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Form 2

NOTICE OF AN APPLICATION FOR PLANNING PERMIT

The land affected by the application is located at:	3 Main Street BAIRNSDALE 3875 Lot: 1 TP: 818246, Lot: 2 LP: 78466
The application is for a permit to:	Use and Development of a Warehouse (Showroom and Store), Development of an Office and Car Parking Dispensation
The applicant for the permit is:	Development Solutions Victoria Pty Ltd
The application reference number is:	5.2024.259.1

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

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

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

An objection must

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

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

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

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

VOLUME 08943 FOLIO 583

Security no : 124117064257V
Produced 31/07/2024 12:52 PM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 078466.
PARENT TITLE Volume 06324 Folio 666
Created by instrument E486089 07/08/1972

REGISTERED PROPRIETOR

Estate Fee Simple
Joint Proprietors

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 LP078466 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: 3 MAIN STREET BAIRNSDALE VIC 3875

ADMINISTRATIVE NOTICES

NIL

eCT Control 20726L HIBBERT & HODGES LAWYERS
Effective from 09/12/2022

DOCUMENT END



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Document Type	Plan
Document Identification	LP078466
Number of Pages (excluding this cover sheet)	1
Document Assembled	31/07/2024 12:52

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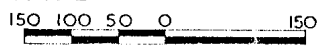
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LP78466
EDITION 1

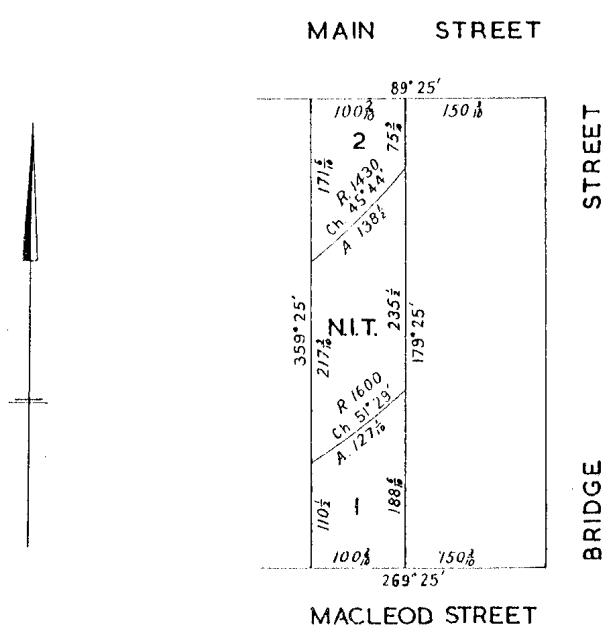
APPROVED UNDER

No 1222

D

<p>PLAN OF SUBDIVISION OF:</p> <p>CROWN PRE-EMPTIVE RIGHT, SECTION A</p> <p>TOWNSHIP OF BAIRNSDALE</p> <p>PARISH: BAIRNSDALE</p> <p>COUNTY: TANJIL</p> <p>SCALE OF LINKS </p>	<p>APPROPRIATIONS</p>
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Vol. 6324 Fol. 666



CONSENT OF COUNCIL	SURVEYOR'S CERTIFICATION
<p>11th May 1966</p> <p><i>[Signature]</i></p>	<p>I certify that this plan has been made by <u>me</u> and accords with title _____ and is mathematically correct.</p> <p><i>[Signature]</i> Licensed Surveyor.</p> <p>20th day of April 1966.</p>

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

VOLUME 06324 FOLIO 667

Security no : 124117064256W
Produced 31/07/2024 12:52 PM

LAND DESCRIPTION

Lot 1 on Title Plan 818246T.
PARENT TITLE Volume 05630 Folio 961
Created by instrument 1722142 24/02/1939

REGISTERED PROPRIETOR

Estate Fee Simple
Joint Proprietors

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 set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP818246T 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: 3 MAIN STREET BAIRNSDALE VIC 3875

ADMINISTRATIVE NOTICES

NIL

eCT Control 20726L HIBBERT & HODGES LAWYERS
Effective from 09/12/2022

DOCUMENT END



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Document Type	Plan
Document Identification	TP818246T
Number of Pages (excluding this cover sheet)	1
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<h2 style="text-align: center;">TITLE PLAN</h2> <p>LOCATION OF LAND</p> <p>Parish: BAIRNSDALE Township: BAIRNSDALE Section: - Crown Allotment: - Crown Portion: - CROWN PRE-EMPTIVE RIGHT SECTION A (PT) Last Plan Reference:- Derived From: VOL. 6324 FOL. 667 Depth Limitation: NIL</p>	<p style="text-align: center;">Edition: TP 818246T</p> <p style="text-align: center;">Notations</p> <p style="text-align: center;">ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN</p>
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Description of Land/Easement Information

THIS PLAN HAS BEEN PREPARED BY LAND REGISTRY, LAND VICTORIA FOR TITLE DIAGRAM PURPOSES

COMPILED: Date: 19/04/06
 VERIFIED: A. DALLAS
Assistant Registrar of Titles

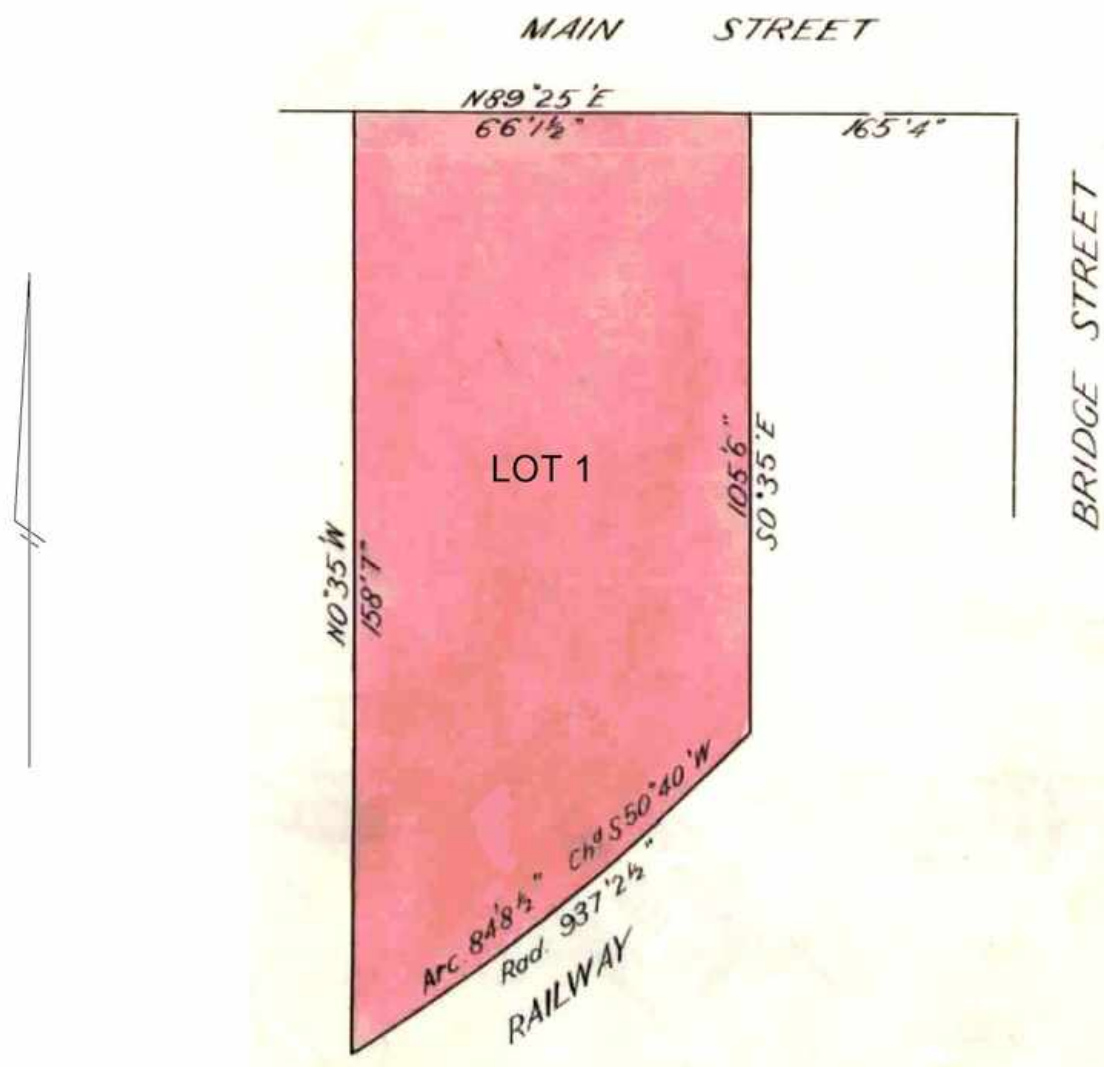


TABLE OF PARCEL IDENTIFIERS
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962
LOT 1 = PART OF CROWN PRE-EMPTIVE RIGHT SECTION A

LENGTHS ARE IN FEET AND INCHES	Metres = 0.3048 Feet Metres = 0.201168 x Links	Sheet 1 of 1 Sheets
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APPLICATION FOR PLANNING PERMIT

**USE AND DEVELOPMENT OF A WAREHOUSE
(SHOWROOM AND STORE), DEVELOPMENT
OF AN OFFICE AND CAR PARKING**

DISPENSATION

3 MAIN STREET, BAIRNSDALE

EVCG

REF: 24062

Printed 26/09/2024

Page 8 of 91

CONTENTS

1	Introduction	4
2	Site Context	5
3	The Proposal	11
4	Zones and Overlays	13
5	Other Planning Provisions	16
6	Planning Assessment	17
7	Conclusion	19

APPENDIX

A	Copy of Title and Plan of Subdivision
B	Proposed Development Plans
C	Carparking Demand Assessment
D	EGCMA Preliminary Advice
E	Waste Management Report
F	Water Technology Report

DOCUMENT REVISION

1	Draft Report	DAC	01/07/2024
2	Final Report	CMC	04/07/2024

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3 MAIN STREET, BAIRNSDALE

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1. INTRODUCTION

Development Solutions Victoria Pty Ltd act on behalf of EVCG, the owner of land and the applicant for this planning permit application for the Use and development of a Warehouse (Showroom and Store), development of an Office and car parking dispensation at 3 Main Street, 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.

The subject site is a prominent site with historical significant for the city of Bairnsdale. Being the site of the former Imperial Hotel it is notorious for being severely impacted during periods of flooding of the Mitchell River.

The Imperial Hotel was demolished in 2023.

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

Address	3 Main Street, Bairnsdale
Site Description	Lot 1 on Title Plan 818246T and Lot 2 on Plan of Subdivision 078466
Title Particulars	Vol 06324 Fol 667 Vol 08943 Fol 583
Site Area	Approximately 1,406m ²
Proposal	Use and Development of a Warehouse (Showroom and Store), development of an Office and Car Parking Dispensation
Planning Scheme	East Gippsland Planning Scheme
Zone	Commercial 1 Zone
Overlays	Land Subject to Inundation Overlay
Aboriginal Cultural Heritage	Identified as an area of Cultural Heritage Sensitivity
Permit Triggers	Clause 34.01-1 Commercial 1 Zone – Use Clause 34.01-4 Commercial 1 Zone – Buildings and Works Clause 44.04-2 Land Subject to Inundation – Buildings and Works
Notice	Exempt from notice at 34.01-7 and 44.04-6
Referrals	East Gippsland Catchment Management Authority
Work Authority Licence	Not Applicable
Planning Scheme requirements	Municipal Planning Strategy – Clause 02 Settlement – Growth area town – 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 Economic Development – Clause 17 Commercial 1 Zone – Clause 34.01 Land Subject to Inundation Overlay – Clause 44.04 Car Parking – Clause 52.06 Decision guidelines – Clause 65

2. SITE CONTEXT

Site

The subject site is located at 3 Main Street, Bairnsdale. A copy of the Titles and Title Plan are contained in **Appendix A**. The title is not affected by any restrictive covenants or agreements.

The site is irregular in shape with a total area of approximately 1,406m² and is currently vacant land, formally occupied by the Imperial Hotel. The hotel was demolished by the current owner in 2023.

The site is flat in nature and does not contain any vegetation. Details of the site are depicted in the photographs provided below.

Access is existing via a bitumen access road along the northern boundary connecting directly to Bridge Street and Main Street. Bridge Street is a bitumen sealed road connecting directly to Main Street, traversing in a north to south direction. Main Street is a bitumen sealed Highway with 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**.



