for land use and development compatibility and effective controls to prevent or mitigate significant impacts. The above request specifically relates to the section from the planning scheme: 13.07-1S 03/03/2023 VC215 Land Use Compatibility.

#### **Documents Review and Reference**

The following documents were reviewed and referred to:

- East Gippsland Housing & Settlement Strategy East Gippsland Shire Council November 2023
- Proposed Subdivision Plan One Plan Land Development Group, 3/04/2025
- Copy of Current Title
- Noise Limit and Assessment Protocol for the Control of Noise from Industrial, Industrial and Trade Premises and Entertainment Venues, Publication 1826, VIC EPA, May 2021
- Recommended separation distances for industrial residual air emissions, Publication 1518, VIC EPA March 2013
- Nearmap.com.au images
- Construction, Guide to Preventing harm to people and the environment, Publication 1820.1, VIC EPA, June 2021.
- Civil construction, building and demolition guide, Publication 1834.1, VIC EPA, September 2023.
- bom.gov.au meteorological data files, wind direction 1943 2025.
- East Gippsland Council, Planning Scheme Noise (13.05), Air Quality (13.06) and Amenity, Human Health And Safety Land Use Compatibility (13.07)

#### **Site Conditions**

The subject site at 83 Lucknow Street, East Bairnsdale is vacant, grassed and fenced with a single access gate on Lucknow Street. There is no evidence of any unauthorised access, dumping or waste at the site. It appears to be used for occasional grazing purposes by cattle from adjacent properties. No structures are present on the site. No evidence of burn pits, fuel storage or any cut and fill activities were observed.

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#### **Surrounding Land Uses**

The site is bound by the 26m wide rail trail to the north, which extends from Bairnsdale town centre to Orbost and separates the site from the adjacent commercial uses. Land south of the site is predominately residential, the land to the immediate east is a vacant block with residential next to that, to the west is similar sized semi-rural blocks and beyond that is higher density residential developments. To the north is commercial / industrial land accessed from McMillan Street, we note there are also some residential properties and further residential to the north and north-west. We note that this site is situated in an area identified for significant residential infill within the Growth Strategy.

See attached general surrounding land use plan, Appendix A, Figure 3.

Specific surrounding commercial land uses include the following summarised in Table 1 with comments relating to the site occupier and observed activities. Measurements are from nearest boundary to nearest boundary; please note that not all activities noted on surrounding sites occur along the closest southern boundary.

Table 1: Surrounding land use direction and distance

Land Use – Site Occupier	Direction and Distance	Comments
	from Subject Site	
Dyson Bus Services	200m east	Site mostly hardstand, bus depot, small scale.
Cranes Civil	30m north	Very little site activity observed over site images.
East Gippsland Traffic Control	120m north	Truck and equipment storage
	150m to stockpiling area	
		Some stockpiling of soil / material in the northeast corner, small scale.
Eastern Concrete Recycling	30m north west	We note this is not operational and appears to have been vacant / abandoned for some period of time, all stockpiles are overgrown with vegetation.
Tambo Waste	130m north west (site corner to site corner)	Recycling transfer station. Note there is only comingled recycles on site. There is no general or organic waste stored on site.
Caravan repairs	380m west	Small-scale workshop.
ETS Infrastructure Management	400m north west	Some vehicle and equipment storage, minimal soil stockpiles in bays.

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We note that existing residential properties as evident in the site plan predate the facilities operating as listed above.

Existing residential property direction and distance from Tambo waste is presented in Table 2 below and in Figure 3 in Appendix A. We note that many of the existing residential properties are closer to the existing Industrial area than the subject site.

Table 2: Existing Residential Distance From Industrial Facilities

Land Use – Residential	Direction and Distance from Tambo Waste	Comments
46 – 52 McMillan Street	North west	Medium density
4 Residential Dwellings	0m – shared boundary	
43 – 63 Lucknow Street	South	Semi-rural properties
3 Residential Dwellings	30m	
55 – 57 Cameron Crescent	South west	Medium density
And adjacent Residential Dwellings	33m	

#### **Bureau of Meteorology**

Prevailing wind data from 1942 – 2024 (Bairnsdale Airport) for the 9am and 3pm data sets has been included in Appendix A, Figures 3 and 4 and attached within Appendix B. The two files are presented in rose diagrams of percentage direction vs wind speed, the file is drawn from data at the Bairnsdale airport, being the closest and longest recording weather station. In summary we note that morning wind data (9am) over the time period records less than 5% of wind direction being towards the subject site from the north, north west. We note the afternoon wind data (3pm) over the time period records 12% from the north and 24% from the north west towards the subject site.

Based on this over the period from 1942 to present, the majority of recorded prevailing wind direction is not from the industrial area to the north, north west towards the subject site.

The surrounding use site plan also has the prevailing wind direction rose diagrams presented on them for ease of visualisation of wind directions in relation to the subject site and nearby industrial sites.

#### **Communications with Victoria EPA**

Lucknow Property Group Pty Ltd had previously made contact with the Victorian EPA in regards to the adjacent property development at 73 Lucknow Street, and it is considered that the same conditions exist for 83 Lucknow Street. The EPA referred them to two documents in relation to a site hazard assessment, EPA Publication 1820.1 Construction for common hazards to consider for construction that is occurring near sensitive receptors as well as EPA Publication 1834 Construction demolition guide that has information on construction and Environment Management Plans (EMP) to address any hazards identified. Whilst some of the hazards listed in these documents are not directly relevant, they warrant a brief discussion.

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#### Air contaminants / Dust / Odour

For discussion purposes, we have combined air contaminants, dust and odour as there is significant overlap with these potential hazards. Each are airborne, subject to wind direction, wind speed and site activities. We consider the Tambo Waste and Cranes Civil and Surfacing sites to be the main sources of these potential hazards.

We note that Tambo Waste and Cranes Civil and Surfacing in order to comply with existing surrounding residential dwellings, council and EPA requirements must not be allowing air contaminants, including dust and odour, to leave their site boundaries.

Tambo waste have recently been issued a planning permit 5.2023.312.1 which allows the land to be used as a Transfer Station for the Container Deposit Scheme. This was referred to relevant authorities including the EPA on the 18/08/23.

Whilst we do not have the documentation such as the EPA's advice, a site-specific Environmental Management Plan including Dust Management and Odour Management Plans is reasonable to assume these would have been provided as part of the application. Environmental controls would need to be in place to address nearby existing residential dwellings, (see Table 2 and Figure 3, Appendix A) and to ensure the site is safe for staff and members of the public to access.

Figures 3 and 4 as per Bureau of Meteorology section detail the prevailing wind directions, predominately away from the subject site to the north / north west, both extracts are presented in Appendix B.

Air contaminants / Dust / Odour do not likely present a risk to the subject site based on the current planning scheme requirements for Industrial properties to operate in proximity to existing residential dwellings.

#### Chemical Spills

There are no major hazard facilities nearby by and no sites engaged in chemical manufacture or permitted quantities of bulk fuel storage. We note East Gippsland Traffic Control appear to have some minor quantities of fuel / oil storage based on aerial images. These do not present a risk to the subject site based on insufficient fuel volumes even in the event of a catastrophic failure. Minor spills of cleaning / degreasing products that would likely be used by many of the adjacent sites would pose no off-site risk to the subject site.

#### Erosion and Sediment / Stormwater Contamination / Wastewater

The three potential hazards have also been grouped due to similar overlapping characteristics. Erosion and sediment control are directly linked to stormwater management and wastewater would require similar infrastructure and site procedures.

As per the attached planning report, we note that the site is not subject to any inundation overlays and there are no nearby water course. We note that the stormwater from McMillan Street properties drain to the north and McMillan Street and not to the rear or an easement on the rail trail side / subject site side, see attached stormwater plan extract in Appendix A, Figure 5.

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Site stormwater and sediment controls must be in place for each facility in accordance with their planning permits. See attached Figures 5 and 6 in Appendix A, detailing a topographic map and drainage. We note that the area is particular flat and as such erosion, sediment and stormwater runoff towards the subject site is unlikely to occur, reference Figure 5. We also note that stormwater from the sites to the north drain to McMillan Street and not to the south, reference Figure 6.

#### Noise

In accordance with the Noise Management provisions outlined in the East Gippsland Planning Scheme and considering the proximity of existing residential dwellings it is important to note that commercial activities along McMillan Street are already required to comply with established limits to prevent adverse impacts on the health and wellbeing of occupants of sensitive land uses.

Specifically, noise levels emanating from these properties must not exceed the limits set out in the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1, which are as follows:

- Daytime (7 am 6 pm): Maximum 55 dB(A)
- Evening (6 pm 10 pm): Maximum 50 dB(A)
- Night-time (10 pm 7 am): Maximum 45 dB(A)

It is also noted that the site immediately east of Cranes Civil and Surfacing remains unoccupied, non-operational, and has become overgrown with vegetation.

For context, a noise level of 55 dB(A) will attenuate to approximately 26.8 dB(A) over a distance of 26 metres in an open-air environment. This level is significantly below the permissible residential noise thresholds, which range from 45 dB(A) during the day to 35 dB(A) at night, further demonstrating compliance and the absence of anticipated noise impacts at surrounding sensitive receptors.

The site is slightly downhill from industry and vegetated so it is reasonable to expect the actual noise to reduce further.

#### Waste / Wastewater

General waste including wastewaters must be stored, handled and disposed of according to current council and EPA requirements. There currently exists a low likelihood of wastes or wastewaters affecting the site from the commercial properties across the 26m rail trail to the north. Any prescribed wastes must also be handled and disposed of according to their EPA waste classification as per EPA Publication 1828.2. See attached Figure 5 in Appendix A in relation to site drainage.

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#### **Mitigation Measures**

Although the proposed development is appropriate and does not require mitigation measures, our client is prepared to implement the same measures outlined in the planning permit for 73 Lucknow Street. These include:

- A 7.2-metre landscaping buffer (Council Reserve) between the northern boundary of the rear lots and the rail trail, increasing the total buffer to the industrial zone to over 30 metres.
- 2. Installation of double-glazed windows on Lots 14–26, which are located within 100 metres of the southern boundary of the industrial lots.

While we maintain that these measures are not necessary, our client is agreeable to adopting them.

#### **Hazard Assessment Conclusion**

As required by Development Solutions Victoria Pty Ltd Additional Information Letter and the East Gippsland planning scheme, a hazard risk assessment for proposed residential properties in close proximity to commercial properties within threshold distances for land use has been undertaken.

Distances and direction to surrounding land uses has been assessed against factors including prevailing wind data, surface water flow, land use risks including air contaminants / dust and noise in the regional setting of commercial sites in close proximity to existing residential dwellings and subdivisions.

Based on the assessment the potential risks posed to the residential development for 83 Lucknow Street, East Bairnsdale VIC 3875 (the site) is considered to be low and that the multi lot subdivision is considered appropriate.

I trust this meets with your expectations and we look forward to continually providing a timely and professional service. If you have any questions, please do not hesitate to contact us.

Yours faithfully.

Jonathan Lawson
Environmental Consultant
Focus Environmental (Vic) Pty Ltd

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## Appendix A

#### **Site Plans**

Figure 1 – Site Location Plan

Figure 2 – Site Area Plan

Figure 3 – Surrounding Business Plan (Wind 9am)

Figure 4 – Surrounding Business Plan (Wind 3pm)

Figure 5 – Topographic Plan

Figure 6 – Stormwater Plan

Figure 7 - Proposed Subdivision Plan

## Appendix B

#### **Documents**

Site Titles

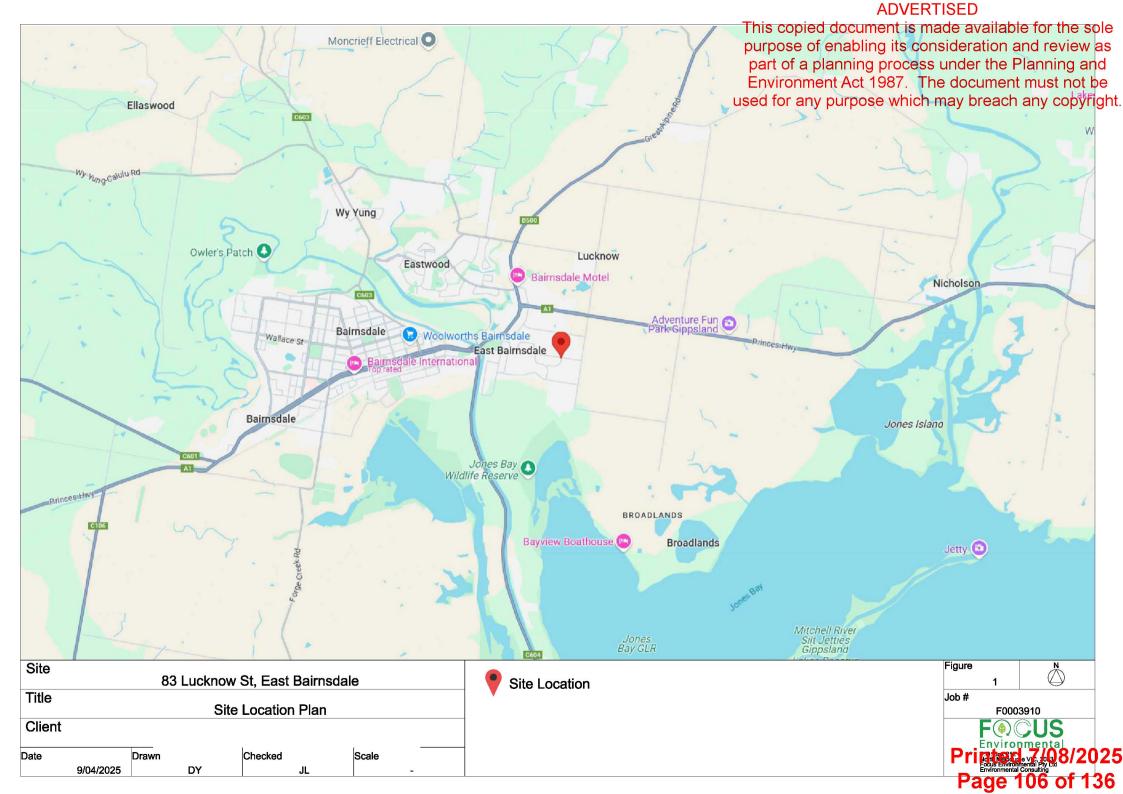
Planning Property Report

Bureau of Meteorology Prevailing Wind Data (9am and 3pm)