Figure 1 – Locality Plan – 3 Main Street, Bairnsdale (source: mapshare.vic.gov.au)

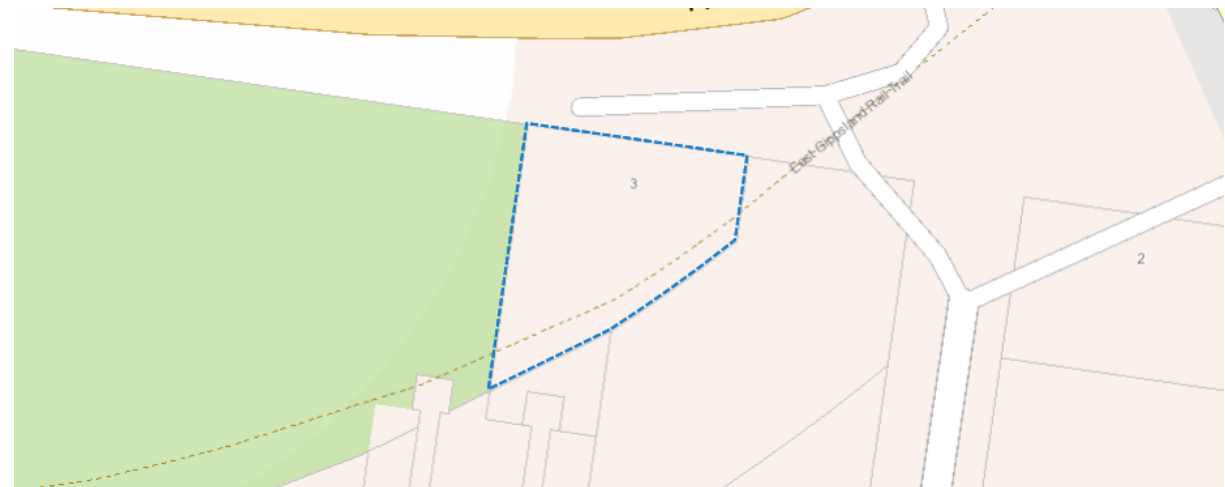


Figure 2 – Locality Plan – 3 Main Street, Bairnsdale (source: mapshare.vic.gov.au)

Surrounds

The land in this locality is predominantly developed with commercial and retail development and public open space.

Adjoining the northern boundary comprises the existing access road and further to Main Street. Adjoining the eastern boundary comprises Bridge Street. Adjoining the southern boundary comprises the East Gippsland Rail Trail and further commercial development occupied by Playful Paws and Sand n Soil Bairnsdale. Adjoining the western boundary is public park and recreation land identified as Davidson Oval, containing the All-Abilities Playground and the Bairnsdale Skate Park.

Other commercial development in the locality includes:

- NRMA Bairnsdale Riverside Holiday Park
- Federation Training
- Lantern Palace
- Bairnsdale Antiques and Collectables
- The HIIT Factory Bairnsdale
- Lucke's Fresh Food Market

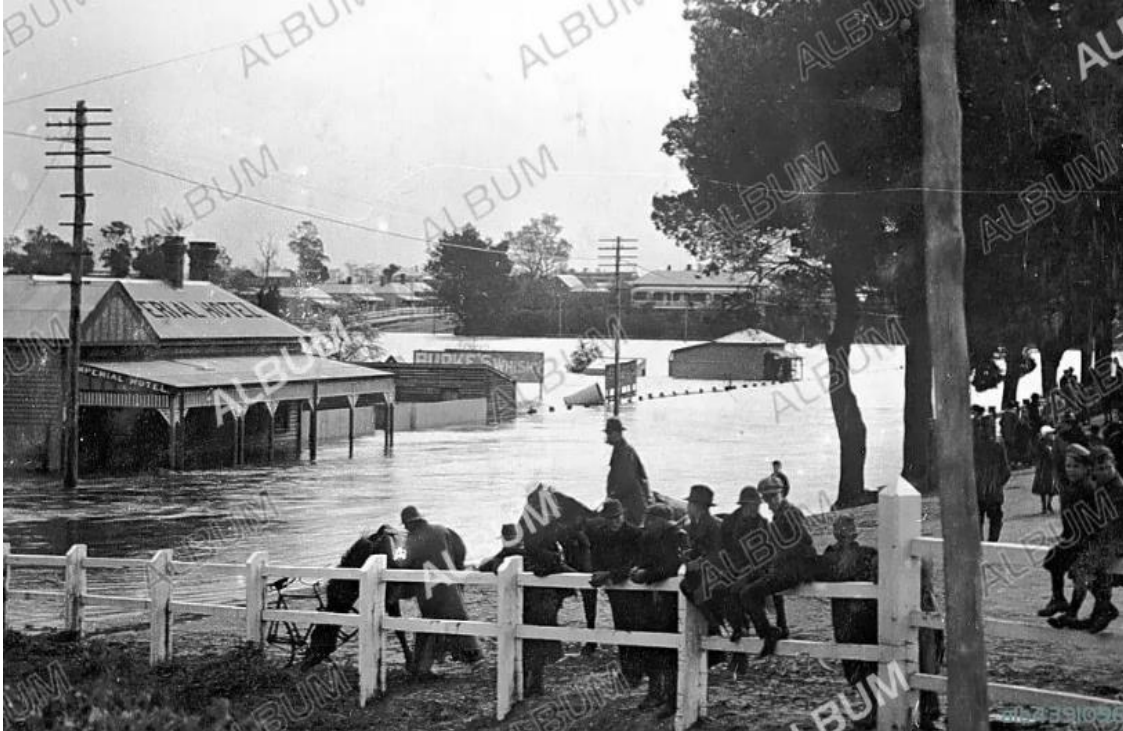
Bairnsdale is the main commercial city of East Gippsland, located on the Mitchell River and is built around the Princes Highway. The Princes

Highway through the main centre of Bairnsdale is a large boulevard featuring trees, garden areas, a rotunda and many other public amenities. The subject site in relation to Bairnsdale is shown in the aerial photograph below.





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Photograph 1 – Aerial Photograph of the subject site and surrounding land
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Photograph 2 - 5 – Original Images of the Subject site and demolished Imperial Hotel, Main Street, Brinsville, NSW, available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.





Photograph 6 – Subject site at 3 Main Street, Bairnsdale.



Photograph 8 – Existing access road facing east adjoining the northern boundary.



Photograph 10 – Subject site facing northeast along the southern boundary.



Photograph 7 – Existing access road to subject site facing northeast.



Photograph 9 – Subject site facing north along the western boundary.



Photograph 11 – Subject site facing south along the northern boundary.



Photograph 12 – Subject site facing southwest.



Photograph 14 – Neighbouring property at 2 Macleod Street, Bairnsdale southeast of the subject site.



Photograph 16 – Main Street facing west.



Photograph 13 – Neighbouring property at 9 Main Street, Bairnsdale adjoining the western boundary.



Photograph 15 – Main Street facing east – Mitchell River Bridge.



Photograph 17 – Intersection of Main Street and Bridge Road.

3. THE PROPOSAL

This application seeks approval for use and development of a Warehouse (Showroom and Store), development of an Office and car parking dispensation. The proposed occupant of the building is EVCG being a local commercial and domestic builder. The objective will be to have a display centre to show case building products in addition to offices and an area for storage of some materials and equipment. The proposed development plans are contained in **Appendix B**.

The proposed development occupies the majority of the site including access ways for both vehicles and pedestrians. The proposed building will have a total building footprint of approximately 789m² and will be a double storey building. The overall proposed height of the building is 11.6 metres.

The finished materials of the proposed building will include a combination of face brickwork, concrete, concrete finish metal façade and permeable metal screen. instance. The proposed design of the building and façade has incorporated sustainable building materials that are low maintenance and will continue to look modern into the future.

An extract of the proposed ground floor plan, first floor plan and southern elevation is provided to the right, below and in **Appendix B**.

Landscaping

The proposal includes general landscaping predominantly located along the northern side of the proposed building as indicated on the proposed development plans. Given the design of the development, planter boxes are deemed most appropriate.

No vegetation removal will be required to facilitate the proposed development.

Vehicle access to the site is existing via an access road along the northern boundary connecting directly to Main Street and Bridge Street. Pedestrian access is proposed along the northern boundary. It is proposed to extend the existing footpath adjacent to the site to provide connectivity to the footpath to the east crossing the Mitchell River Bridge.

The proposed building will connect to all available services including electricity, telecommunications, reticulated water, sewerage and the existing road network.

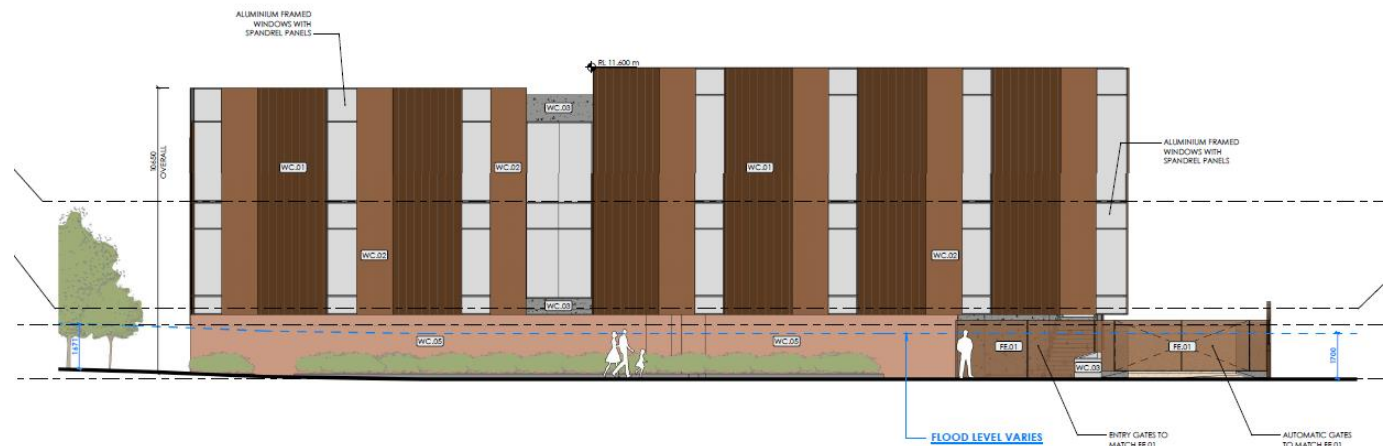


Figure 3 – Artist impression South Elevation – AOA Christopher Peck

Use

The proposal seeks approval for the use and development of a Warehouse including a showroom, storage area and office.

The proposal is designed to be occupied by a local building company EVCG. The building will include a display area for building materials selections and an office area for meetings, staff offices and the like. The building will also include a storage area for the storage of some materials and small equipment associated with EVCG.

Carparking

The proposal includes 6 formally identified car parking spaces. This application is seeking a dispensation of 7 car parking spaces. A detailed car parking assessment is addressed in Section 4 of this submission and within the Car parking Demand Assessment contained in **Appendix C**.

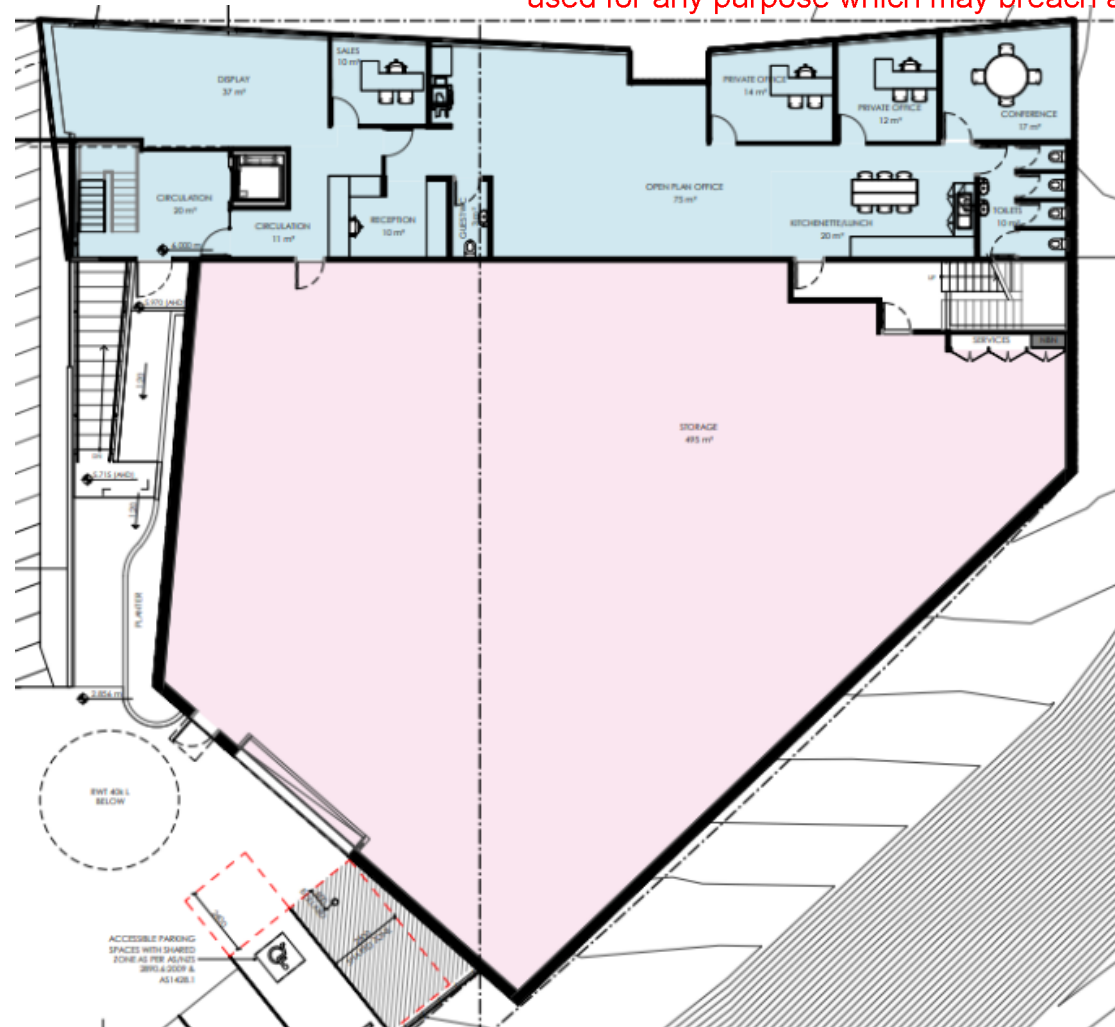


Figure 4 – First Floor Plan – AUA Christopher Peck

4. ZONES AND OVERLAYS

Commercial 1 Zone

The purpose of the Commercial 1 Zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

An extract of the Commercial 1 Zone Map is provided to the right in **Figure 5**.