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# APPENDIX A

SITE PLANS





Site

83 Lucknow St, East Bairnsdale

Title

Site Area Plan

Client

Date

28/03/2025

Drawn

Checked

Scale

Site Boundary

Site Boundary

Site Boundary

Figure

2

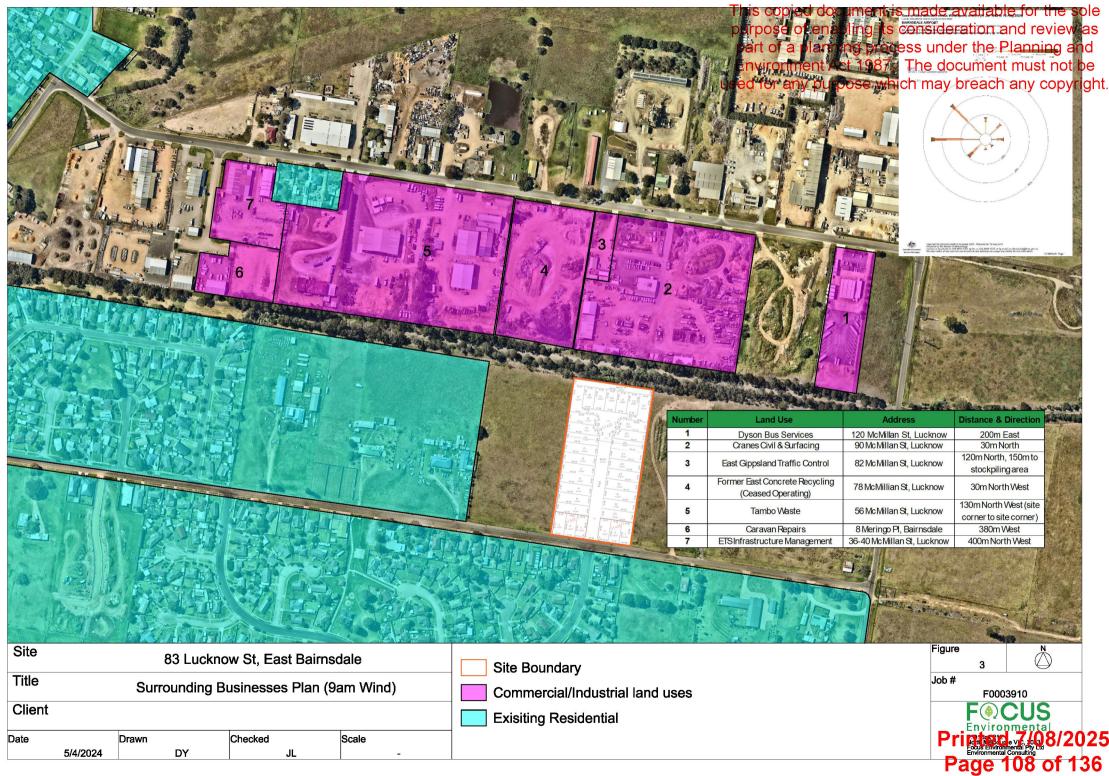
Job #

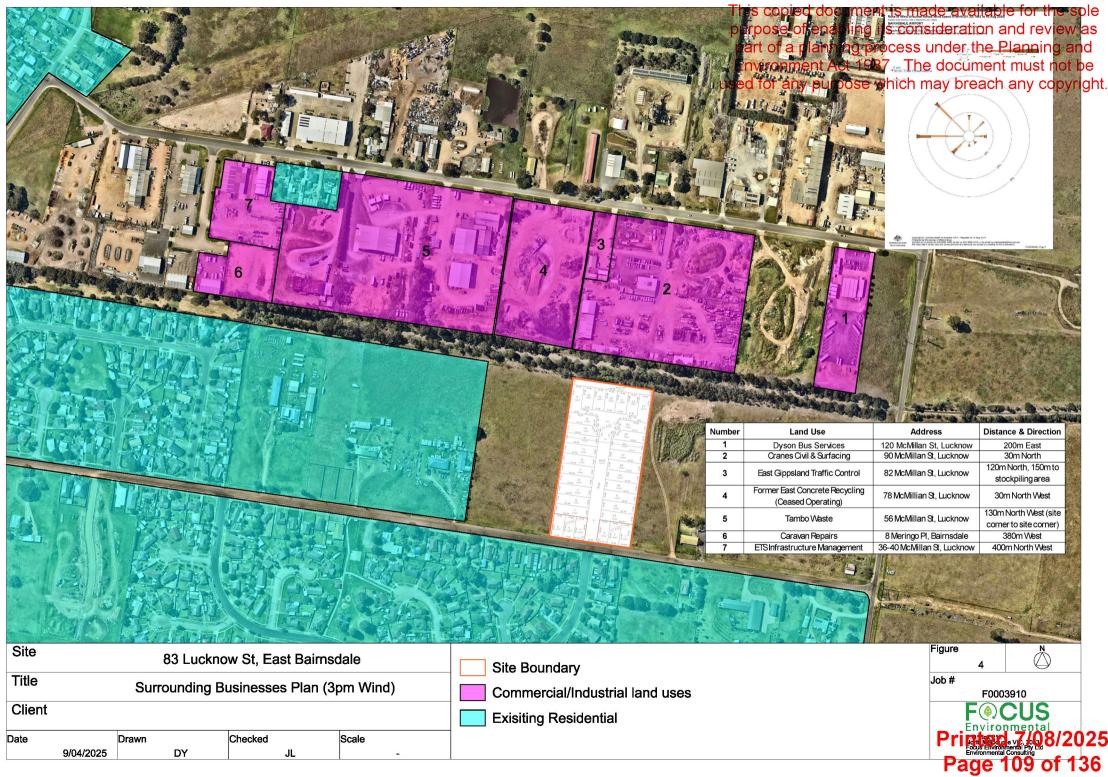
F0003910

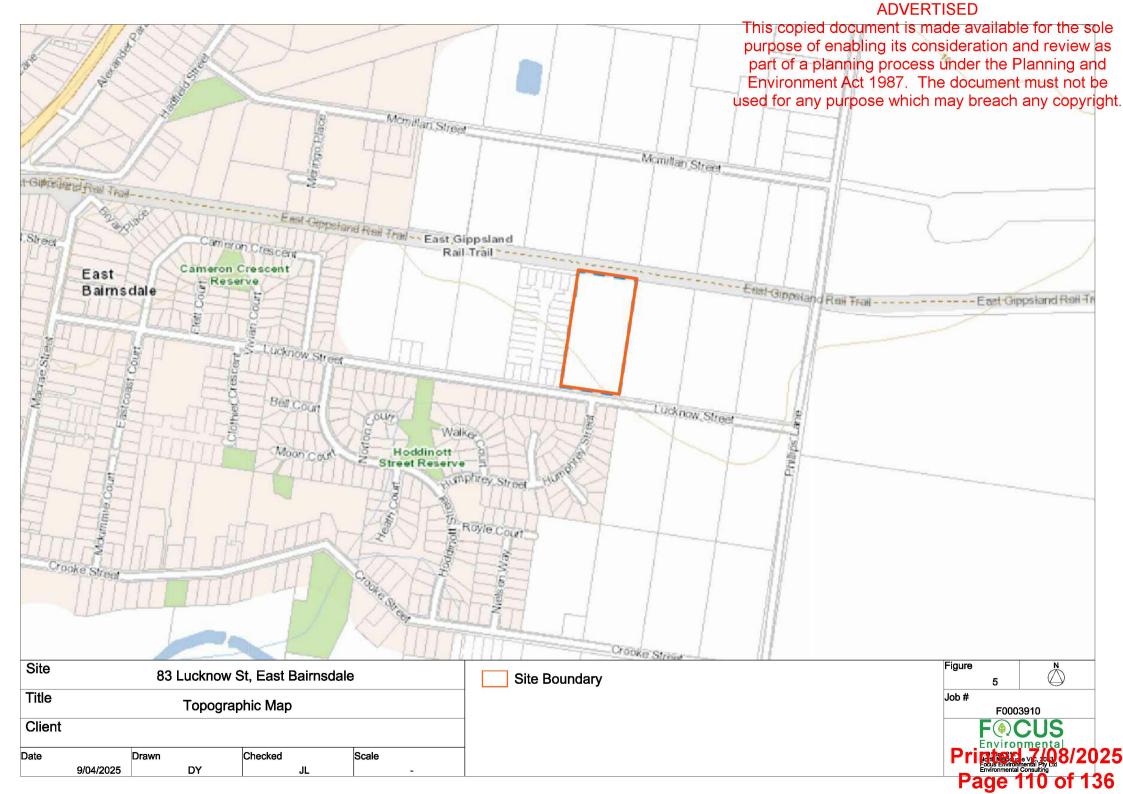
Fnvironmental

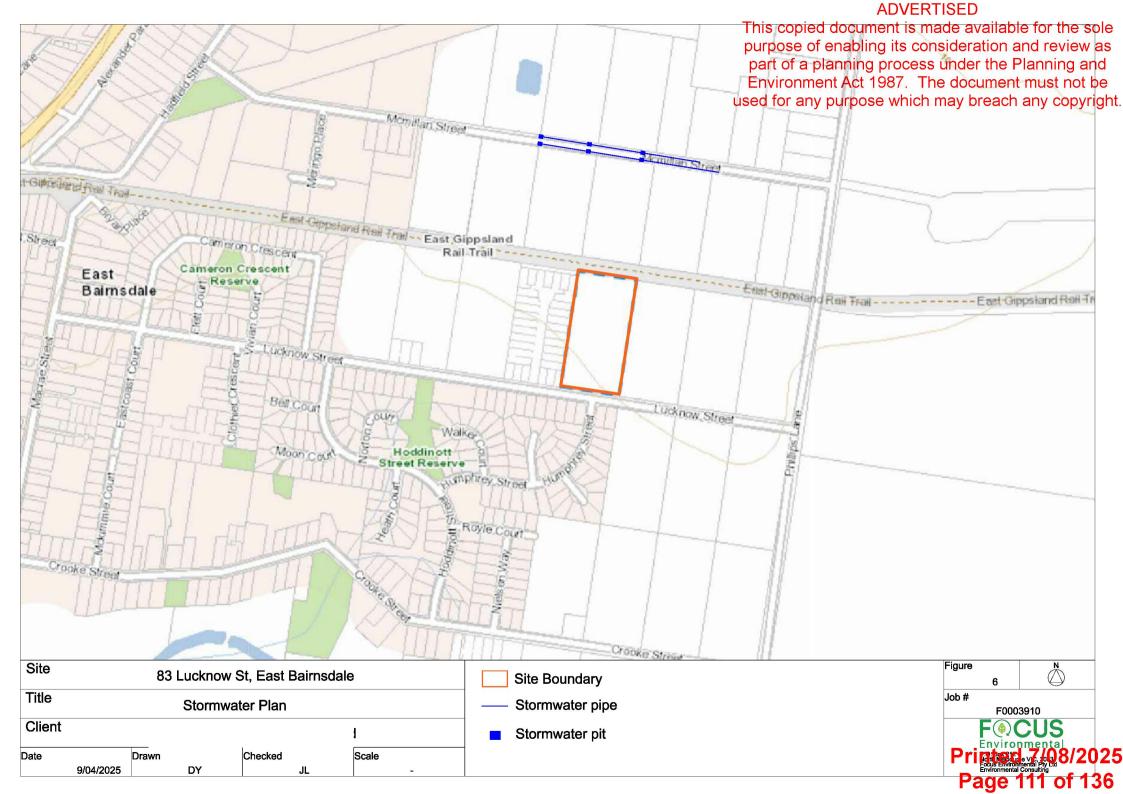
Principle 18/202

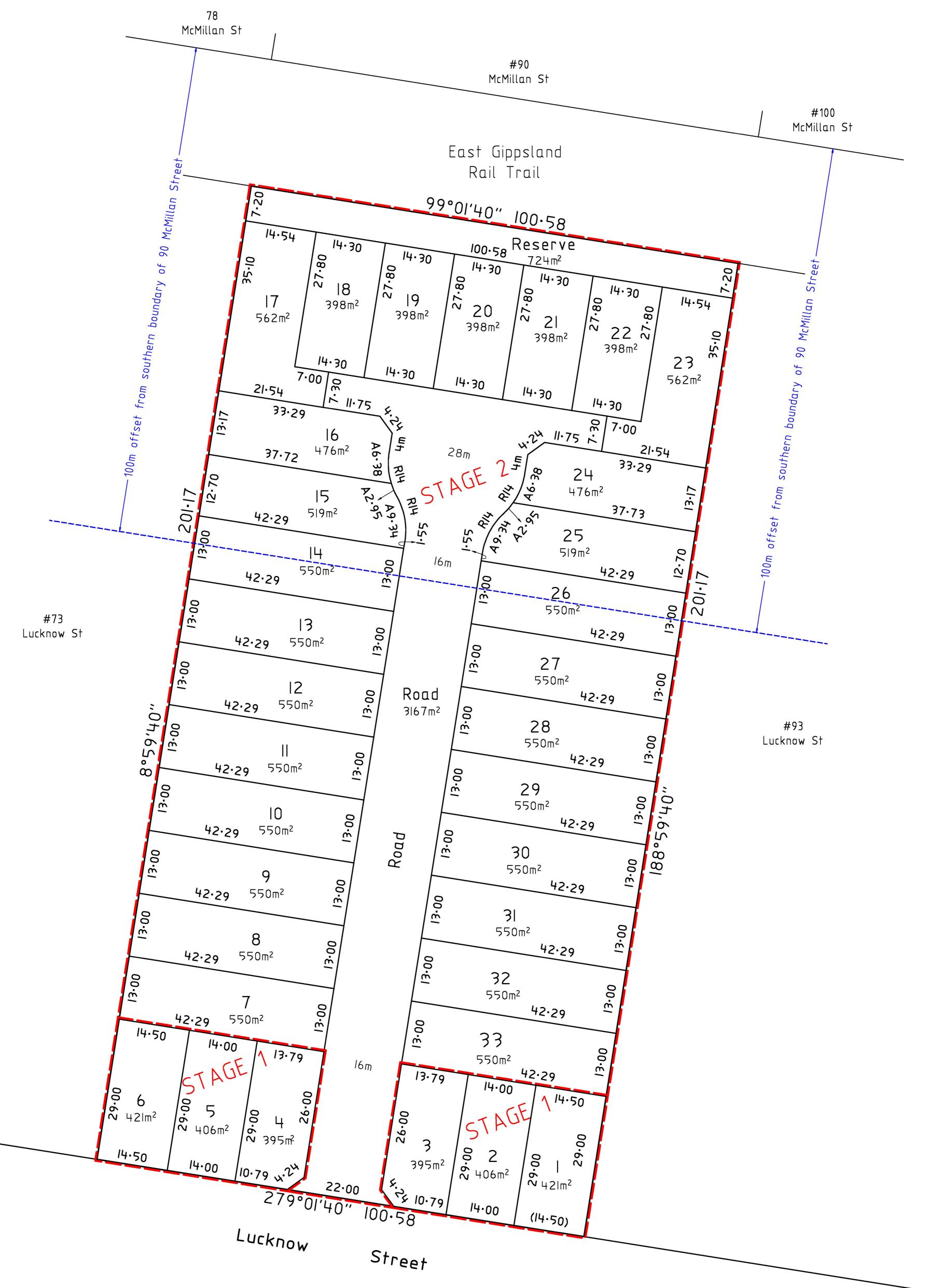
Environmental Consulting











Sheet 1 of 1. Proposed Subdivision Plan

County of Dargo Parish of Wy-Yung Part of Crown Pre-Emptive Section A

Lot 191 on LP2535

P:1300 853 157 OnePlan M:0400 543 157 sks@oneplangroup.com.au www.oneplangroup.com.au LICENSED LAND SURVEYORS GIPPSLAND - MELBOURNE - This is not a Title survey.
- See Certificate of Title for Easement details.
- Only significant trees are shown on this plan.
- Whilst every effort has been made to locate all feature details within the surveyed area SK Spatial will not be held responsible for features hidden, obscured or under construction at the time of survey.
- No underground features have been located wiless specifically shown.
- All data shown on this plan is an accurate representation of the subject site at the time of survey. - Data on this plan may only be manipulated with permission from SK Spatial Pty Ltd.

4 8 12 16 Lengths are in metres

Datum vide LP2535

Total site area: 2.023ha

Notations

83 Lucknow Street, East Bairnsdale, 3875 East Gippsland Shire Drawn Plan No. 1:400 - A1 1:800 - A3 252689 RF-1 3/4/2025

Paracentroid (MGA2020) : E 557 87**P,rinted17/08/20**25 Page 112 of 136

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### **APPENDIX B**

**DOCUMENTS** 

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#### PLANNING PROPERTY REPORT

From www.planning.vic.gov.au at 02 April 2025 04:20 PM

#### **PROPERTY DETAILS**

Address: 83 LUCKNOW STREET EAST BAIRNSDALE 3875

Lot and Plan Number: Lot 191 LP2535 Standard Parcel Identifier (SPI): 191\LP2535

Local Government Area (Council): EAST GIPPSLAND www.eastaippsland.vic.aov.au

Council Property Number: 79461

Planning Scheme: **East Gippsland** Planning Scheme - East Gippsland

Vicroads 689 P7 Directory Reference:

**UTILITIES STATE ELECTORATES** 

Rural Water Corporation: **Southern Rural Water** Legislative Council: **EASTERN VICTORIA** Urban Water Corporation: East Gippsland Water Legislative Assembly: **GIPPSLAND EAST** 

Melbourne Water: Outside drainage boundary

Power Distributor: **AUSNET OTHER** 

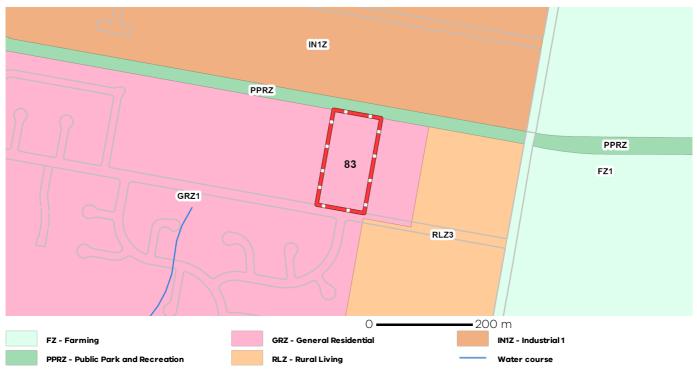
Registered Aboriginal Party: Gunaikurnai Land and Waters

**Aboriginal Corporation** <u>View location in VicPlan</u>

#### **Planning Zones**

GENERAL RESIDENTIAL ZONE (GRZ)

GENERAL RESIDENTIAL ZONE - SCHEDULE 1 (GRZ1)



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

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### PLANNING PROPERTY REPORT

**ADVERTISED** 

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#### **Planning Overlay**

None affecting this land - there are overlays in the vicinity

OTHER OVERLAYS

Other overlays in the vicinity not directly affecting this land

DESIGN AND DEVELOPMENT OVERLAY (DDO)

LAND SUBJECT TO INUNDATION OVERLAY (LSIO)



Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

#### **Further Planning Information**

Planning scheme data last updated on 27 March 2025.

A planning scheme sets out policies and requirements for the use, development and protection of land. This report provides information about the zone and overlay provisions that apply to the selected land. Information about the State and local policy, particular, general and operational provisions of the local planning scheme that may affect the use of this land can be obtained by contacting the local council or by visiting https://www.planning.vic.gov.au

This report is NOT a Planning Certificate issued pursuant to Section 199 of the Planning and Environment Act 1987. It does not include information about exhibited planning scheme amendments, or zonings that may abut the land. To obtain a Planning Certificate go to Titles and Property Certificates at Landata - https://www.landata.vic.gov.au

For details of surrounding properties, use this service to get the Reports for properties of interest.

To view planning zones, overlay and heritage information in an interactive format visit https://mapshare.maps.vic.gov.au/vicplan

For other information about planning in Victoria visit <a href="https://www.planning.vic.gov.au">https://www.planning.vic.gov.au</a>

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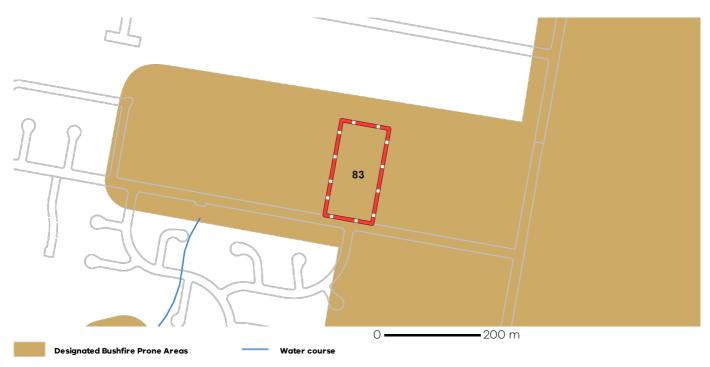
#### PLANNING PROPERTY REPORT

**Designated Bushfire Prone Areas** 

This property is in a designated bushfire prone area. Special bushfire construction requirements apply to the part of the property mapped as a designated bushfire prone area (BPA). Planning provisions may apply.

Where part of the property is mapped as BPA, if no part of the building envelope or footprint falls within the BPA area, the BPA construction requirementsdo not apply.

Note: the relevant building surveyor determines the need for compliance with the bushfire construction requirements.



Designated BPA are determined by the Minister for Planning following a detailed review process. The Building Regulations 2018, through adoption of the Building Code of Australia, apply bushfire protection standards for building works in designated BPA.

Designated BPA maps can be viewed on VicPlan at https://mapshare.vic.gov.au/vicplan/or at the relevant local council.

Create a BPA definition plan in VicPlan to measure the BPA.

 $Information for lot owners building in the BPA is available at \underline{https://www.planning.vic.gov.au.}\\$ 

Further information about the building control system and building in bushfire prone areas can be found on the Victorian Building Authority website https://www.vba.vic.gov.au. Copies of the Building Act and Building Regulations are available from http://www.legislation.vic.gov.au. For Planning Scheme Provisions in bushfire areas visit <a href="https://www.planning.vic.gov.au">https://www.planning.vic.gov.au</a>.

#### **Native Vegetation**

Native plants that are indigenous to the region and important for biodiversity might be present on this property. This could include trees, shrubs, herbs, grasses or aquatic plants. There are a range of regulations that may apply including need to obtain a planning permit under Clause 52.17 of the local planning scheme. For more information see Native Vegetation (Clause 52.17) with local variations in Native Vegetation (Clause 52.17) Schedule

To help identify native vegetation on this property and the application of Clause 52.17 please visit the Native Vegetation Information Management system <a href="https://nvim.delwp.vic.gov.au/">https://nvim.delwp.vic.gov.au/</a> and <a href="https://nvim.delwp.vic.gov.au/">Native vegetation (environment.vic.gov.au/</a> or please contact your relevant council.

You can find out more about the natural values on your property through NatureKit NatureKit (environment.vic.gov.au)

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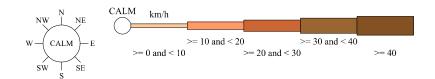
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Rose of Wind direction versus Wind speed in km/h (01 Jul 1942 to 120 Aug 2024)t is made available for the sole Custom times selected, refer to attached note for details purpose of enabling its consideration and review as

#### **BAIRNSDALE AIRPORT**

Site No: 085279 • Opened Jul 1942 • Still Open • Latitude: -37.8818° • Longitude: 147.5669° • Elevation 49.m a planning process under the Planning and Environment Act 1987. The document must not be An asterisk (\*) indicates that calm is less than 0.5%.

Other important info about this analysis is available in the accompany from y purpose which may breach any copyright.