Clause 34.01-1 provides a permit is required for the use of a warehouse.

Clause 34.01-4 provides a permit is required to construct a building or construct or carry out works. As such the relevant decision guidelines are addressed in Section 6 of this submission.

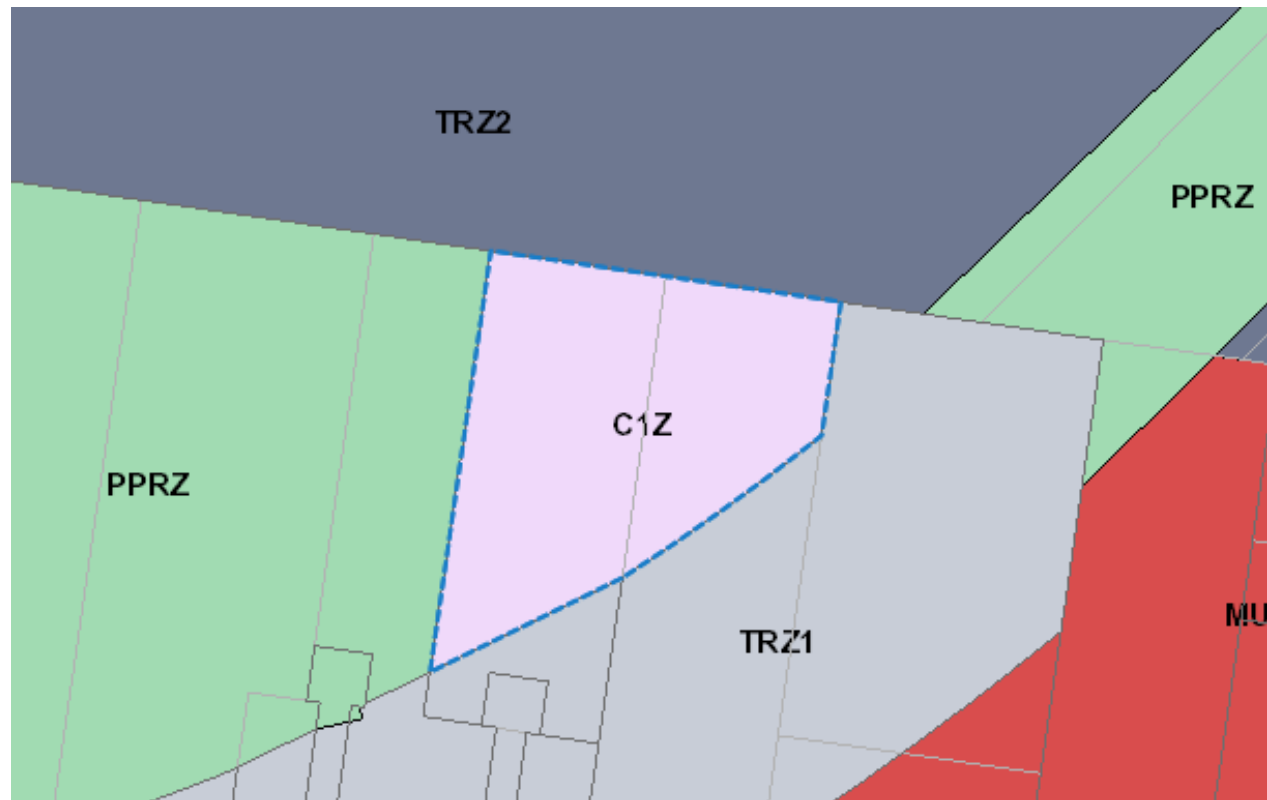


Figure 5 – Commercial 1 Zone – (source - mapshare.vic.gov.au)

Land Subject to Inundation Overlay

The purpose of the Land Subject to Inundation Overlay is:

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

environmental quality of water and groundwater.

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

Clause 44.04 provides a permit is required to construct a building or construct or carry out works. As such the relevant decision guidelines are addressed in Section 6.

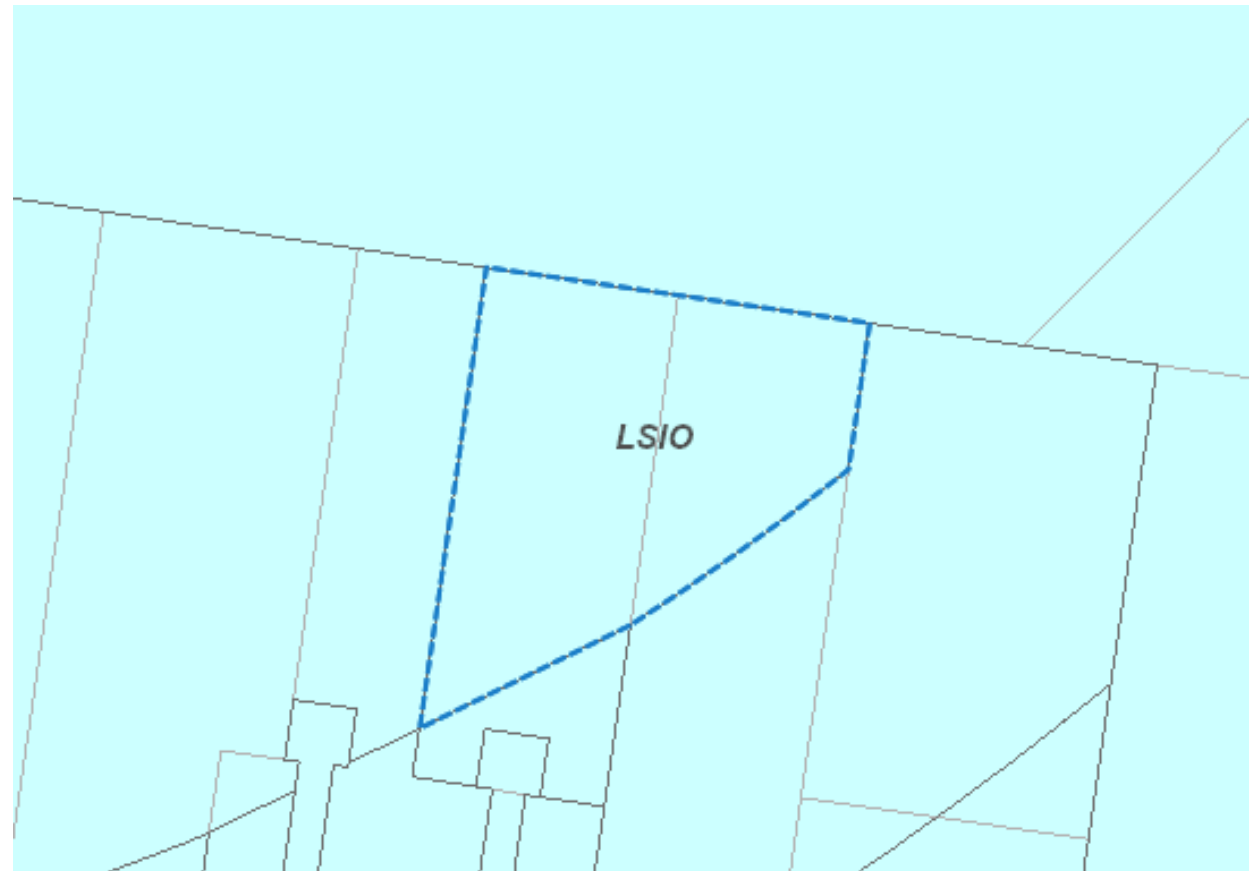


Figure 6 – Land Subject to Inundation Overlay – (source - mapshare.vic.gov.au)

Aboriginal Cultural Heritage

Under the provisions of the *Aboriginal Heritage Act 2006* the subject site is recognised as being within an area of Aboriginal Cultural Heritage Sensitivity.

The land was previously developed and has since been cleared with machinery. The site has previously had significant ground disturbance, as such a Cultural Heritage Management Plan is not required.

An extract of the Aboriginal Cultural Heritage Map is provided to the right in **Figure 7**.

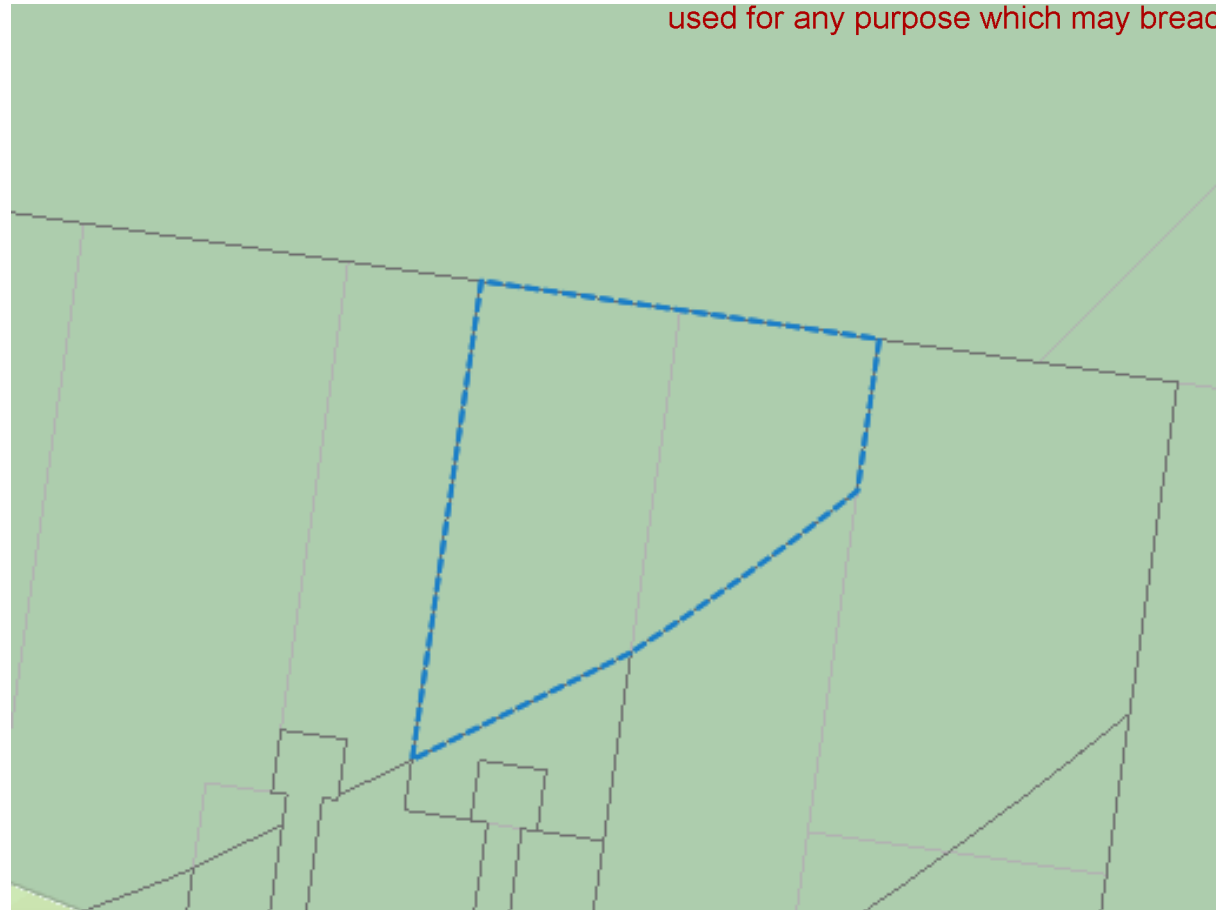


Figure 7 – Aboriginal Cultural Heritage Map – (source - mapshare.vic.gov.au)

5. OTHER PLANNING PROVISIONS
CLAUSE 52.06 – CAR PARKING

The purpose of the Car parking provisions at Clause 52.06 are:

- To ensure that car parking is provided in accordance with the Planning Policy Framework and Municipal Planning Strategy.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car use.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
-
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.06-1 applies to:

- A new use;

- An increase in the floor area or site area of an existing use; or
- An increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.

Clause 52.06-3 provides a permit is required to:

- Reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay.
- Provide some or all of the car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay on another site.
- Provide more than the maximum parking provision specified in a schedule to the Parking Overlay.

This application is seeking approval for the use and development of a warehouse (showroom and store), development of an office and car parking dispensation.

USE	SIZE	PLANNING SCHEME PARKING RATE	CAR PARKING REQUIREMENT
Store	497m ² floor area	10 percent of site area	49.7 m ² of parking = 2 spaces ¹
Showroom (Restricted retail)	36m ² leasable floor area	3 spaces to each 100m ² of leasable floor area	1 space
Office	404m ² net floor area	3.5 spaces to each 100m ² of net floor area	14 spaces
TOTAL			17 SPACES

1. AREA OF 1 X PARKING SPACE = 4.9M X 2.6M + 2.6M X 6.4M = 29.4M² (PLANNING SCHEME DIMENSIONS)

Table 1 – Car parking provisions (O'Brien Traffic – Car Parking Demand Assessment)

The car parking calculations are provided below in Table 1 as extracted from the Car Parking Demand Assessment as prepared by O'Brien Traffic and contained in **Appendix C**.

The total car parking requirement determined by O'Brien Traffic is 17 spaces. The proposal includes 6 on site car parking spaces and as such requires a dispensation of 11 car parking spaces.

An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a Schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

A Car Parking Demand Assessment is contained in **Appendix C**.

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 development 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** providing for an appropriate development that can be respectful of the existing surrounding environment.
- The proposal will contribute to a high standard of environmental sustainability, urban design and amenity by designing the proposal to meet the constraints of the land reducing any potential 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. Bairnsdale is the gateway to East Gippsland and is the largest town in the Shire providing major commercial, retail, educational and public-sector services.
- The proposal will connect to all available services and infrastructure including electricity, telecommunications, reticulated water, sewerage and a good quality road network.
- **Clause 17** considers all sectors to be critical in achieving economic prosperity. The proposed development will result in a new multipurpose building that will provide a range of ongoing employment opportunities as well as contributing to the economic sector of Bairnsdale.
- The proposal includes general landscaping that will be predominantly located on the northern side of the building that will contribute to improving the amenity of the area and ensure a visually pleasing development.
- The proposal is consistent with the decision guidelines of the Commercial 1 Zone at **Clause 34.01-8** which seeks to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- The proposed building will be a multi-use building with areas identified on the proposed development plans.
- Pedestrian access will be provided the existing footpath along the northern boundary directly from the access road connecting to Main Street.
- The design of the proposed building has taken into consideration the constraints of the land as well as providing façade options
- The proposal includes 6 on site car parking spaces and proposes 8 on street parking spaces located to the north of the building as indicated on the proposed development plans.
- The subject site is connected to a suitable level of services and infrastructure of which the proposed building will be connected to.
- The proposal includes a suitably screened area for the storage of rubbish that will be located at the rear of the car parking area. A waste management plan is contained in **Appendix E**.
- The overall height of the proposed building is not excessive and is reflective of the 1 in 100-year flood.
- The proposal is generally consistent with the decision guidelines of **Clause 44.04** of the Land Subject to Inundation Overlay which seeks to identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.
- The proposed building has been designed to meet the flooding hazards associated with the site.

- Preliminary advice sought from EGCMA has been obtained and is provided in **Appendix D**.
- A Flood Emergency Management plan will be required as recommended by the EGCMA.
- Significant investigation into the potential impact on flooding has been undertaken and modelling provided by Water Technology. The Water Technology summary is provided in **Appendix E**. This report concludes that the proposed development will not increase the flooding and will not have a detrimental impact on surrounding property relative to flooding.
- This submission has addressed **Clause 52.06** Car Parking which seeks to ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- This application is seeking a car parking dispensation for 11 car parking spaces. A Car Parking Demand Assessment is contained in **Appendix C**.
- The proposal includes 6 onsite car parking spaces and proposes 8 on street car parking spaces that will be located to the north of the building on Main Street access road. The limited number of car parking spaces is reflective of the available space on the site.
- There are existing footpaths in this location that will provide for safe pedestrian access to the site.
- Vehicle access to the site is existing along the northern boundary directly from an access road connecting to Main Street and Bridge Street as indicated on the proposed development plans.
- This submission has addressed the decision guidelines of **Clause 65**, and the proposed development 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 has been assessed against all relevant components of the East Gippsland Planning Scheme and it is determined that the proposal will provide for a positive contribution and economic benefit to the Bairnsdale area.
- Pedestrian access will be provided via the northern boundary directly from and access road as indicated on the proposed development plans. It is concluded that there is unlikely to be a negative impact on the existing road network. The increased traffic as a result of the proposal is unlikely to generate any negative impact on the existing road network.
- The subject site is identified as being susceptible to flooding hazards. The proposed building has been designed to meet the constraints of the land and reduced the hazards to an acceptable level.
- There are no factors of this proposal that are likely to cause or contribute to land degradation, salinity or reduce water quality.

6. CONCLUSION

This submission is in support of a planning permit application for the Use and development of a Warehouse (Showroom, Store and office) and car parking dispensation at 3 Main Street, Bairnsdale.

The relevant provisions of the East Gippsland Planning Scheme have been addressed and it has been ascertained that the proposed development 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 Commercial 1 Zone and the Land Subject to Inundation Overlay.
- The proposal will support economic growth of the area.
- The design of the building is consistent with the character of the area and meets the constraints of the land.

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

Development Solutions Victoria

Disclaimer:

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CAR PARKING DEMAND ASSESSMENT

PROPOSED WAREHOUSE (STORE, SHOWROOM AND OFFICE) DEVELOPMENT

3 MAIN STREET, BAIRNSDALE

12 JULY 2024

Printed 26/09/2024
Page 27 of 91

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3 MAIN STREET, BAIRNSDALE

CLIENT: WBS Pty Ltd and AB Products + Services Pty Ltd

OBT JOB NUMBER: 25401



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VERSION	DATE	ISSUE	PREPARED BY	REVIEWED BY
25401CPDA	6 March 2024	Draft	James Ramm	Matt Harridge
25401CPDA_v2	26 March 2024	Final	James Ramm	Matt Harridge
25401CPDA_v3	1 May 2024	Final Rev2	James Ramm	Matt Harridge
25401CPDA_v4	12 July 2024	Final Rev3	Wil Norman	Matt Harridge

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CONTENTS

1	INTRODUCTION	1
2	EXISTING CONDITIONS	1
3	THE PROPOSAL	6
4	CAR PARKING	7
5	CAR PARK ACCESS & LAYOUT	10
6	BICYCLE FACILITIES	11
7	LOADING	11
8	TRAFFIC GENERATION & IMPACT	12
9	CONCLUSION	13
	APPENDIX A	14
	APPENDIX B	16

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1 INTRODUCTION

O'Brien Traffic has been engaged by WBS Pty Ltd and AB Products + Services Pty Ltd to undertake a car parking demand assessment of a proposed Warehouse (Store, Showroom and Office) development at 3 Main Street, Bairnsdale.

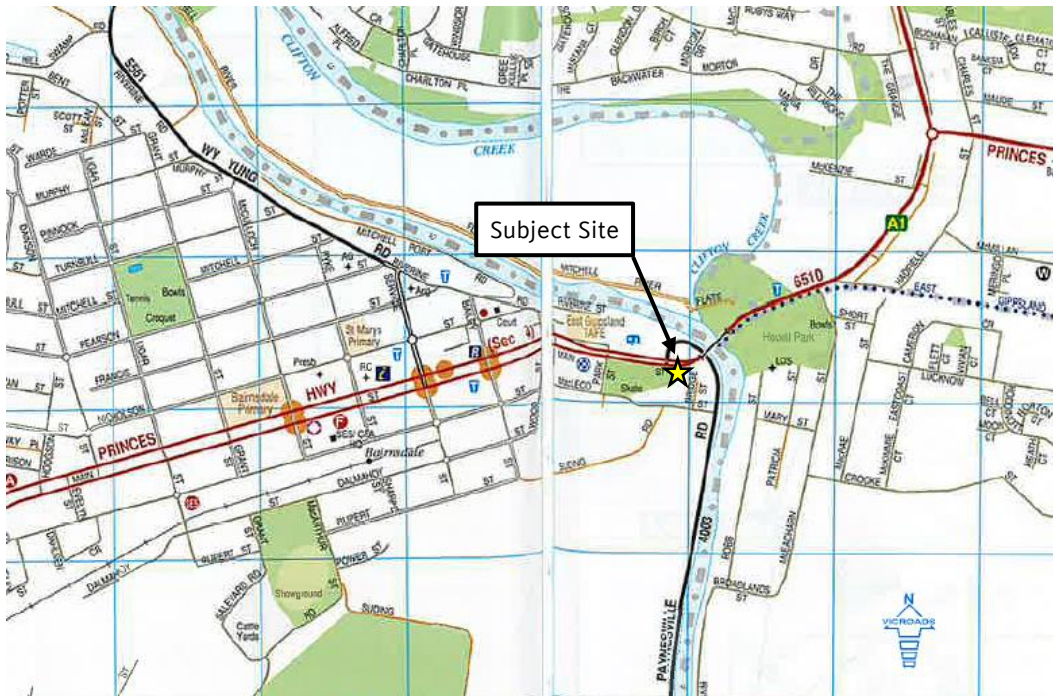
In the course of preparing this report:

- Plans and relevant documentation have been examined;
- The subject site and surrounding area have been inspected using Nearmap aerial imagery and Google Streetview; and
- The parking implications of the proposal have been assessed.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the southern side of Main Street. The location of the subject site and surrounding area is shown in Figure 1.



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FIGURE 1: LOCATION OF SUBJECT SITE

A recent aerial photograph is shown in Figure 2.



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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE

The site, which is zoned Commercial 1 Zone (C1Z) under the East Gippsland Planning Scheme, is irregular in shape with a frontage of 40.31 m to Main Street and comprising an area of approximately 1,406 m².

Access to the subject site is provided via a short section of service road approximately 90m in length which is separated from the main carriageway of Main Street by a road safety barrier and significant batter slope.

The subject site is currently vacant, however it is understood that it was most recently used as a Hotel with no on-site car parking.

2.2 SURROUNDING LAND USE

Land to the south of the site is zoned *Mixed Use Zone* (MUZ) and includes various uses including a fresh food market, antique store and gym. The subject site is abutted by Davison Oval to the west, and the Bairnsdale Town Centre is located further to the west. The Mitchell River is located to the north and east of the subject site.

A zoning map of the subject site and surrounding area is shown in Figure 3.

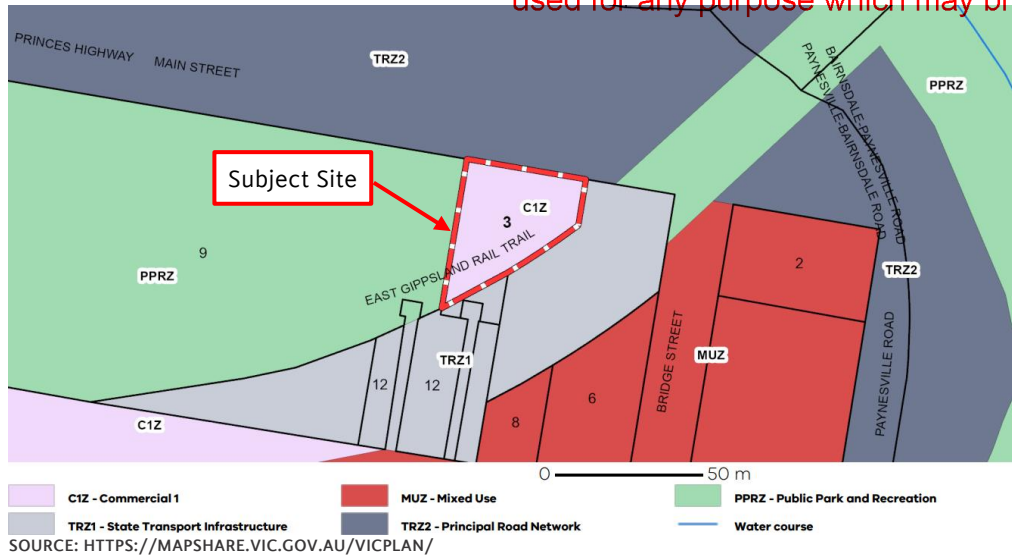


FIGURE 3: ZONING MAP

2.3 ROAD NETWORK

Main Street (aka Princes Highway) is a declared arterial road zoned *Transport Zone 2* (TRZ2) and falls under the care and management of the Department of Transport and Planning. In the vicinity of the subject site, Main Street is a divided carriageway providing one traffic lane in each direction and separated by a raised central median. It is subject to a posted speed limit of 60km/h.

Bridge Street is classified as an ‘Urban Access’ street under the East Gippsland Shire Public Road register and falls under the care and management of Council. It typically runs in a north-south orientation between Main Street and Macleod Street. As shown in **Figure 2** the Bridge Street carriageway alignment encroaches the allotment boundary adjoining the subject site to the east. This allotment is zoned *Transport Zone 1* (TRZ1) as shown in **Figure 3** and falls under the ownership of VicTrack. It is subject to the default built-up area speed limit of 50km/h.

Access to the subject site is provided via a short section of road conducive to a service road which runs in an east-west direction (parallel to Main Street) between Bridge Street and the western boundary of the subject site. It is envisaged that the road falls under the care and management of Council, however it does not appear to be contained within the East Gippsland Shire Public Road Register (dated 28/05/2020).

Main Street & Bridge Street intersect in an unsignalised ‘T’ arrangement. The Bridge Street leg of the intersection is controlled by ‘Stop’ signage and linemarking. The intersection operates as left-in/left-out from Bridge Street due to the location of the raised median island on Main Street. This is further reinforced by ‘No Right Turn’ signage displayed to northbound traffic approaching the Bridge Street leg of the intersection.