# 15935 Total Observations

Calm 4%

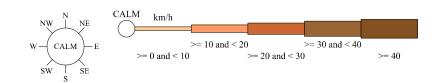


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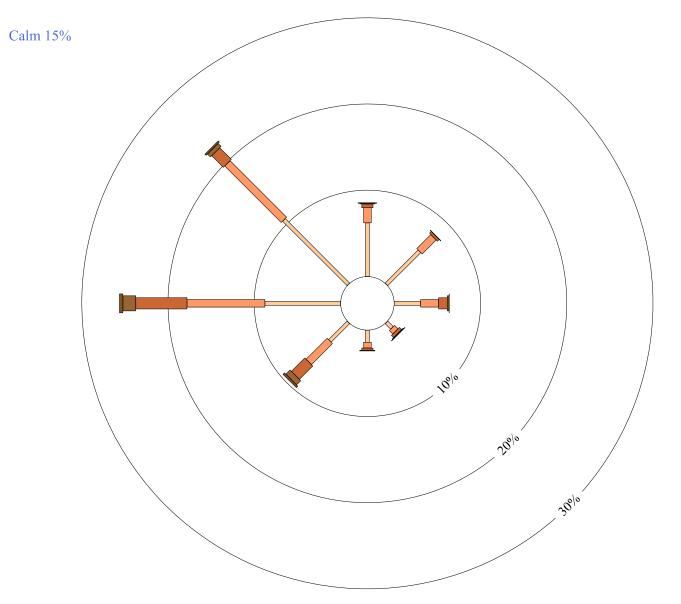
Rose of Wind direction versus Wind speed in km/h (01 Jul 1942 to 120 Aug 2024)t is made available for the sole Custom times selected, refer to attached note for details purpose of enabling its consideration and review as

**BAIRNSDALE AIRPORT** Site No: 085279 • Opened Jul 1942 • Still Open • Latitude: -37.8818° • Longitude: 147.5669° • Elevation 49.m a planning process under the Planning and Environment Act 1987. The document must not be An asterisk (\*) indicates that calm is less than 0.5%.

Other important info about this analysis is available in the accompany from y purpose which may breach any copyright.



#### 9 am 16101 Total Observations





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### Social Impact Comment – 83 Lucknow Street, East Bairnsdale

Discussion Point	Response*	Areas to address	Sources of Information	Comment
Will the proposal be likely to give rise to a significant increase in the population demographics of the local area?	The proposal is seeking the development of a multi lot residential subdivision with a total of 33 lots to be completed in two stages.  East Bairnsdale is a growing residential area and is within a suitable distance to services and facilities offered by Bairnsdale. The proposed subdivision will result in a density of housing that is consistent with the surrounding development and appropriate for the area. The proposed subdivision will not result in a significant increase in the population demographics of the local area.	- Current demographic information - Estimate of population increase	<ul> <li>Australian Bureau of Statistics Website</li> <li>East Gippsland Shire Council website (Community Profile Data)</li> </ul>	According to the 2021 Census data (abs.gov.au), the population of East Bairnsdale was recorded at 1,352 with a median age of 45 years. Of the population, 47.2% were male and 52.8% were female, comprising a total of 342 families.  The overall population of Bairnsdale (excluding East Bairnsdale, Wy Yung, and Eastwood) is approximately 7,509. The proposal seeks approval for a total of 33 residential lots. When considered in relation to Bairnsdale as a whole, in addition to the surrounding suburbs including Wy Yung, East Bairnsdale, Eastwood and Lucknow, the scale of the proposal is not considered significant and not considered likely to result in an impact to the population demographics of the local area.
Will the proposal benefit or disadvantage any particular population cohort or group in the community?	There is no evidence to suggest that the proposal will disadvantage any particular population cohort or group in the community. Given the current availability of land within the area the proposed subdivision is likely to benefit the overall population and community by providing an	data	<ul> <li>Australian Bureau of Statistics Website</li> <li>East Gippsland Shire Council website (Community Profile Data)</li> </ul>	East Bairnsdale has suitable access to the full range of services and facilities offered by Bairnsdale. The proposed development will not have any disadvantages rather will benefit the community by providing additional residential allotments in a suitable location.

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				Act 1987. The document must not b
	additional 33 allotments in this area.		used for any pu	rpose which may breach any copyri
Will the proposal be likely to give rise to increase employment opportunities in the local area?	Given this proposal is seeking the subdivision of land into 33 allotments, additional employment opportunities will be provided throughout the construction phase of the proposed subdivision and subsequent development of allotments.	<ul> <li>Current         <ul> <li>Employment profile</li> </ul> </li> <li>Estimate of areas         <ul> <li>and quantum of</li> <li>potential</li> <li>employment</li> </ul> </li> </ul>	<ul> <li>Australian Bureau of Statistics Website</li> <li>Dept of Employment Education and Workplace Relations <a href="http://www.deewr.gov.au/lmip">http://www.deewr.gov.au/lmip</a></li> <li>East Gippsland Shire Council website (Community Profile Data)</li> <li>Local business owners</li> </ul>	There is currently a range of employment opportunities in Bairnsdale however, providing for additional employment opportunities is considered a positive outcome for Bairnsdale and will contribute to economic prosperity. The subdivision and future development of each of the proposed allotments will support short term employment opportunities during the construction phase and will provide for housing in the long term to meet community needs.
Will the proposal have a significant impact on the existing stock in the local area, particularly affordable housing?	The proposal will create 33 vacant residential lots that can be developed with a dwelling in the future. The proposal is not expected to result in a detrimental impact on the affordability or stock of existing residential dwellings in the locality of East Bairnsdale.	- Current and projected local housing profile.	<ul> <li>Local information from real estate agencies</li> <li>East Gippsland Shire Council website</li> <li>Building approval data</li> </ul>	The 2021 Census data identified a total of 635 private dwellings in East Bairnsdale.  The proposed subdivision is unlikely to impact the affordability of housing in the East Bairnsdale area. Rather the additional lots will support the community, particularly given the limited availability of vacant residential lots in the area. Evidence indicates that there is an ongoing significant demand for vacant residential allotments suitable for development. Having reviewed other residential subdivisions in the area, in addition to the data provided in the East Gippsland Housing and Settlement Strategy, the proposed subdivision is deemed appropriate and

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			used for any pւ	TRAFRENTION NO STATE THE THE STATE OF THE ST
				the existing housing stock. The
				subdivision immediately adjoining the
				site has shown strong sales indicating a
				demand for this type of residential
2000				allotment.
Will the proposal have	The proposal is not expected to	- Current social,	- Local information from schools,	The existing level of services and
an impact on current	detrimentally impact current	community	recreation	infrastructure is adequate to support
social, recreational or	social, recreational or community	and recreational	committees, community	the proposed subdivision and future
community	infrastructure within the area.	infrastructure.	organisations, health and service	residential development.
infrastructure in the	A range of community and	- Estimated increases	agencies.	Footpaths in the area provide a
local area?	recreational facilities are	in the demand for		pedestrian link to other services
	available within a walkable	social, community		offered by Bairnsdale. The site is within
	distance of the proposed	and recreational		proximity to Howitt Park offering a
	subdivision and is considered	infrastructure.		range of recreational facilities.
	sufficient to support the			Additionally public transport is within
	anticipated increase in residential			proximity to the site offering transport
	population.			to alternative recreation services
				available in Bairnsdale and surrounds.
Will the proposal	The proposed subdivision has	<ul> <li>Transport and public</li> </ul>	· · · · · · · · · · · · · · · · · · ·	The existing facilities and services in
create increased or	addressed any potential risks	safety.	providers	the East Bairnsdale locality are
decreased risk for	with the planning permit		<ul> <li>Department of Transport.</li> </ul>	considered suitable to accommodate
occupants or	application submission. No		<ul> <li>East Gippsland Shire Council.</li> </ul>	an increase in residential development
pedestrians within the	significant social risks are		- Local residents.	of this scale.
development or its	anticipated as a result of the			The proposed multi lot residential
surrounding area?	proposed multi lot residential			subdivision is unlikely to create an
	subdivision.			unsafe environment for the existing
	The existing road network is of a			residents. The proposed subdivision
	suitable standard to			will be of a high standard and will not
	accommodate the additional			have a detrimental impact on existing
	allotments.			surrounding residential development.
	It is unlikely that the proposed			It is unlikely the proposed multi lot
	subdivision will pose any risk to			residential subdivision will have an

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	Environment Act 1987. The document must not be
existing residential owners in East	used for any purpose whigh i เพลา breach ients sopyright.
Bairnsdale.	Bairnsdale area.
	The design of the subdivision promotes
	future residential development that
	encourages interaction and social
	inclusion in addition to passive

surveillance.

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EAST GIPPSLAND RAIL TRAIL

### SHEET INDEX

SHEET DESCRIPTION

SK001 TITLE SHEET, AERIAL PLAN, LOCALITY PLAN

SK002 NOTES **LEGEND** SK003

SK004 TYPICAL CROSS SECTION

SHEET LAYOUT PLAN SK005

SK010 FUNCTIONAL LAYOUT PLAN - SHEET 1 SK011 FUNCTIONAL LAYOUT PLAN - SHEET 2

### IDM STANDARD DRAWING SHEET INDEX

RAWING NO.	DRAWING TITLE
------------	---------------

SD000 STANDARD DRAWING COVER SHEET TYPICAL KERB BEDDING DETAIL SD110

SUBSOIL DRAIANGE SD145 PEDESTRIAN CROSSING SD200

TYPICAL FOOTPATH DETAIL SD205 TYPICAL FOOTPATH JOINTS SD210

SD220 REINFORCED CONCRETE PAVEMENT ISOLATION JOINT REINFORCED CONCRETE PAVEMENT TYPICAL JOINT SD225 SD270 FOOTPATH TO PEDESTRIAN CROSSINGS DDA

SD310 TRENCHING BACKFILL (TRENCHES WITHIN 1m OF SD400 TYPICAL PIT DIMENSIONING AND SETTING OUT DETAIL

SD405 UNHAUNCHED PITS (450Ø MAX. PIPE)

SD410 HAUNCHED PITS

SD415 MIN. WALL THICKNESS FOR REINFORCEMENT IN MASS

SD420 JUNCTION PIT IN ROAD RESERVE

SD425 JUNCTION PIT WITH CONCRETE COVER (NON

SD426 JUNCTION PIT WITH NON-CONCRETE COVER (NON SD430 SIDE ENTRY PIT 900mm INLET WITH CAST IRON COVER

SD431 900 x 600mm SIDE ENTRY PIT PIPES UP TO 450mmØ SD435 SIDE ENTRY PIT 900mm INLET WITH CAST IRON COVER SD440 SIDE ENTRY PIT 900mm INLET WITH CAST IRON COVER

SD441 GRATED SIDE ENTRY PIT WITH LIGHTWEIGHT COVER SD445 DOUBLE SIDED ENTRY PIT 1900mm INLET WITH

DOUBLE SIDED ENTRY PIT 1900mm INLET WITH

SD455 DEPRESSED GRATED PIT

SD450

SD460 SD498 CONCRETE ENDWALL FOR PIPES UP TO 375mmØ

SD510 HOUSE DRAIN UNDER ROAD PAVEMENT

SD515 STREET DRAIN CONNECTION

**INLET CATCH PIT** 

SD516 STREET DRAIN CONNECTION (45° TO PIPE WHERE

SD520 EASEMENT DRAIN CONNECTION SD525 FLUSHOUT RISER DETAIL

SD530 FLUSHOUT RISER COVER DETAIL

A PRELIMINARY ISSUE RM RM MR 11.04.2025 DESCRIPTION CHECKED



# **83 LUCKNOW STREET** EAST BAIRNSDALE PROPOSED LAND DIVISION

TITLE SHEET, AERIAL PLAN, LOCALITY PLAN

PRELIMINARY ISSUE
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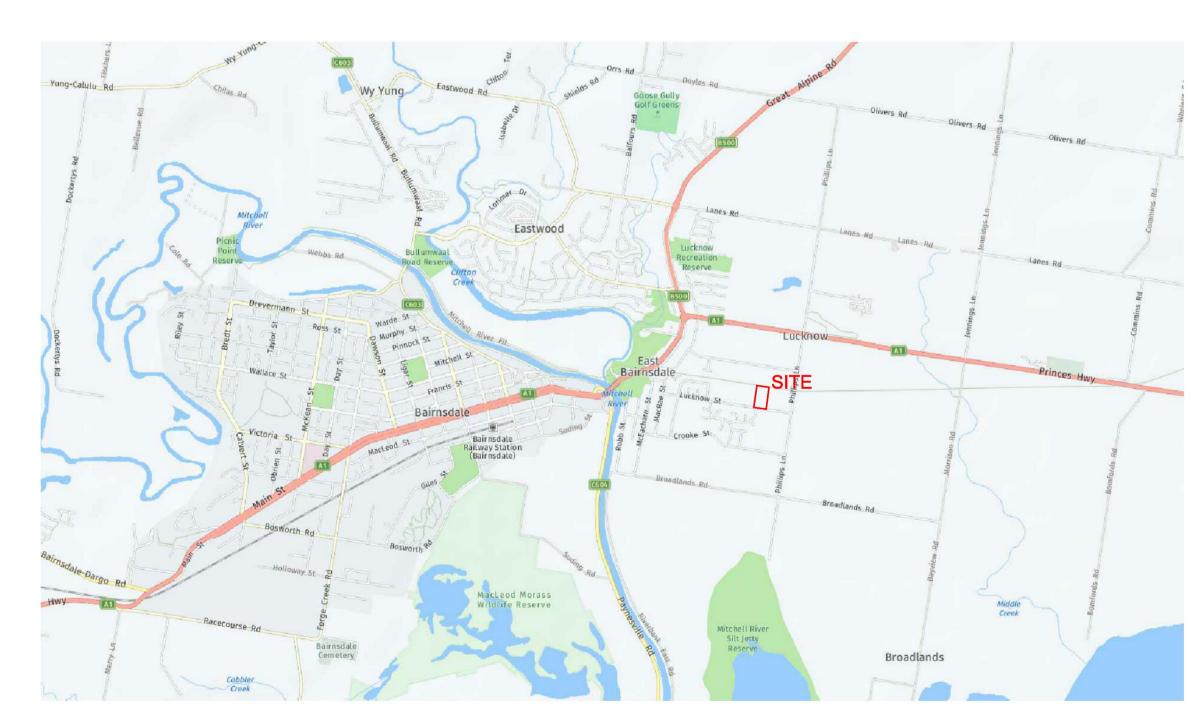
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Page 123 of 136