An aerial view of the **Main Street & Bridge Street** intersection is provided in **Figure 4**.



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FIGURE 4: AERIAL IMAGE OF MAIN STREET & BRIDGE STREET INTERSECTION

2.4 EXISTING TRAFFIC VOLUMES

A review of the Department of Transport and Planning’s (DTP) Traffic Volume database indicates an estimated traffic volume of 12,000 AADT for Main Street (westbound) between Main Street and Service Street and a traffic volume of 13,000 AADT for Main Street (eastbound) between Main Street and Princes Highway.

2.5 CASUALTY CRASH HISTORY

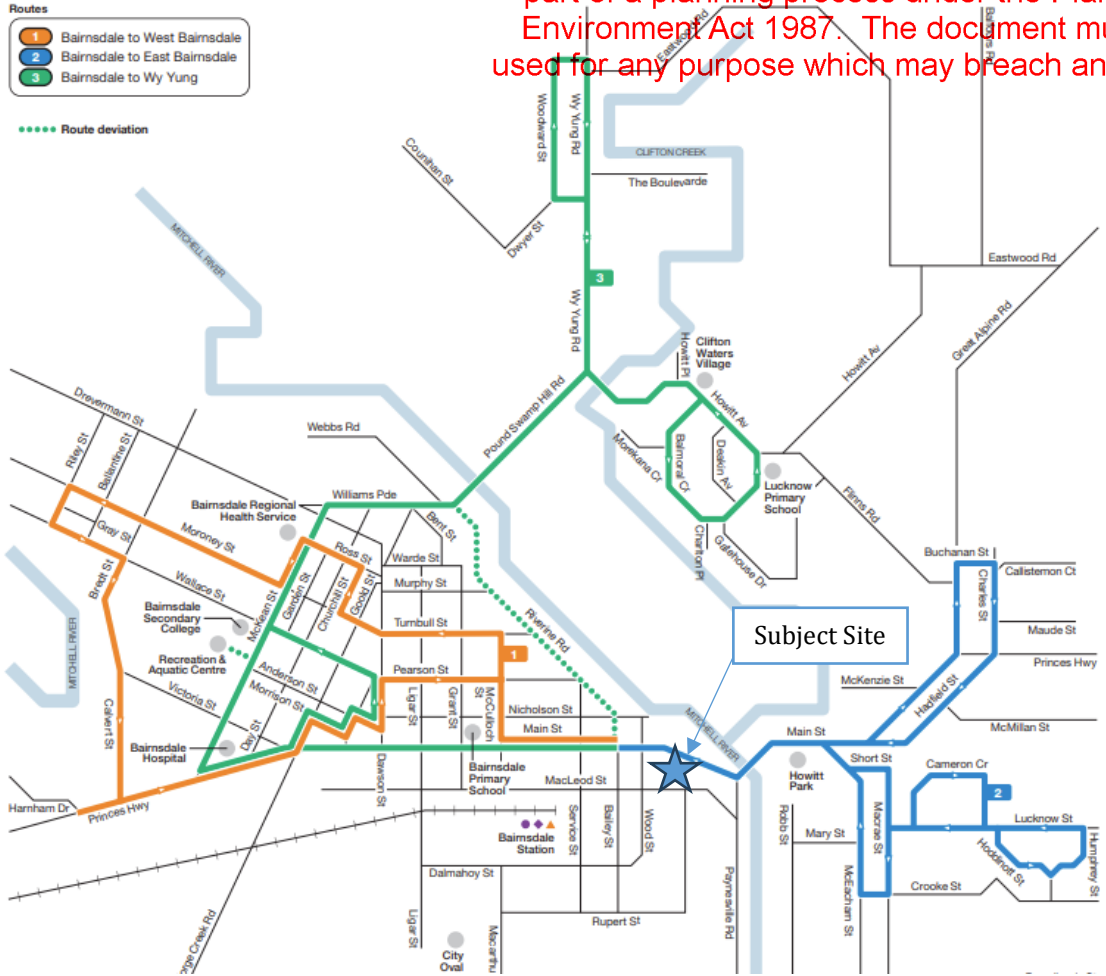
A review of the Department of Transport and Planning’s (DTP) casualty crash database was undertaken to determine the casualty crash history in the vicinity of the site for the last 5 years of available data, until January 2023. There were four (4) casualty crashes recorded within the vicinity of the subject site. All of the crashes recorded were Rear End (Vehicle in the Same Lane), DCA 130 and all resulted in “other injury accident”.

2.6 SUSTAINABLE TRANSPORT

2.6.1 Public Transport

The public transport services in the vicinity of the subject site are shown in **Figure 5**. The nearest bus stop is located approximately 480m west from the subject site and serviced by the bus routes shown in **Table 1**.

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SOURCE: PUBLIC TRANSPORT VICTORIA (PTV) WEBSITE

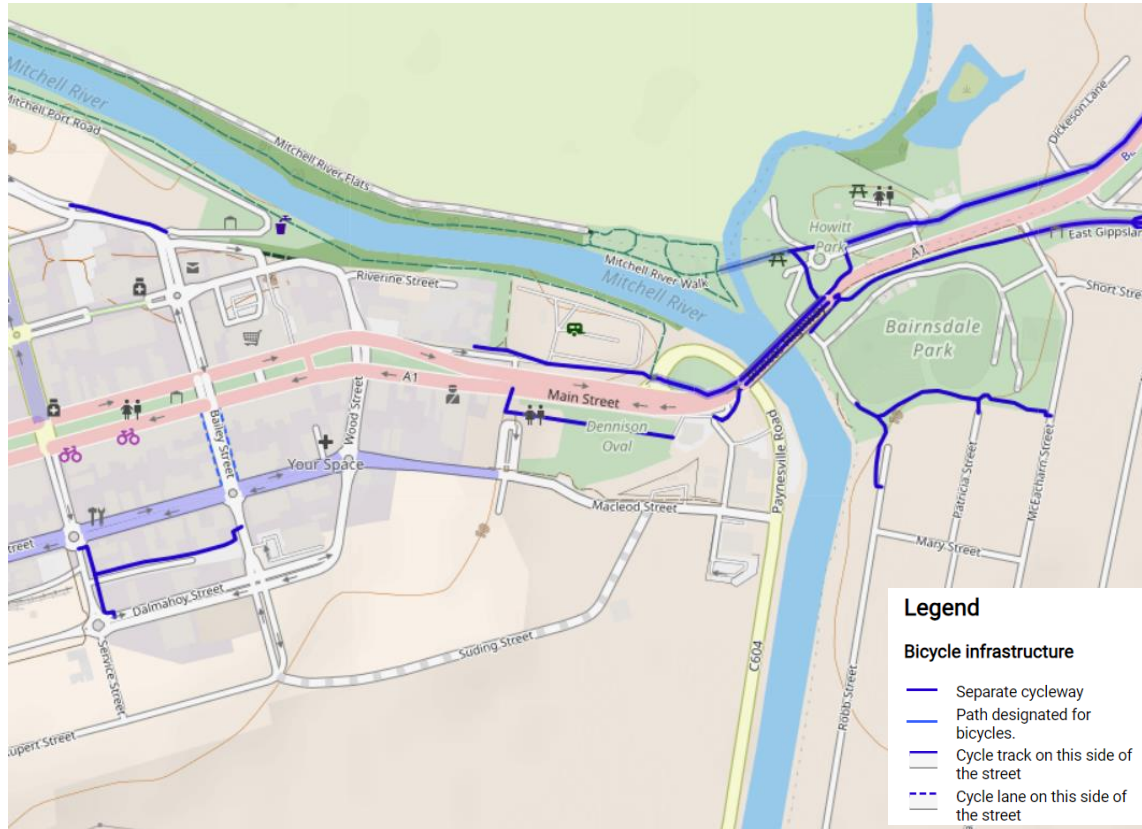
FIGURE 5: PUBLIC TRANSPORT SERVICES

ROUTE NUMBER	ROUTE DESCRIPTION
1	Bairnsdale to West Bairnsdale
2	Bairnsdale to East Bairnsdale
3	Bairnsdale to Wy Yung

TABLE 1: BUS SERVICES

2.6.2 Bicycle Network

The bicycle network in the vicinity of the subject site is shown in Figure 6. A separated cycleway is available within the vicinity of the subject site providing convenient access for cyclists to on-road and off-road facilities.



SOURCE: CYCLOSM.ORG

FIGURE 6: BICYCLE NETWORK

3 THE PROPOSAL

It is proposed to construct a Warehouse (Store, Showroom and Office) building on the subject site comprising:

- Ground floor Storage area with floor area of 497m²;
- Ground floor Showroom with leasable floor area of 36m²; and
- Ground floor and first floor Office with net floor area of 404m².

A 4m wide crossover is proposed on Main Street service road that would provide access to 6 on-site spaces.

It is also proposed to formalise 8 x 90-degree on-street spaces within the Main Street service road adjacent to the subject site.

The proposed site plan is shown in **Appendix A**.



4 CAR PARKING

4.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Planning Scheme.

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The Planning Scheme car parking requirement for the proposed Store component is based on 10 percent of the site area. Given there are multiple uses proposed on the subject site, it is considered appropriate to only apply the Store car parking requirement to the floor area allocated to Store.

It is noted that the area occupied by a car parking space designed to Clause 52.06-9 of the Planning Scheme is 29.4m² (2.6m x 4.9m space plus 2.6m x 6.4m aisle).

On this basis, the Planning Scheme parking requirement for the components of the warehouse is shown in **Table 2**.

USE	SIZE	PLANNING SCHEME PARKING RATE	CAR PARKING REQUIREMENT
Store	497m ² floor area	10 percent of site area	49.7 m ² of parking = 2 spaces ¹
Showroom (Restricted retail)	36m ² leasable floor area	3 spaces to each 100m ² of leasable floor area	1 space
Office	404m ² net floor area	3.5 spaces to each 100m ² of net floor area	14 spaces
TOTAL			17 SPACES

1. AREA OF 1 X PARKING SPACE = 4.9M X 2.6M + 2.6M X 6.4M = 29.4M² (PLANNING SCHEME DIMENSIONS)

TABLE 2: PLANNING SCHEME CAR PARKING REQUIREMENT

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On this basis, the proposed development has a Planning Scheme car parking requirement of 17 spaces. As 6 spaces are proposed on-site, a reduction of 11 spaces is sought from the Planning Scheme car parking requirement.

4.2 CAR PARKING DEMAND ASSESSMENT

Before a requirement for car parking is reduced, Clause 52.06-7 of the Planning Scheme requires a Car Parking Demand Assessment, which must assess the parking demand likely to be generated by the proposed use.

The Car Parking Demand Assessment must address a number of specified matters to the satisfaction of the responsible authority. These are discussed as follows.

CRITERIA	RESPONSE
<i>The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use</i>	Given the specific use of the site and the nature of the surrounding land uses, it is unlikely that there would be multi-purpose trips within the locality.
<i>The variation of car parking demand likely to be generated by the proposed use over time</i>	The store and office use are anticipated to generate a peak parking demand on weekdays during typical business hours. It is expected the restricted retail would generate a car parking demand peak during weekday business hours, with a lesser car parking demand on weekends.
<i>The short-stay and long-stay car parking demand likely to be generated by the proposed use</i>	The proposed development will typically generate a long-stay parking demand associated with staff. Visitors to the proposed development will generate a short-stay parking demand.
<i>The availability of public transport in the locality of the land</i>	As discussed in Section 2.6.1 , the subject site has access to public transport with all three Bairnsdale bus routes operating approximately 480m west from the subject site. The proximity to bus routes may reduce the demand for car parking by staff.
<i>The convenience of pedestrian and cyclist access to the land</i>	The existing footpath network and bicycle routes in the vicinity of the site, including separate cycleways provide convenient access to pedestrians and cyclists.
<i>The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land</i>	It is recommended to provide some bicycle parking on the subject site.
<i>The anticipated car ownership rates of likely or proposed visitors to or occupants of the land</i>	It is anticipated that most staff and customers will typically be car owners. However, that does not necessarily mean they will use them to access the site.



CRITERIA	RESPONSE
<p><i>Any empirical assessment or case study</i></p>	<p>The store on the site will be for the storage of incidental building materials and tools associated with the end user (building company). On this basis, a parking demand of 0 spaces is expected to be generated by this component.</p> <p>The Planning Scheme car parking requirement for the proposed Showroom of 1 space is expected to be representative of peak car parking demand.</p> <p>Recent parking surveys of two office developments in Hastings on the Mornington Peninsula indicated a peak parking rate of 2.5 spaces / 100m². This rate is considered appropriate to adopt for the proposed office. On this basis, the office would generate a peak parking demand of up to 10 spaces.</p>

TABLE 3: CAR PARKING DEMAND ASSESSMENT

Based on the Car Parking Demand Assessment above, a car parking demand of up to **11 spaces** on weekdays is anticipated.

4.3 ADEQUACY OF PARKING SUPPLY

Clause 52.06-7 of the Planning Scheme states that before granting a permit to reduce the number of spaces, the responsible authority must consider a number of issues which include:

CRITERIA	RESPONSE
<p><i>The Car Parking Demand Assessment</i></p>	<p>The car parking demand assessment determined a peak car parking demand of up to 11 spaces for the proposed development. As 6 spaces are proposed on-site, there is a parking overflow of up to 5 spaces.</p>
<p><i>The availability of alternative car parking in the locality of the land, including:</i></p> <ul style="list-style-type: none"> • <i>Efficiencies gained from the consolidation of shared car parking spaces</i> • <i>Public car parks intended to serve the land.</i> • <i>On street parking in non residential zones.</i> • <i>Streets in residential zones specifically managed for non-residential parking</i> 	<p>It is proposed to formalise 8 x 90-degree on-street spaces along the Main Street service road adjacent to the subject site.</p> <p>Therefore, the overflow of up to 5 spaces would readily be accommodated within these proposed on street spaces.</p>
<p><i>Any car parking deficiency associated with the existing use of the land</i></p>	<p>The site was previously used a hotel, with no formal on-site car parking, so there was deficiency associated with the previous use of the land. A review of historical <i>StreetView</i> images indicates that vehicles associated with the hotel utilised the</p>




CRITERIA	RESPONSE
	<p>on-street parking with the Main Street service road (an example if provided below).</p> 
<p>Access to or provision of alternative transport modes to and from the land</p>	<p>As discussed in Section 2.6.1, the site has reasonable access to public transport services providing transport around the Bairnsdale township.</p>

TABLE 4: ADEQUACY OF CAR PARKING SUPPLY

Based on the above assessment, a car parking reduction of 11 spaces from the Planning Scheme car parking requirement is readily justified on the basis that the likely peak car parking demand generated will be up to 11 spaces, with the overflow of 5 spaces readily accommodated by the proposed 8 x 90-degree spaces to be provided on the Main Street service road adjacent to the subject site.

5 CAR PARK ACCESS & LAYOUT

The following comments are made in relation to the proposed car park access and layout:

- Access to the car park is proposed via a 4m wide crossover, in accordance with Planning Scheme requirements;
- Car parking spaces are proposed to be 2.6m wide x 4.9m long and accessed by aisles greater than 6.4m wide, meeting the requirements Clause 52.06-9 of the Planning Scheme;
- Swept path analysis for a B85 vehicle was undertaken for the car space abutting the building which confirm convenient access would be provided (see **Appendix B**);
- The recommended on-street parking layout for the Main Street service road is shown in the proposed site plan provided in **Appendix A**. Swept path analysis provided in **Appendix B** indicates that a B85 vehicle can conveniently access and egress the critical on-street space. It is noted that it is proposed to construct a “missing pathway link” along the frontage of the site as part of the on-street parking formalisation which will provide benefits for the community.



6 BICYCLE FACILITIES

Bicycle parking requirements applicable to the proposed development are specified in Clause 52.34 of the Planning Scheme.

Table 5 shows the relevant bicycle parking requirements for the proposal:

USE	SIZE	PLANNING SCHEME BICYCLE PARKING RATE		BICYCLE PARKING REQUIREMENT	
		EMPLOYEE	CUSTOMER / VISITOR	EMPLOYEE	CUSTOMER / VISITOR
Store	497m ² floor area	1 to each 1000m ² of net floor area	None	0 spaces	0 spaces
Office	404m ²	1 to each 300m ² of net floor area if the net floor area exceeds 1,000m ²	1 to each 1,000m ² of net floor area if the net floor area exceeds 1,000m ²	0 spaces	0 spaces
Showroom	36m ²	1 to each 300m ² of leasable floor area	1 to each 500m ² of leasable floor area	0 spaces	0 spaces
TOTAL				0 SPACES	0 SPACES

TABLE 5: PLANNING SCHEME BICYCLE PARKING REQUIREMENT

On this basis, the proposal does not trigger a Planning Scheme bicycle parking requirement.

Nevertheless, it is proposed to provide one bicycle hoop near the site frontage Main Street to accommodate any staff or visitors that elect to cycle to the subject site.

7 LOADING

Clause 65.01 of the Planning Scheme states that before deciding on an application, the responsible authority must consider the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Swept path analysis in **Appendix B** confirms that a 6.4m SRV can readily access the store area.

The proposed loading arrangements are therefore considered adequate to accommodate the loading needs of the proposed development.

8 TRAFFIC GENERATION & IMPACT

Previous office studies suggest a rate of 0.28-0.32 trips per car space in the AM peak. Conservatively adopting a rate of 0.5 trips per space in the AM peak hour and applying it to the anticipated peak parking demand of 10 office spaces, equates to up to 5 trips per hour to the site or on average of one car arriving every 12 minutes.

Conservatively assuming a rate of 0.7 trips per space in the PM peak equates to 7 trips per hour away from the site during the PM peak (or one car departing every 9 minutes, on average).

The showroom would generate occasional trips during the day associated with customers with appointments.

The store use would generate very low vehicle trips during the day.

It is expected that essentially all vehicle traffic would depart the subject site via the Main Street & Bridge Street intersection, which operates as left-in/left-out only. Traffic originating from the east would likely utilise the Main Street & Bridge Street intersection to access the site, however this is not possible for vehicles originating from the west.

Outbound vehicles travelling to the east could perform a left turn movement at the Main Street & Bridge Street intersection and perform a U-turn movement at the Main Street & Paynesville Road intersection approximately 90m to the west. This intersection provides a channelised right-turn lane which would be utilised by u-turning vehicles and would not result in a significant travel time increase for site-generated vehicles egressing toward the east.

Inbound vehicles arriving from the west could turn left at the Main Street & Paynesville Road intersection, turn right in to Macleod Street, left in to Bridge Street and left in to the subject site. This intersection provides a channelised left-turn lane that would typically be utilised by site-generated vehicles approaching from the west and similarly would not result in a significant travel time increase.

The proposed development is therefore anticipated to have no significant adverse impact on the operation and safety of the surrounding road network.

9 CONCLUSION

Based on the considerations outlined above, it is concluded that:

- The proposed development has a Planning Scheme car parking requirement of 17 spaces;
- As it is proposed to provide 6 spaces on-site, the proposal requires justification for a reduction of 11 spaces;
- A Car Parking Demand Assessment indicates that the proposal is likely to generate a peak car parking demand of up to 11 spaces;
- As 6 on-site parking spaces are provided, there would be a parking overflow of 5 spaces;
- The proposed car parking provision is considered adequate given the overflow of 5 spaces would be readily accommodated by the 8 x 90-degree spaces proposed on the Main Street service road;
- The car park access and layout accords with the relevant Planning Scheme and Australian Standard requirements;
- The proposal does not trigger a Planning Scheme bicycle parking requirement. Nevertheless, it is proposed to provide one bicycle hoop near the site frontage to Main Street;
- The loading arrangements will be appropriate for the proposal; and
- The additional traffic generated by the proposal is not anticipated to have any adverse impact on the safety or operation of the surrounding road network.

We therefore find no parking or traffic related grounds to prevent the proposed development proceeding.

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APPENDIX A

PROPOSED SITE PLAN

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 7. CONTRACTOR TO SUBMIT COORDINATED SHOP DRAWINGS FOR ARCHITECT'S APPROVAL, AS REQUIRED PRIOR TO COMMENCEMENT OF WORKS AT SITE.

SYMBOLS & TAGS	LEGEND
	PROPOSED WORKS - NEW BUILD
	PROPOSED WORKS - LANDSCAPE/HARDSCAPE
	WASTE/SERVICES YARD
	EX. PAVING TO RETAIN
	FILL ZONE

A1 Original Sheet Size	
APPROVAL	ARCHITECTURAL
CLIENT	
NORTH POINT	

NOTES - GENERAL

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CONCEPT DESIGN		
REV	DESCRIPTION	DATE
C	FOR INFORMATION	22.03.24 WJ
B	FOR INFORMATION	19.03.24 WJ
A	FOR INFORMATION	11.10.23

CLIENT
EVCG

PROJECT ADDRESS
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PROJECT
EVCG OFFICE & WAREHOUSE

DRAWING TITLE
SITE PLAN

DRAWN BY WJ	CHECKED BY CP	APPROVED BY CL
SCALE	DATE 22.03.24	PROJECT No 23014
SIGNED	REVISION	
A-020	C	

1 SITE PLAN
1:150 @ A1 1:300 @ A3

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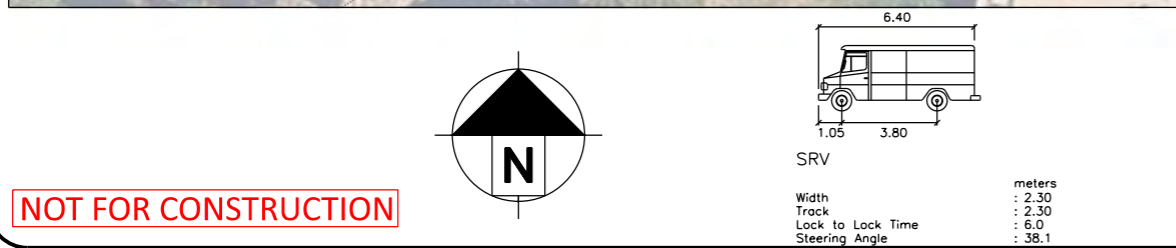
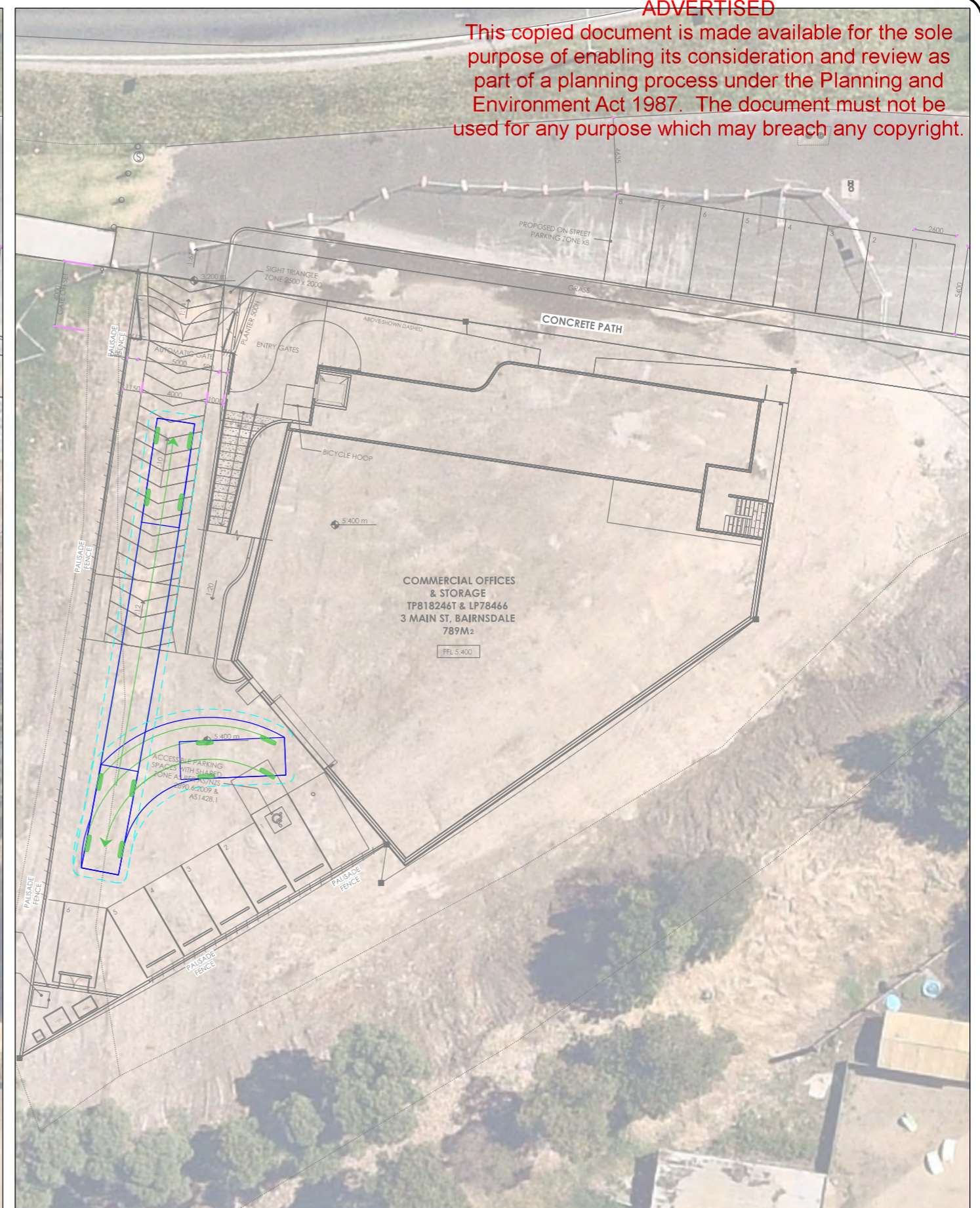
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APPENDIX B

SWEPT PATH ANALYSIS

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**6.4m SRV
ENTRY/EXIT**
3 Main Street, Bairnsdale
1:300 @ A3 22/03/2024
DWG NO: 25401003

KEY	
	CENTRE LINE OF FRONT WHEELS
	WHEEL PATH
	VEHICLE BODY
	VEHICLE CLEARANCE LINE (500mm FROM VEHICLE BODY)

OBT
O'BRIEN
TRAFFIC

- Traffic Planning
- Transport Planning
- Traffic Engineering
- Road Safety

SUITE 2.03, 789 TOORAK ROAD
HAWTHORN EAST, VIC, 3123
P: +613 9804 3610
W: obrientraffic.com