**AERIAL PLAN** SCALE 1:1,000

LUCKNOW STREET

73 LUCKNOW DEVELOPMENT



83 LUCKNOW DEVELOPMENT

LOCALITY PLAN

### SAFETY IN DESIGN NOTES

- MLEI CONSULTING ENGINEERS HAVE CONDUCTED A PRELIMINARY SAFETY IN DESIGN REVIEW OF THE DESIGN ON THESE DRAWINGS. IT IS SUMMARIZED IN THE NOTES BELOW. THE REVIEW IS BASED GENERALLY ON THE PROCEDURE OUTLINED IN THE SAFE WORK AUSTRALIA PUBLICATION "SAFE DESIGN OF STRUCTURE CODE OF PRACTICE".
- THE DESIGN HAS NOT BEEN REVIEWED WITH CONTRACTOR/BUILDER AT THE TIME OF ISSUE FOR TENDER OR CONSTRUCTION. CONSTRUCTION METHODS VARY BETWEEN CONTRACTORS, SO IT IS NOT POSSIBLE FOR MLEI CONSULTING ENGINEERS TO PERFORM AN EXHAUSTIVE SAFETY IN DESIGN OR SAFETY IN CONSTRUCTION REVIEW. ONCE APPOINTED, THE CONTRACTOR IS REQUIRED TO UNDERTAKE A THOROUGH REVIEW OF THE DESIGN WITH THEIR SUBCONTRACTORS TO IDENTIFY SAFETY RISKS DURING CONSTRUCTION AND DURING THE LIFE OF THE BUILDING.
- THE SAFETY RISK MITIGATION ITEMS BELOW ARE BASED ON MLEI'S DESIGN OFFICE EXPERIENCE AND DO NOT NECESSARILY ACCOUNT FOR ALL CONSTRUCTION, OPERATION, MAINTENANCE AND DEMOLITION SAFETY RISKS BASED ON INFORMATION WHEN THIS DRAWING WAS MADE IN ITS CAPACITY AS DESIGNER ONLY. MLEI HAS TRIED TO IDENTIFY SAFETY RISKS PERTAINING TO CONSTRUCTION, OPERATION, MAINTENANCE AND DEMOLITION PHASES OF THE ASSET. INCLUSION (OR NOT) OF ANY ITEM DOES NOT REDUCE OR LIMIT OBLIGATIONS OF CONSTRUCTOR, USER, MAINTAINER AND DEMOLISHER TO UNDERTAKE APPROPRIATE RISK MANAGEMENT ACTIVITIES TO REDUCE RISK AND IS NOT AN ADMISSION BY MLEI THAT INCLUSION OF ANY ITEM IS THE DESIGNER'S RESPONSIBILITY.
- REVIEW ADEQUACY OF WORKING SPACE AVAILABLE FOR CONSTRUCTION ACTIVITIES. ENSURE SEPERATION OF PLANT AND PERSONNEL ON SITE, INCLUDING MOVEMENTS OF BOTH.
- LOCATE LIFTING SLEW AND LAY DOWN AREAS AWAY FROM REGULAR CONSTRUCTION TRAFFIC.
- ENSURE ISOLATION SAFE SYSTEMS OF WORK OR PROTECTIVE MEASURES ARE SID6 INSTALLED BEFORE WORKING NEAR LIVE ELECTRICAL INFRASTRUCTURE. PROVIDE PROTECTION OF ELECTRICAL OVERHEAD WIRING SYSTEMS DURING CONSTRUCTION.
- WRITTEN RISK ASSESSMENTS ARE ADVISED FOR ACCESS TO OPEN EXCAVATIONS.
- PROVIDE ACCESS AND EGRESS TO EXCAVATIONS APPROPRIATE IN CASE OF INUNDATION, COLLAPSE AND ENGULFMENT.
- SID9 LOCATE STOCKPILES AND HEAVY EQUIPMENT INCLUDING CRANES AWAY FROM BURIED SERVICES AND BUILDING BOUNDARIES WHERE ADJACENT BASEMENTS ARE PRESENT.
- SEEK ADVICE FROM SUITABLY QUALIFIED GEOTECHNICAL OR STRUCTURAL ENGINEER PRIOR TO OPERATION OF HEAVY SURFACE PLANT AND EQUIPMENT OR STOCKPILING MATERIAL NEAR OPEN EXCAVATIONS OR EXISTING RETAINING STRUCTURES.
- BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR LOCATION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.



THIS DRAWING IS OWNED BY, AND REMAINS THE PROPERTY OF MLEI CONSULTING ENGINEERS . REPRODUCTION OR USE OF THIS DRAWING WITHOUT PERMISSION IS ILLEGAL.THE CLIENT IS LICENSED TO USE THIS DRAWING FOR THE WORKS SPECIFICATION THIS SITE.

### SITE REHABILITATION NOTES - ALL LOTS

- EARTHWORKS FOR THE ENTIRE SITE SHALL BE CARRIED OUT TO SATISFY THE REQUIREMENTS OF AS.3798-2006 (LEVEL.1 OVERVIEW)
- 2. CONTRACTOR TO ALLOW FOR ALL TESTING ETC TO ACHIEVE LEVEL.1 STATUS. ALL GEOTECHNICAL SUPERVISION \ TESTING SHALL BE CARRIED OUT BY NATA CERTIFIED GEOTECHNICAL ENGINEER.
- 3. ALL EXISTING FILL SHALL BE COMPLETELY REMOVED, TO A DEPTH AS ADVISED BY THE GEOTECHNICAL ENGINEER.
- 4. GENERALLY, THE DEPTH OF FILL TO BE REMOVED WILL BE DEEMED TO HAVE REACHED ITS MAXIMUM WHEN THE NATURAL SURFACE IS EXPOSED. THE NATURAL SURFACE SHALL BE FREE OF ALL DELETERIOUS/ FOREIGN MATERIAL, INCLUDING THE FOLLOWING: TREES, ROOTS AND ALL OTHER DECAYED VEGETATION.
- 5. ALL EXISTING FILL WITHIN THE CONSTRUCTION AREA SHALL BE COMPLETELY SORTED OF ALL DELETERIOUS/FOREIGN MATERIAL PRIOR TO REPLACEMENT.
- 6. CONTAMINATED MATERIAL SHALL BE REMOVED AND SORTED AS SPECIFIED IN THE TECHNICAL SPECIFICATION, OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
- 7. EXCAVATED MATERIAL SHALL BE REPLACED IN LAYERS NOT EXCEEDING 200mm LOOSE MEASURE, OR AS ADVISED BY THE GEOTECHNICAL ENGINEER.
- 8. THE MAXIMUM PARTICLE SIZE SHALL NOT EXCEED 200mm, GREATEST DIMENSION.
- 9. TESTING SHALL BE CARRIED AT A RATE TO SATISFY THE REQUIREMENTS 0F AS.3798-LEVEL.1

## **GENERAL NOTES**

- 1. THESE DRAWINGS ARE NOT CADASTRAL PLANS AND MUST NOT BE USED IN DETERMINING PRECISE DETAILS WITH RESPECT TO BOUNDARIES.
- 2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- ALL DIMENSIONS SHALL BE VERIFIED ON SITE.
- ALL LEVELS ARE EXPRESSED IN METRES.
- 5. ALL CO-ORDINATES ARE A.M.G. BASED, UNLESS NOTED OTHERWISE.
- 6. LEVEL DATUM IS A.H.D.
- 7. SET OUT OF BUILDING AND ASSOCIATED FEATURES SHALL BE SUPPLIED TO THE CONTRACTOR IN AN ELECTRONIC 2D FORMAT (AutoCAD 2008) WHICH CONTAINS CONTROL POINTS AND T.B.M. NO TABULATED SET OUT INFORMATION IN HARD COPY WILL BE ISSUED. CAD FILES WILL BE ISSUED IN METRES. CONTRACTOR TO ALLOW FOR FILE CONVERSION AS REQUIRED. ORIGINAL FULL SIZE DRAWING MAY BE SCALED SUBJECT TO CORRECT BAR SCALE VERIFICATION.
- 8. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATIONS.
- 9. REFER TO DETAIL DRAWINGS FOR ALL KNOWN UNDERGROUND PIPEWORK AND
- 10. SPOIL TO BE STOCKPILED AS DIRECTED BY THE SUPERINTENDENT AND EXCESS NOT USED IS TO BE REMOVED FROM SITE BY CONTRACTOR.
- 11. THESE DRAWINGS ARE A SCHEMATIC REPRESENTATION OF SERVICES INFORMATION CONTAINED IN DRAWINGS ISSUED BY THE RELEVANT AUTHORITIES. THE INFORMATION CONTAINED IN THESE DRAWINGS IS INDICATIVE ONLY, AND REFERENCE SHOULD BE MADE TO THE RELEVANT AUTHORITIES DOCUMENTATION TO CONFIRM ACCURACY AND COMPLETENESS. WHERE INFORMATION IS AVAILABLE. THE SUB-SURFACE SERVICES INSTALLED BY CONTRACTORS OTHER THAN THE AUTHORITIES HAVE BEEN SHOWN, BUT ADDITIONAL UNDOCUMENTED SERVICES MAY BE PRESENT. SHOULD THE CONTRACTOR BELIEVE THAT SUB-SURFACE SERVICES ARE AT RISK OF DAMAGE DURING CONSTRUCTION, THE CONTRACTOR SHOULD NOTIFY THE RELEVANT AUTHORITIES AND ESTABLISH THE EXACT LOCATION OF THE SERVICES.
- 12. THE FINISHED SURFACE SHALL BE EVENLY GRADED BETWEEN DESIGN SURFACE LEVELS.
- 13. DEMOLISH AND REMOVE ALL EXISTING INSTALLATIONS WHICH ARE TO BE AFFECTED BY NEW WORKS. EXTENT OF DEMOLITION TO BE CONFIRMED ON SITE WITH THE SUPERINTENDENT PRIOR TO ANY WORKS.
- 14. CONTRACTOR TO ADJUST LIDS OF EXISTING SERVICE PITS TO MATCH FINISHED SURFACE LEVEL. PROVIDE HEAVY DUTY COVER IF IN PAVED AREA TO THE REQUIREMENTS OF THE RELEVANT AUTHORITY, IF APPLICABLE. RELOCATE SERVICE AS REQUIRED.
- 15. WORKMANSHIP AND MATERIALS ARE TO BE IN ACCORDANCE WITH THE RELEVANT CURRENT S.A.A. CODES INCLUDING ALL AMENDMENTS, AND THE LOCAL STATUTORY AUTHORITIES, EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
- 16. ALL VERGES ARE TO BE MADE LEVEL AND FIRM AND FINISHED WITH COUNCIL APPROVED HYDROSEED MIX.

### COMPACTION NOTES

- PRIOR TO THE COMMENCEMENT OF ANY FILLING OPERATION, THE ENTIRE SITE AREA IS TO BE COMPACTED AND TESTED IN ACCORDANCE WITH AS1289. 5.1.1 (1993) TO PRODUCE THE FOLLOWING:
- -98.0% STANDARD COMPACTION AT THE FINAL EXCAVATED NATURAL SURFACE LEVEL AND AT 250mm BELOW THE EXCAVATED NATURAL SURFACE
- 2. EACH 200mm FILL LAYER SHALL BE COMPACTED AND TESTED IN ACCORDANCE WITH AS1289. 5.1.1 TO PRODUCE THE FOLLOWING: -98.0% STANDARD
- THE FINAL FILL LAYER FILL SHALL BE COMPACTED & TESTED IN ACCORDANCE WITH AS1289. 5.1.1 TO PRODUCE THE FOLLOWING: -100.0% STANDARD
- -TESTING SHALL BE CARRIED AT A RATE TO SATISFY THE REQUIREMENTS OF AS.3798-LEVEL.1 OVERVIEW.
- 3. TESTING SHALL BE EVENLY SPACED OVER THE ENTIRE SITE, AND AT RANDOM LOCATIONS. TEST RESULTS SHALL BE APPROVED BY THE GEOTECHNICAL

### **PAVEMENT NOTES**

- 1. ALL SET OUT DIMENSIONS AND LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF
- 2. ALL DIMENSIONS ARE MEASURED TO FACE OF KERB OR BUILDING GRIDS UNLESS NOTED
- 3. REFER TO RELEVANT CIVIL DRAWINGS FOR GRADING AND SERVICES.

## **EXISTING SERVICES NOTES**

- ALL DRAWINGS AND DOCUMENTS CONTAINED WITHIN THIS PROJECT HAVE LIMITED EXISTING SERVICES SHOWN. OTHER SERVICES MAY EXIST, WHICH WERE NOT KNOWN OR IDENTIFIED AT THE TIME OF DETAIL DOCUMENTATION THESE UNKNOWN SERVICES MAY POSSIBLY INTERFERE WITH THE PROPOSED WORKS AS SET OUT WITHIN THESE DESIGN DOCUMENTS.
- ALL IDENTIFIED EXISTING SERVICES ARE A SCHEMATIC REPRESENTATION OF THE INFORMATION PROVIDED BY THE VARIOUS SERVICE AUTHORITIES.
- AS SUCH. THE LIMITS OF LIABILITY, ACCURACY OF THE LOCATION OF THE SERVICES, DEPTHS, LEVELS, SIZES, TYPES AS STIPULATED BY THE SERVICE AUTHORITIES IS PASSED ON FROM MLEI TO THE RESPECTIVE CONTRACTOR.
- THE LIMITS REFER TO THE ACCURACY OF THE INFORMATION, AND NO LIABILITY WILL BE ACCEPTED BY THE SERVICE AUTHORITIES, INCLUDING MLEI.
- THE CONTRACTOR MUST FULLY INFORM THEMSELF AS THE NATURE AND EXTENT OF ALL UNDERGROUND SERVICES THAT MAY IMPACT ON THE PROPOSED WORKS.
- ALL SERVICES MUST BE FULLY VERIFIED, AND COMPARED AGAINST THE PROPOSED DESIGN WORKS.
- UNDER NO CIRCUMSTANCES SHALL ANY FIXTURE OF FITTING BE ORDERED AND INSTALLED THAT HAS THE POTENTIAL TO REQUIRE ANY REWORK AS A DIRECT OR INDIRECT RESULT OF FAILURE TO VERIFY EXISTING SERVICES. SHOULD REWORK BE REQUIRED OF ANY NEW FIXTURE OR FITTING AS A RESULT OF THE ABOVE, NO CLAIM AGAINST MLEI OR ITS AGENTS WILL BE CONSIDERED.
- UPON VERIFICATION OF ALL EXISTING UNDERGROUND SERVICES, THE CONTRACTOR SHALL ADVISE THE SUPERINTENDENT OR THEIR NOMINATED REPRESENTATIVE AS SOON AS POSSIBLE, IN THE EVENT OF ANY POTENTIAL CLASH OR INTERFERENCE WITH THE PROPOSED WORKS.
- ALL WORKS DIRECTLY OR INDIRECTLY RELATED TO THE POTENTIAL CLASH / INTERFERENCE SHALL CEASE IMMEDIATELY. AND SHALL NOT RESUME UNTIL SUCH TIME AS INSTRUCTED TO DO SO BY MLEI OR ITS NOMINATED AGENT.
- NO FINANCIAL CLAIMS ARISING FROM THE SUBCONTRACTOR FOR DELAYS WILL BE CONSIDERED BY MLEI OR ITS AGENTS.
- IN THE EVENT THAT ANY CLASH / INTERFERENCE IS BY A SERVICE THAT CAN ONLY BE POTENTIALLY MODIFIED BY THE SERVICE PROVIDER, E.G. WATER SERVICES, POWER, TELSTRA OR GAS SUPPLY, THIS WORK SHALL BE COORDINATED BY MLEI OR ITS NOMINATED AGENT. IN THIS CIRCUMSTANCE. CHARGES LEVIED BY THE SERVICE PROVIDER FOR THE MODIFICATION / ALTERATION WILL NOT BE THE RESPONSIBILITY OF THE CONTRACTOR. THIS RELATES ONLY TO THE MODIFICATION WORKS UNDERTAKEN BY THE SERVICE PROVIDER.
- 12. LOCATION OF EXISTING STRUCTURES TO BE VERIFIED ON SITE.

### TRAFFIC NOTES

- 1. ALL TRAFFIC CONTROL DEVICES AND RETROREFLECTIVE RAISED PAVEMENT MARKERS TO BE INSTALLED IN ACCORDANCE WITH AS 1742, IDM REQUIREMENTS AND VICROADS SPECIFICATIONS.
- 2. ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF THE
- ALL LINEMARKING 0.1m WIDE UNLESS OTHERWISE SHOWN.

### STORMWATER NOTES

SET OUT CHAINAGES AT SIDE ENTRY PITS AND JUNCTION BOXES ADJACENT TO KERBS REFER TO CENTRE OF PIT AT KERB TOP LINE, SET OUT POINTS AT PITS NOT ADJACENT TO KERBS REFER TO CENTRE OF PIT.

- 1. PIT INVERT LEVELS REFER TO CENTRE OF PITS WITH PIPE GRADES CALCULATED BETWEEN THESE
- 2. PIT DESIGN SURFACE LEVELS REFER TO
- a. SEP CENTRE OF PIT COVER AT NOMINAL KERB TOP LEVEL
- b. JB CENTRE OF PIT COVER GIP - CENTRE OF PIT COVER
- 3. THE CONTRACTOR SHALL ENSURE ALL SEP AND JB COVERS AND FRAMES MATCH FINISHED SURFACE GRADE/SLOPE AND LEVEL.
- 4. STORMWATER DRAINAGE DESIGN IS BASED ON AN AVERAGE RECURRENCE INTERVAL OF 1 IN 5 YEARS FOR THE MINOR STORM EVENT AND 1 IN 100 YEARS FOR THE MAJOR STORM.
- 5. CONCRETE PIPES TO BE CLASS 2 BEHIND KERB AND NON TRAFFICABLE AREAS; AND CLASS 4 FOR
- ROAD CROSSINGS AND TRAFFICABLE AREAS U.O.N.
- 6. ALL STORMWATER PIPES ARE TO BE RUBBER RING JOINTED IF USING RCP
- 7. ALL UPVC PIPES SHALL BE SN4 COMPLY WITH ENGINEERS STANDARD FOR DWV.
- 8. HEAVY DUTY COVER TO BE INSTALLED ON ALL JB'S IN THE VERGE.
- 9. ALL SEP LIDS SHALL BE CLASS D WHEN LOCATED AT KERB RETURN TP'S, INTERSECTIONS, COLLECTOR ROADS AND ROUNDABOUTS, OTHER WISE SEP LIDS TO BE CLASS C.

A PRELIMINARY ISSUE MR RMRM 11.04.2025 ESCRIPTION DESIGNED CHECKED



**83 LUCKNOW STREET** EAST BAIRNSDALE PROPOSED LAND DIVISION

**NOTES** 

PRELIMINARY ISSUE NOT FOR CONSTRUCTION

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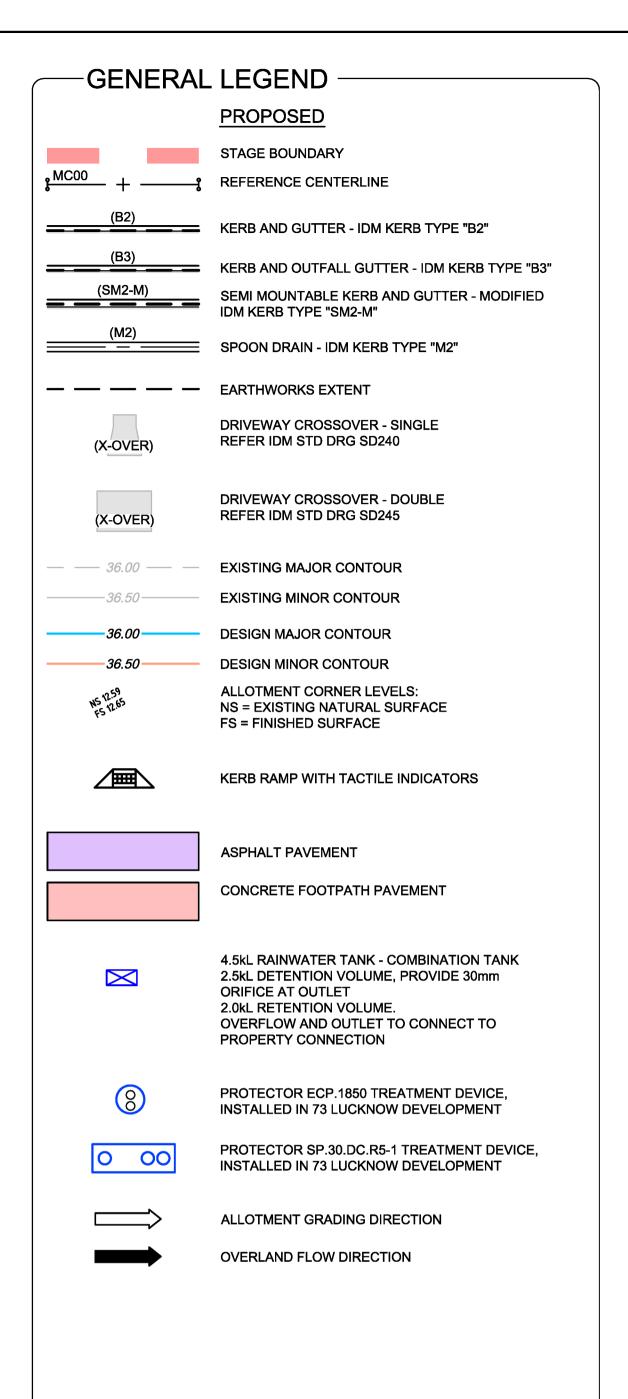
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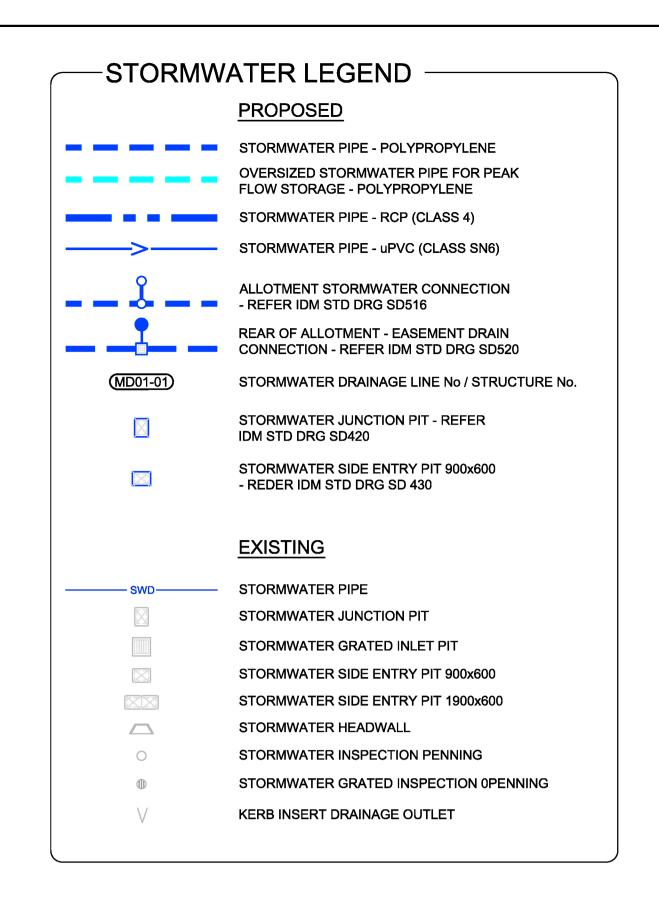
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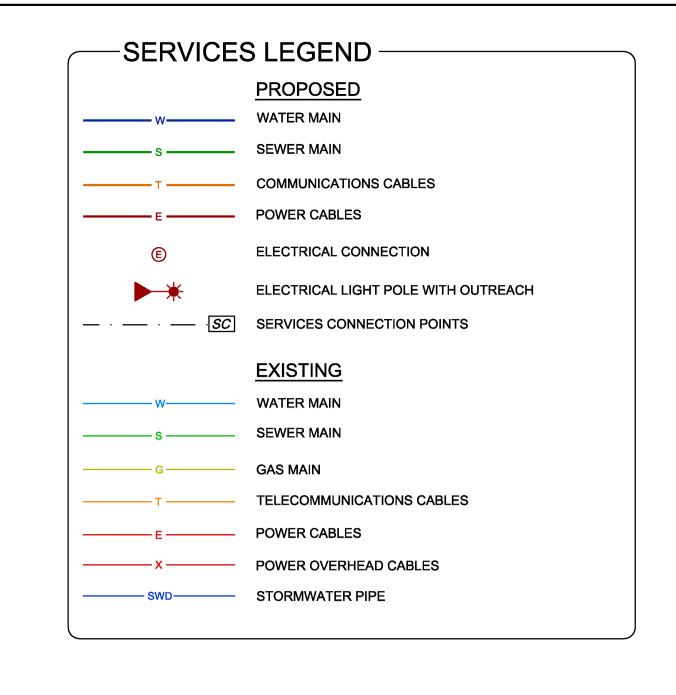
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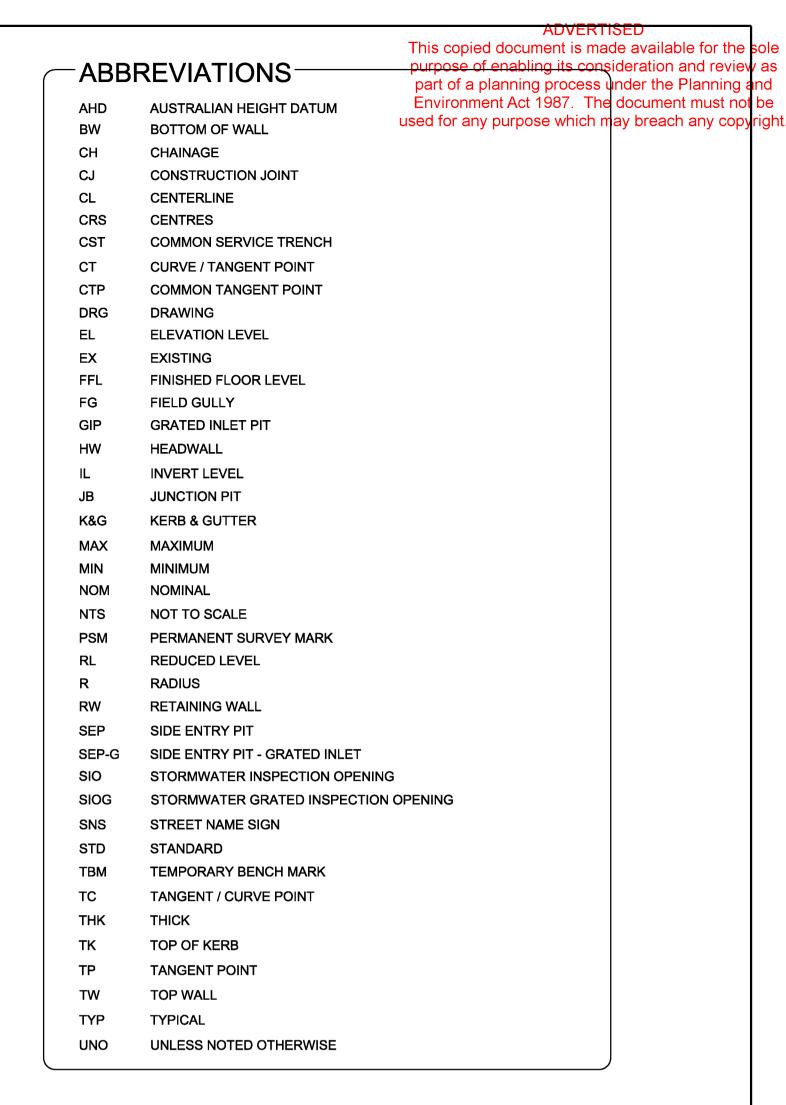
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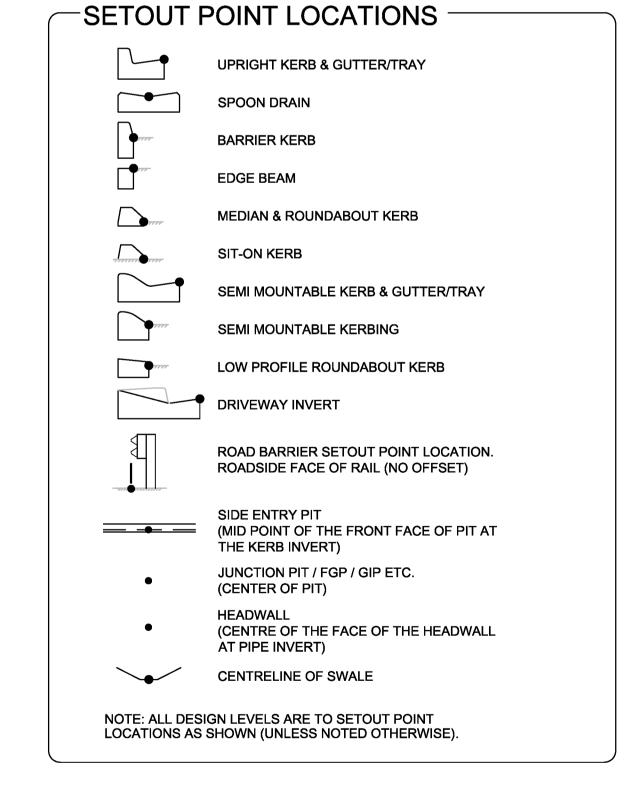
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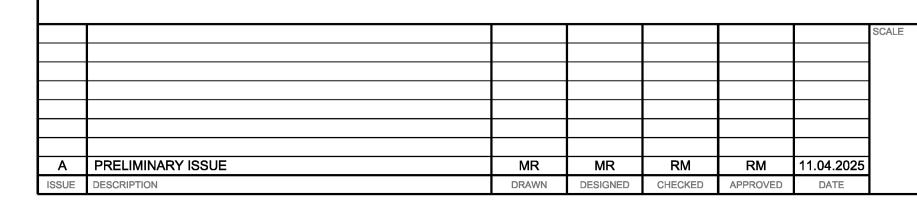