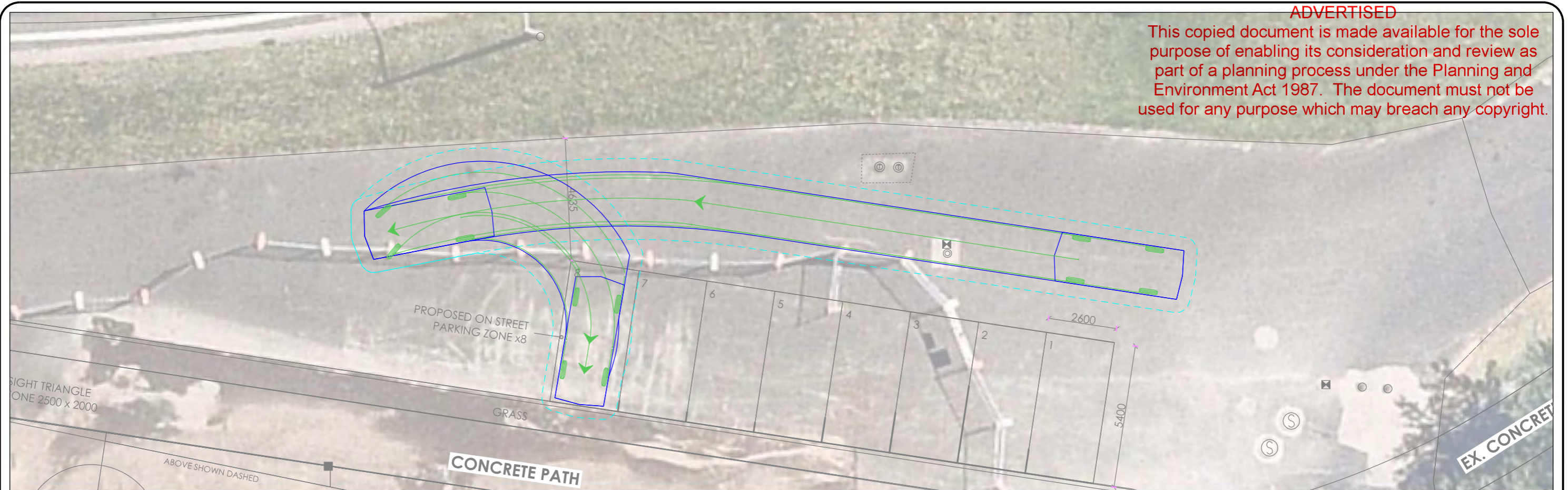
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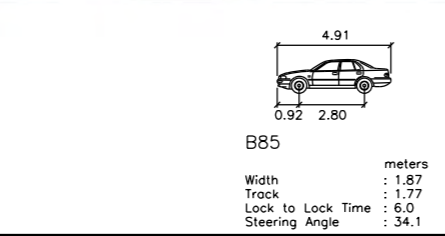
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B85 ENTRY/EXIT
 3 Main Street, Bairnsdale
 1:150 @ A3 22/03/2024
 DWG NO: 25401003

KEY

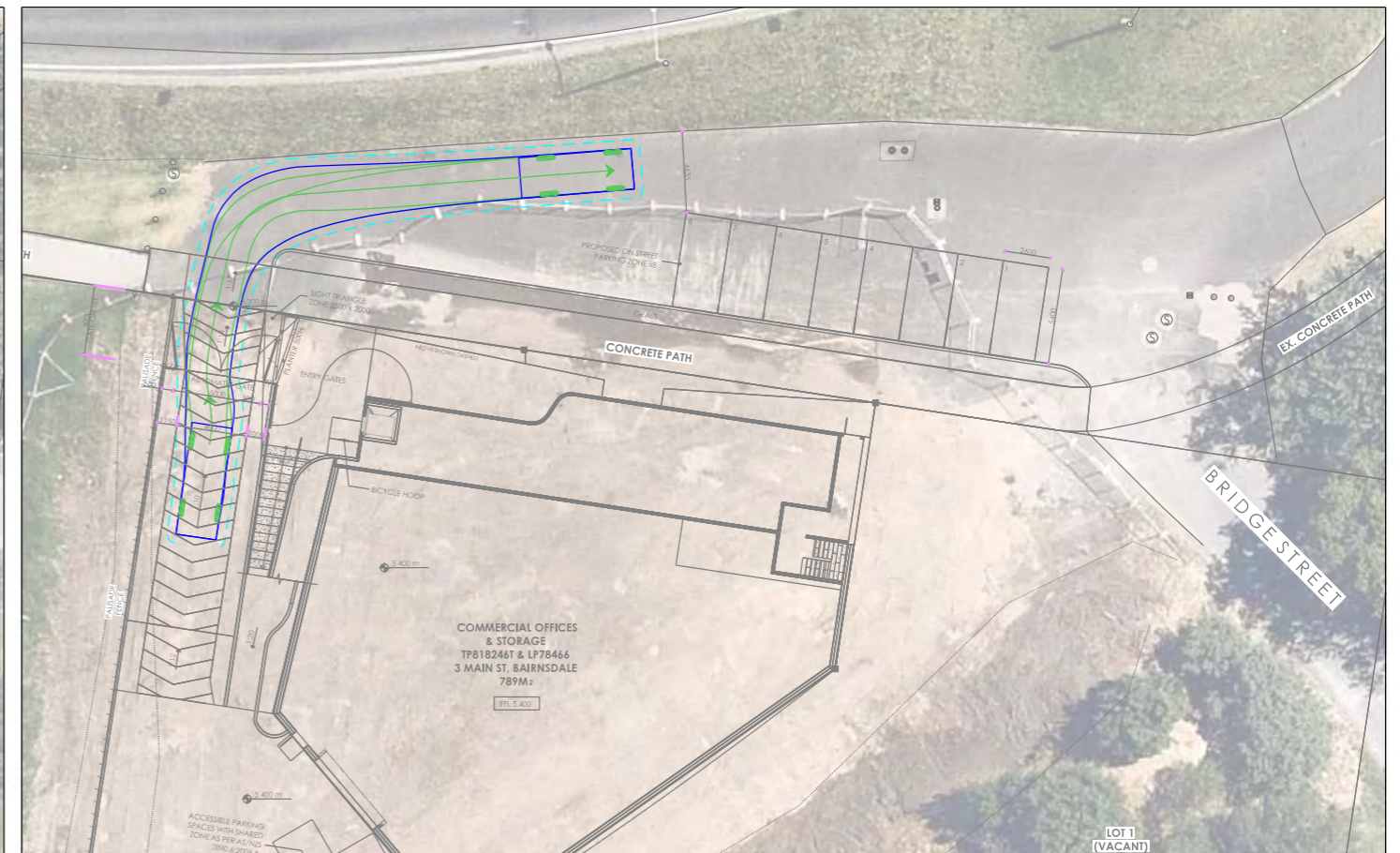
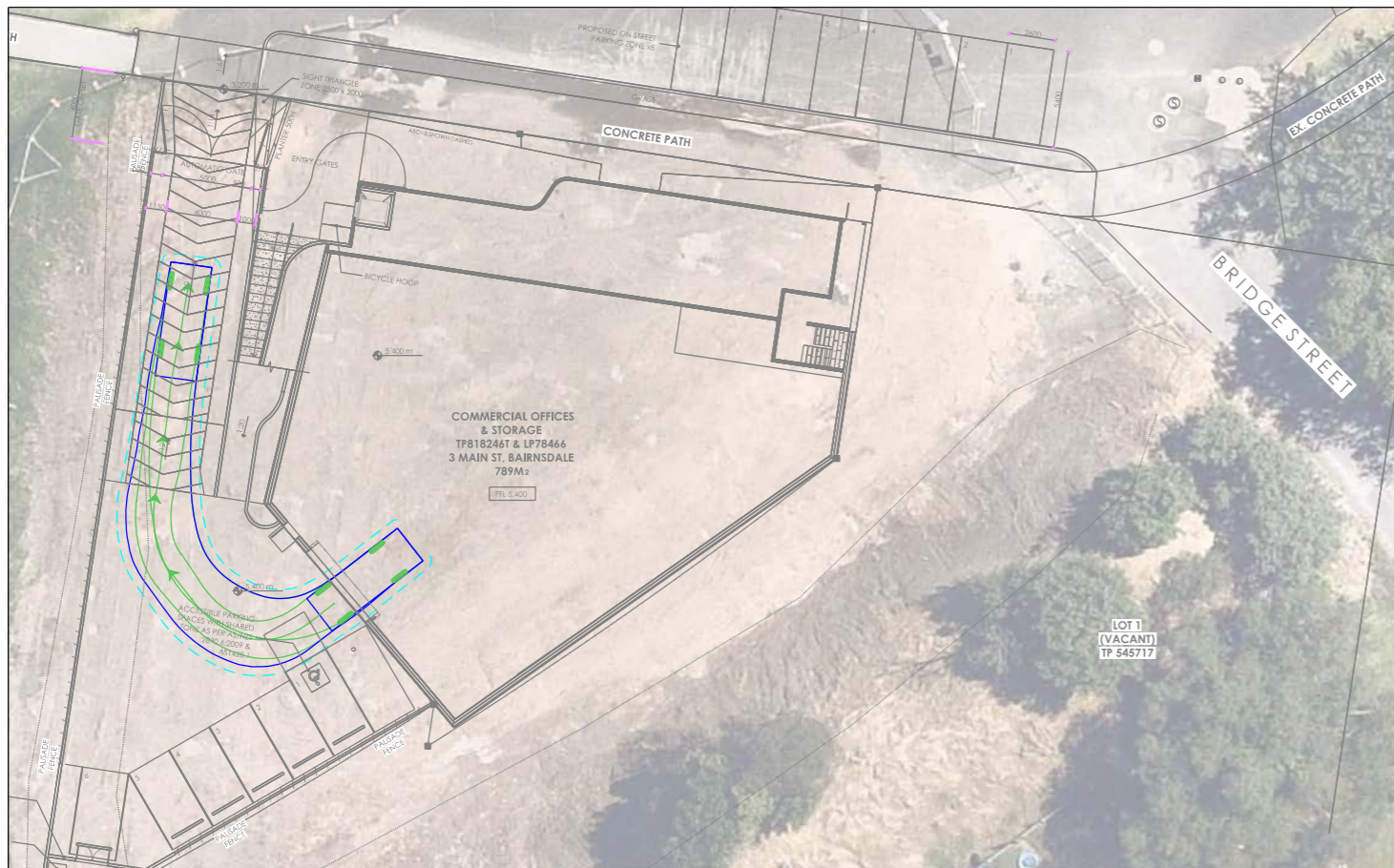
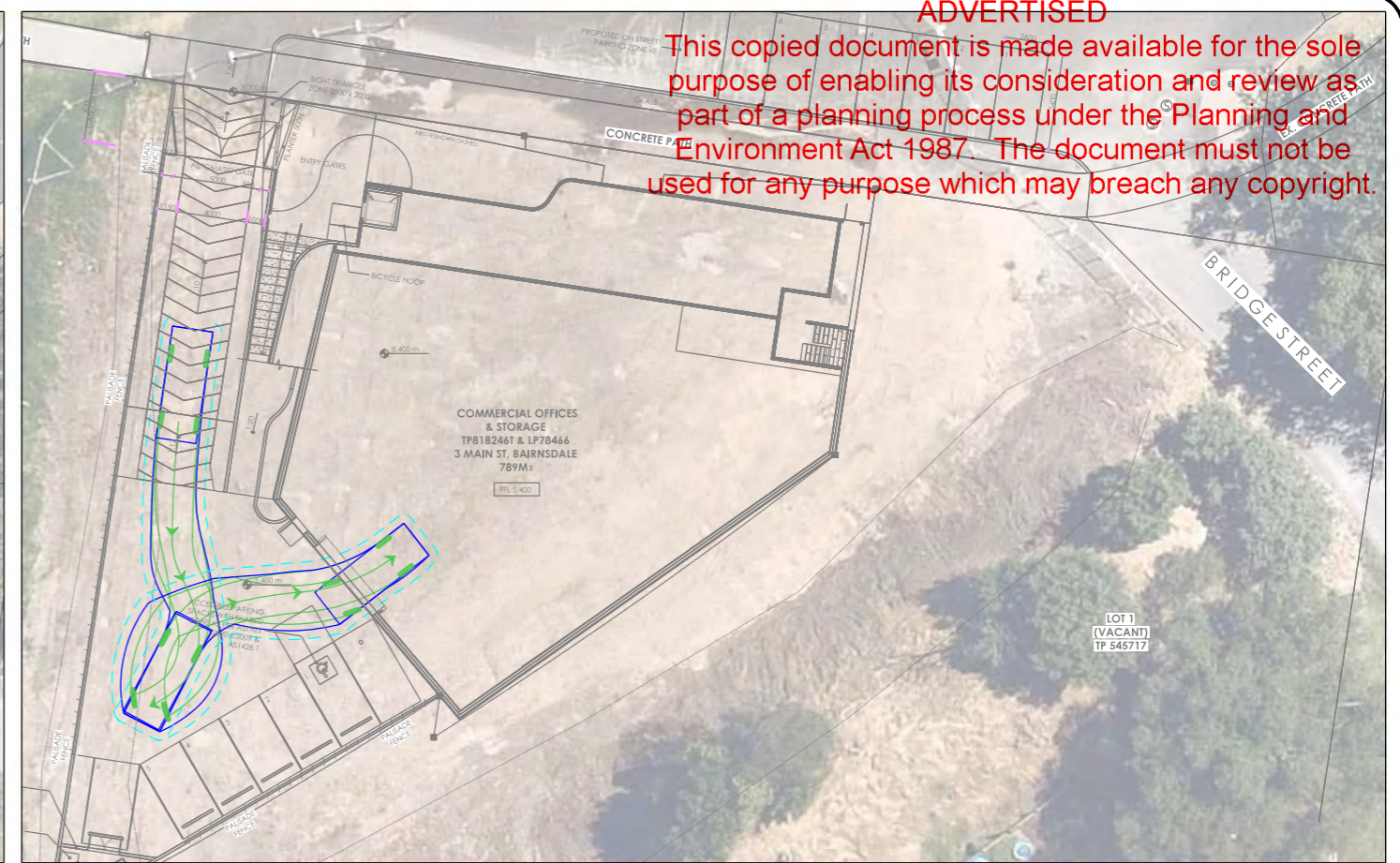
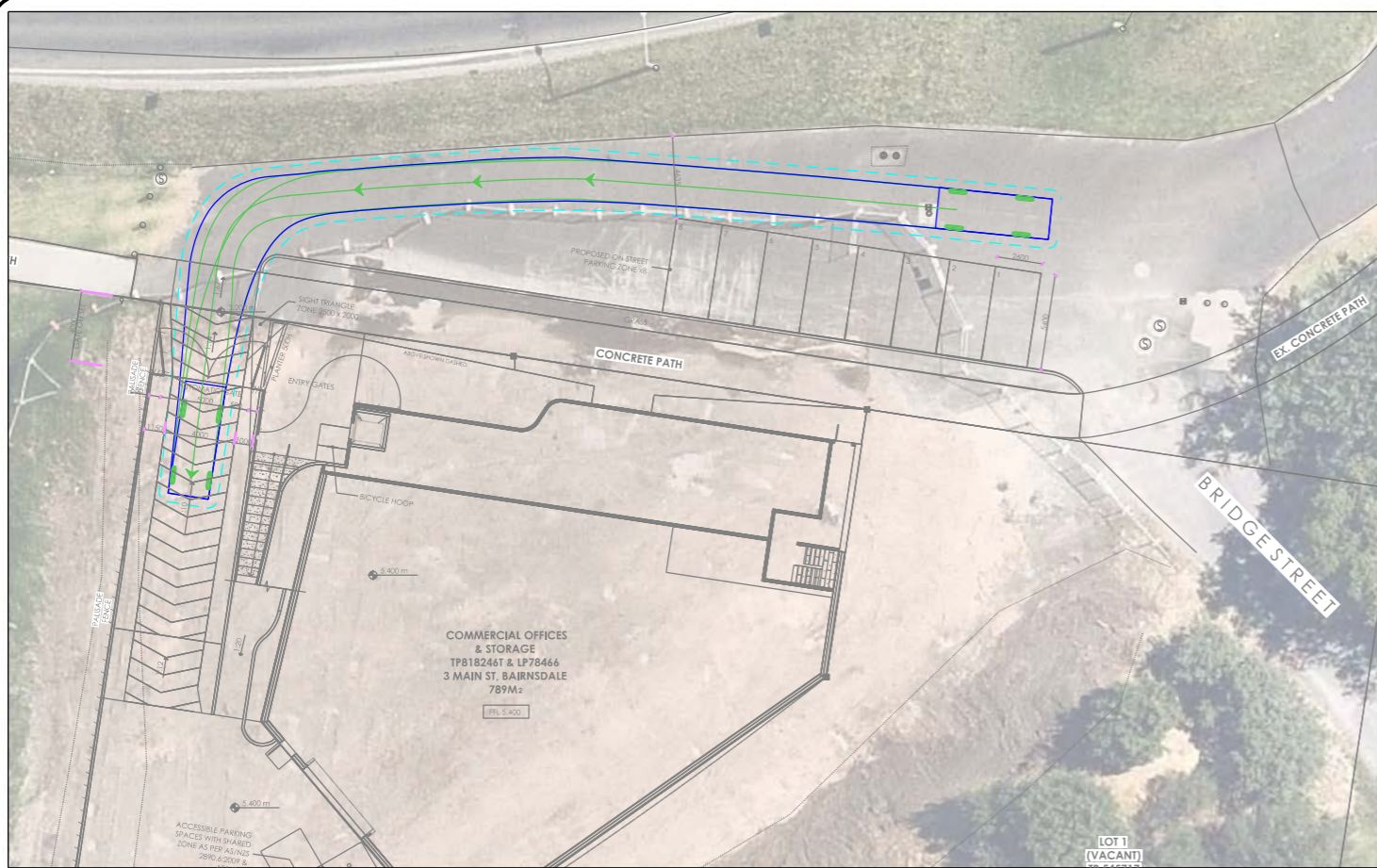
	CENTRE LINE OF FRONT WHEELS
	WHEEL PATH
	VEHICLE BODY
	VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)