83 LUCKNOW STREET
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PROPOSED LAND DIVISION

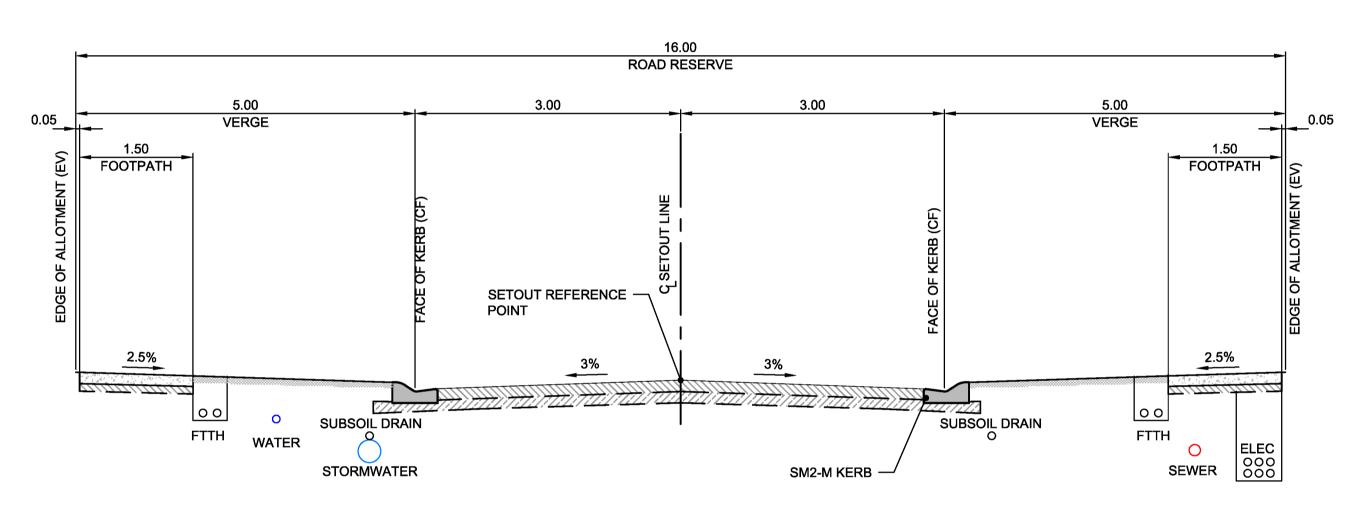
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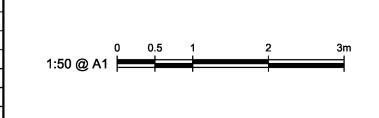
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16m WIDE ROAD RESERVE - TYPICAL CROSS SECTION
SCALE 1:50

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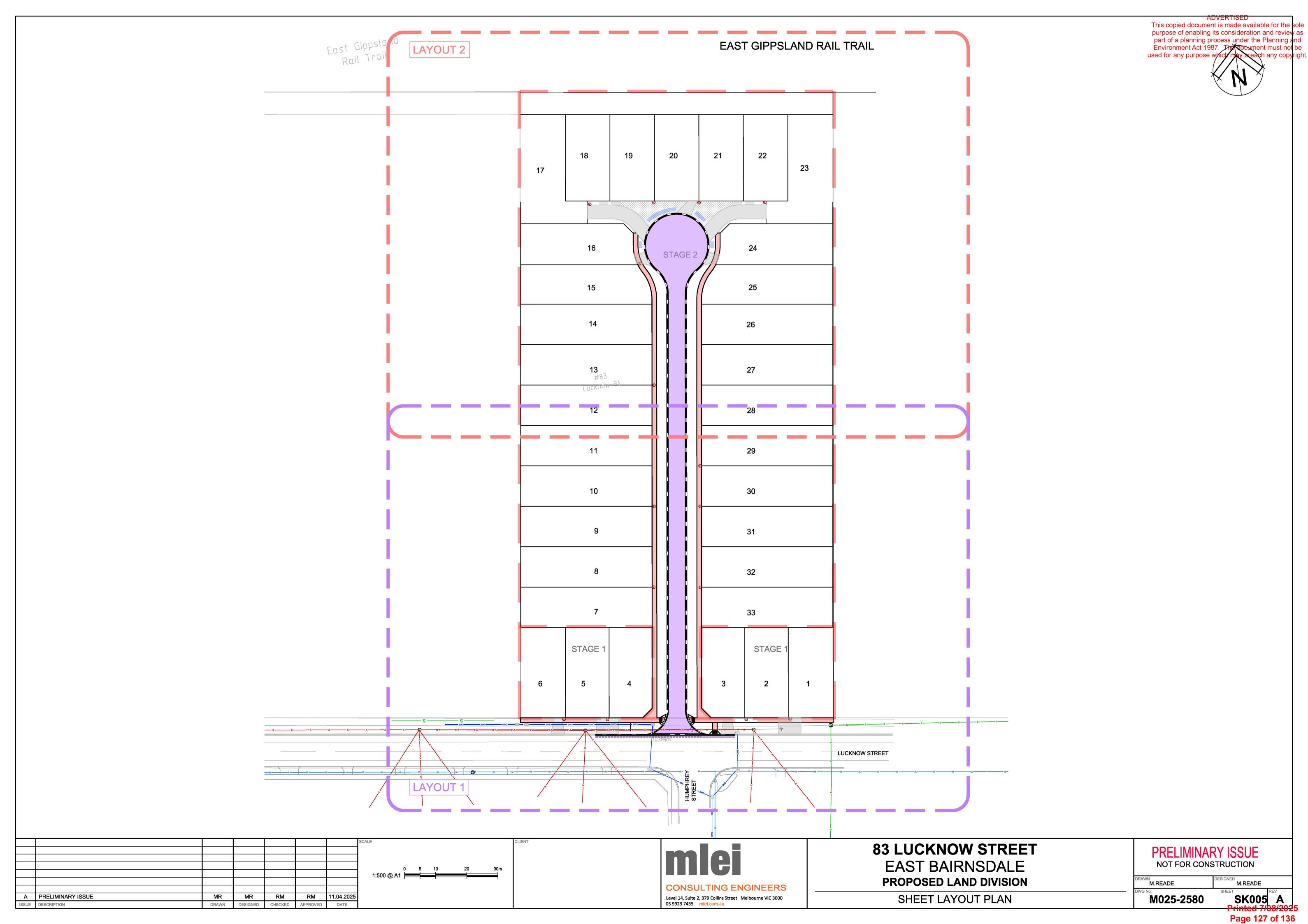


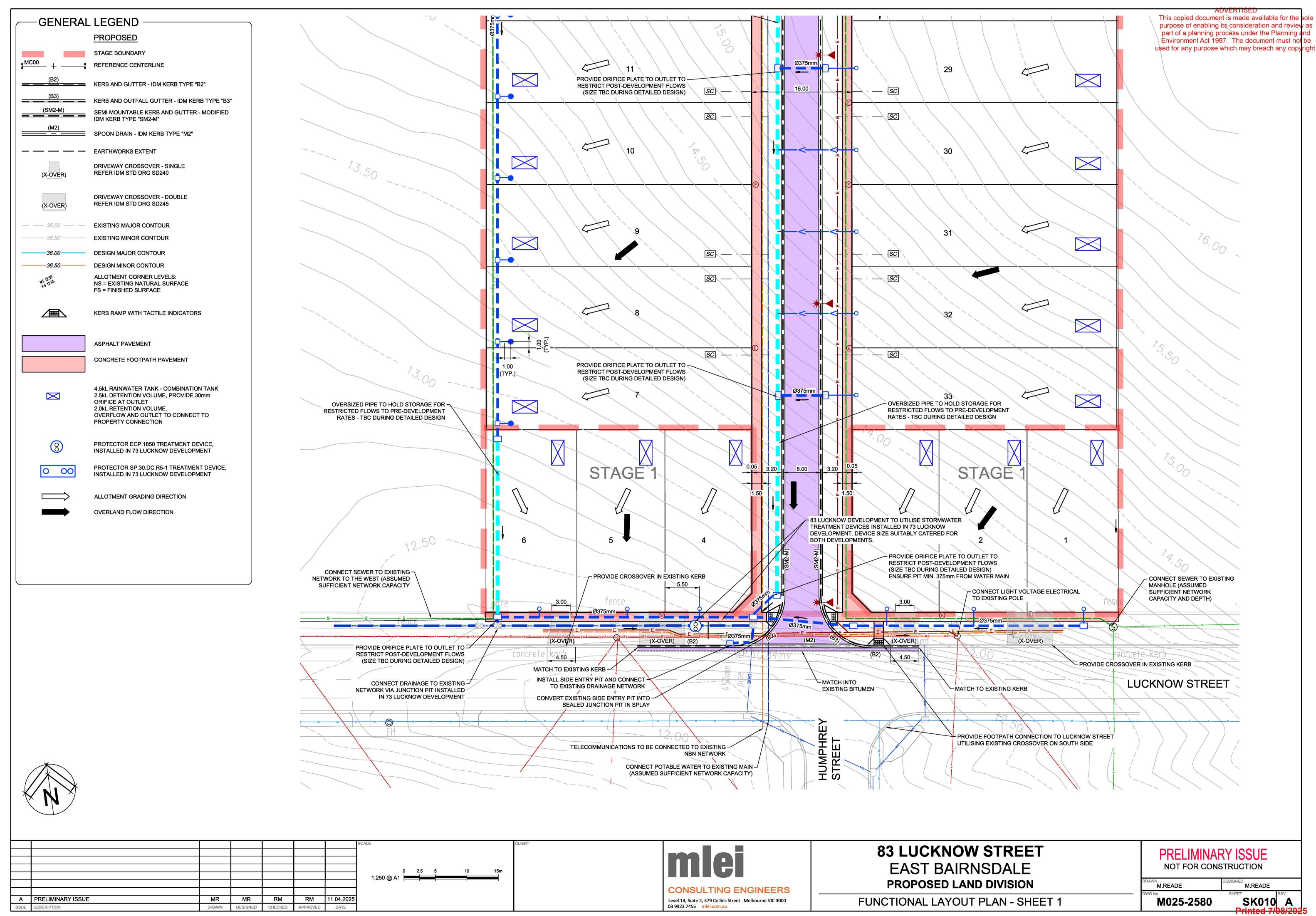


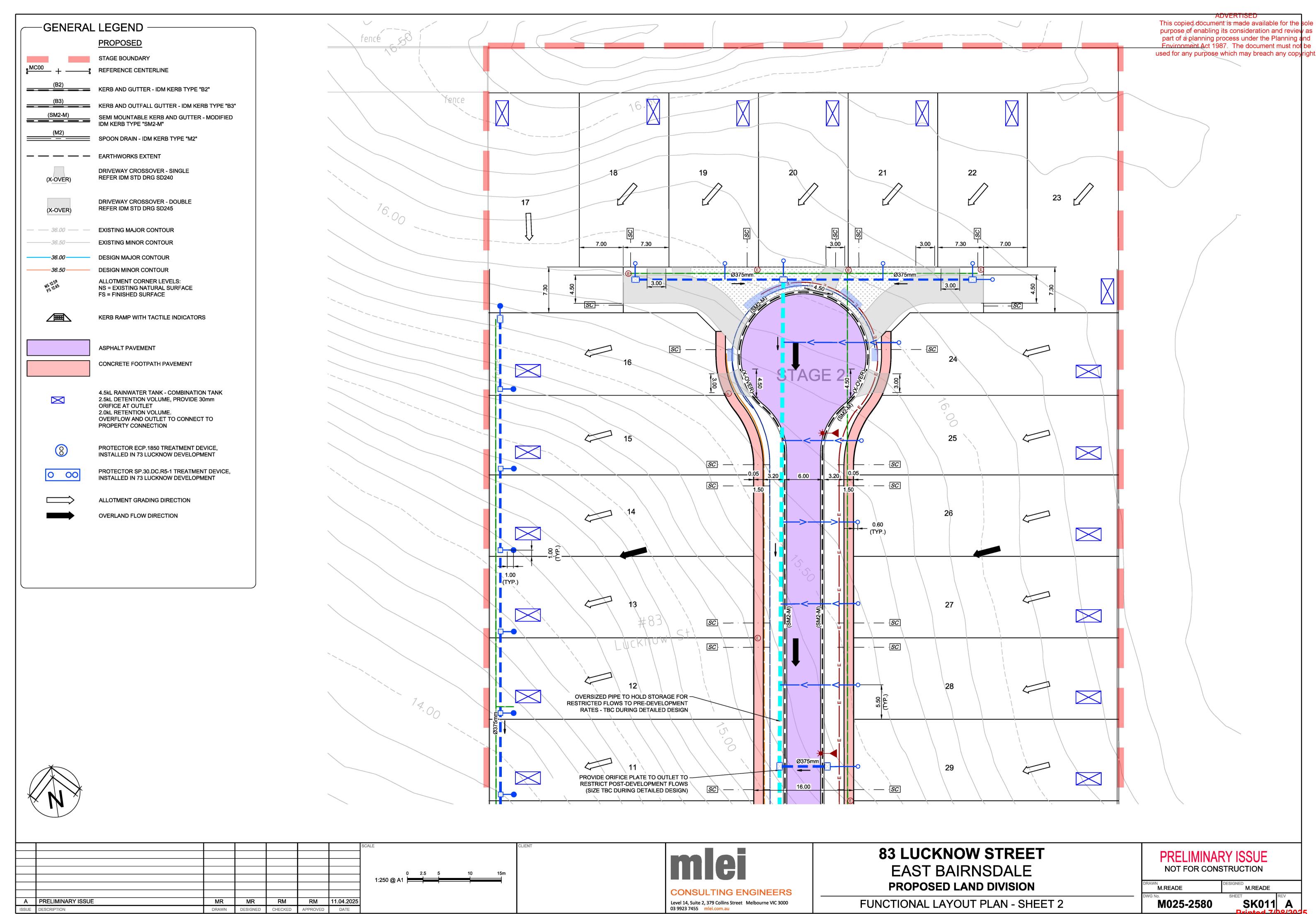
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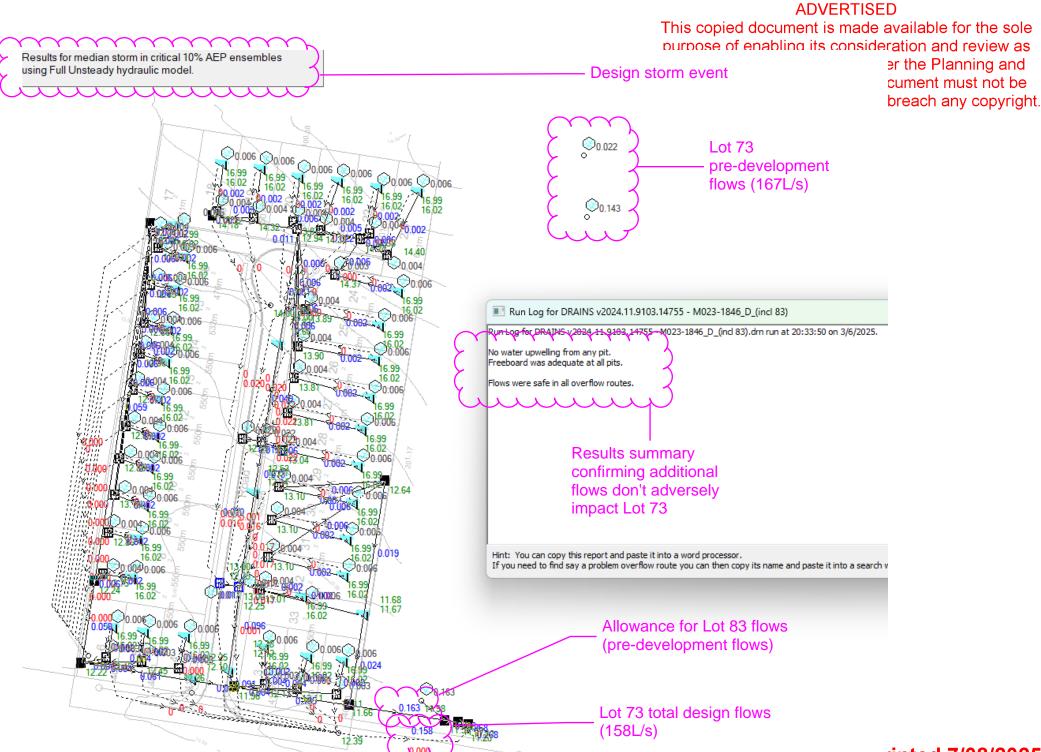
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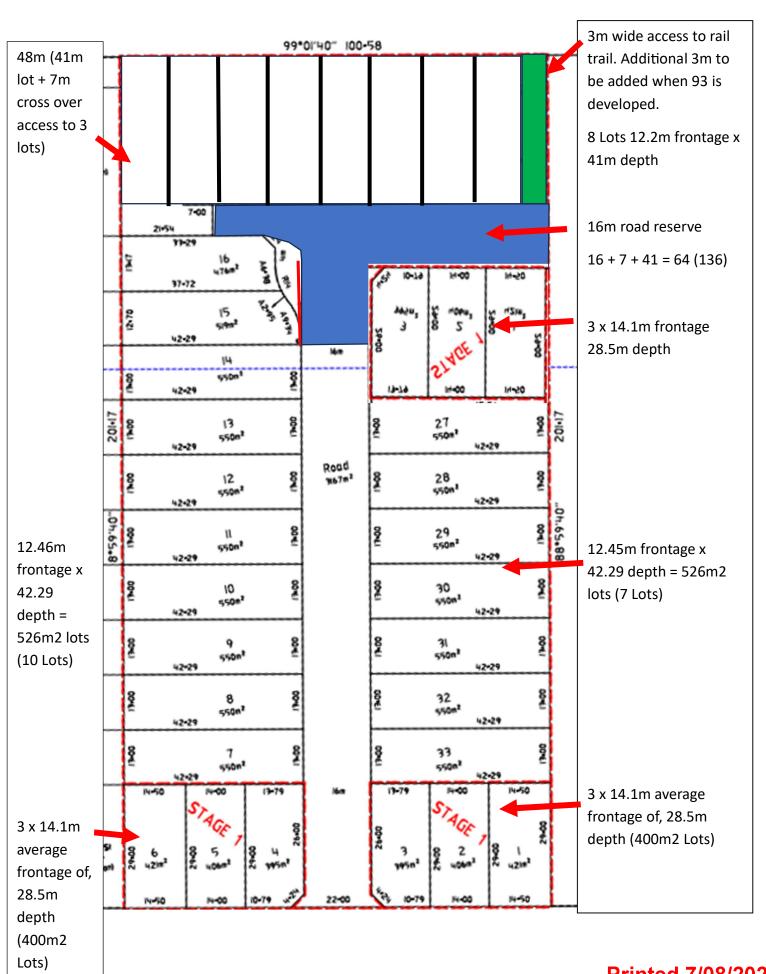


Printed 7/08/2025
Page 129 of 136



inted 7/08/2025 Page 130 of 136

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Our Ref: 25035

25th July 2025

Neha Sharma Statutory Planner East Gippsland Shire Council PO Box 1618 Bairnsdale Vic 3875

Dear Neha,

Re: Application for Planning Permit No: 5.2025.132.1

83 Lucknow Street, East Bairnsdale

**Multi Lot Subdivision** 

We act on behalf of outlined above.

; the applicants for the planning permit application as

In response to your email correspondence dated 29th May 2025, requesting further information in relation to the above application, we submit a revised proposed plan of subdivision to show:

- A centrally located reserve area connecting to the East Gippsland Rail Trail. The reserve area will be 9.5 metres wide and 41 metres long, and will include 3.5 metres for a footpath and 2.5 metres either side for landscaping. The reserve area will be approximately 385m<sup>2</sup>.
- A revision of the number of lots and lot sizes adjoining the northern boundary, which will include:

Lot	Area
17	621m <sup>2</sup>
18	527m <sup>2</sup>
19	527m <sup>2</sup>
20	527m <sup>2</sup>
Reserve	385m <sup>2</sup>
21	527m <sup>2</sup>
22	527m <sup>2</sup>
23	527m <sup>2</sup>

In addition, we also request the building exclusions zones along the northern boundary be conditioned to provide additional screening and privacy from the adjoining industrial uses. It is anticipated that this will be governed by a Section 173 Agreement and we are open to working collaboratively on the scope of the agreement.

It is also appreciated as per your email dated 18<sup>th</sup> July 2025 that Council are prepared to provide necessary landscaping and infrastructure throughout the reserve area. This land will be formally recognised as the required Public Open Space, and no further land will need to be compensated, or fees paid.



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It is understood that details regarding the movement of the waste trucks is yet to be determined. However, as addressed in our email dated 15<sup>th</sup> July 2025, it is concluded that Clause 56.06-7 and 56.06-8 of the East Gippsland Planning Scheme support temporary solutions in staged subdivisions. To our understanding, other developments within close proximity have also undertaken temporary measures. It is proposed that this can be achieved by utilising the 7.2 metre crossover and proposed eastern road connection.

We trust that this information is sufficient to enable the application to proceed as efficiently as possible.

Should you require any further information or wish to discuss any element of the above further, please do not hesitate to contact our office on 03 5152 4858.

Regards

Courtney Campbell
Development Solutions Victoria