• Traffic Planning • Transport Planning
 • Traffic Engineering • Road Safety

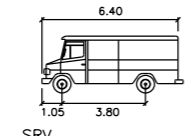
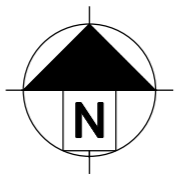
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SRV
Width : 2.30
Track : 2.30
Lock to Lock Time : 6.0
Steering Angle : 38.1

6.4m SRV
ENTRY/EXIT
3 Main Street, Bairnsdale
1:400 @ A3 22/03/2024
DWG NO: 25401003

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OBT **O'BRIEN TRAFFIC**

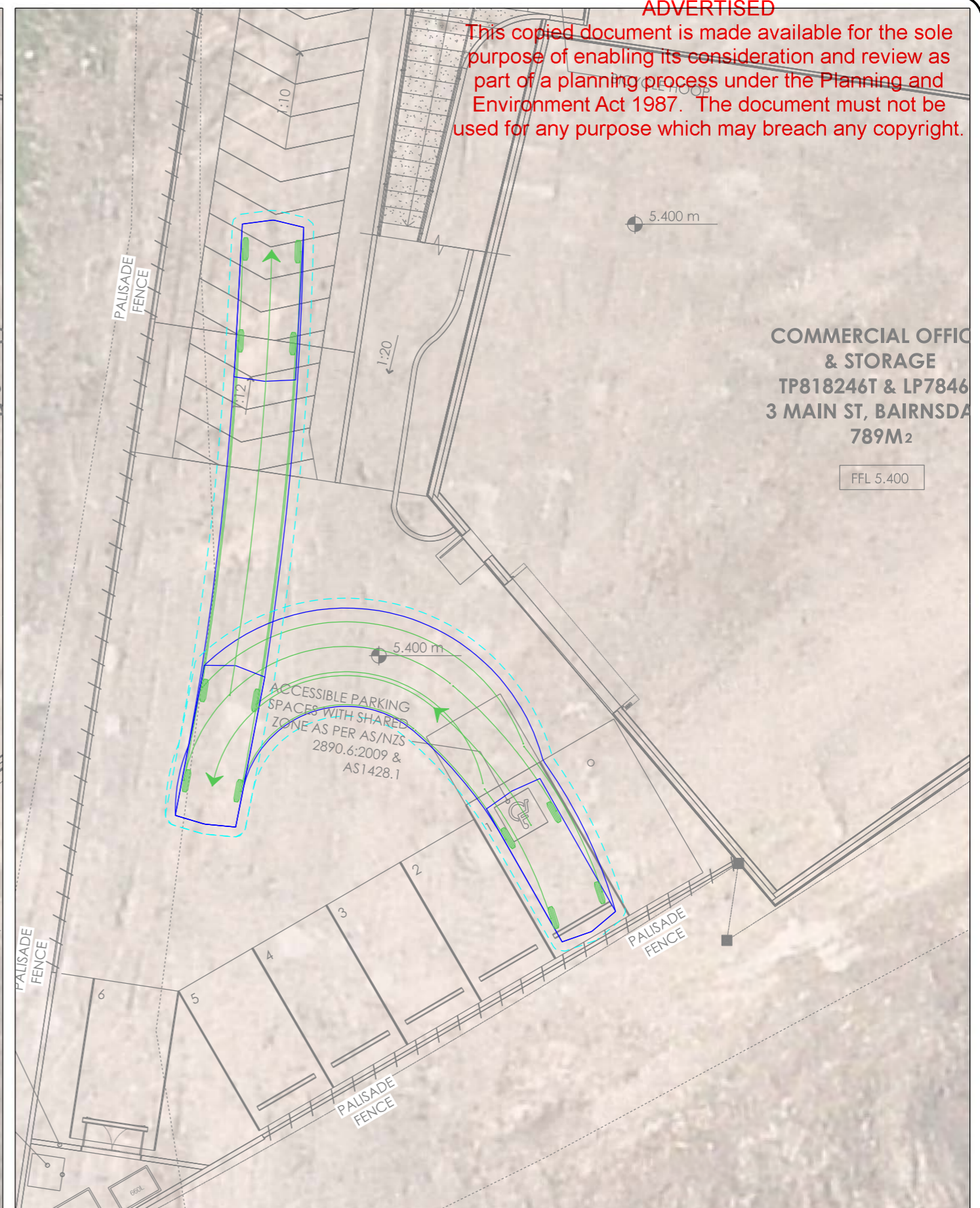
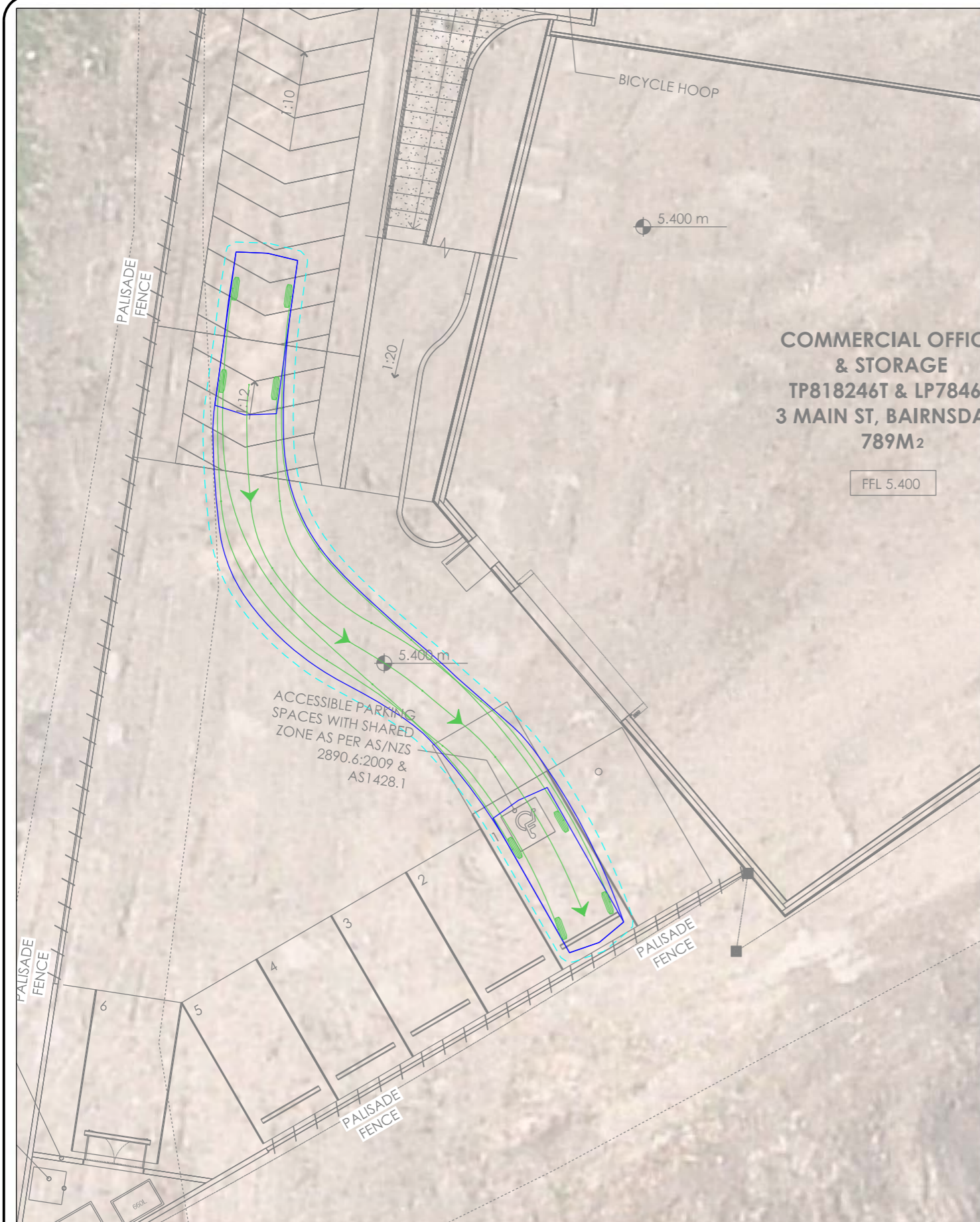
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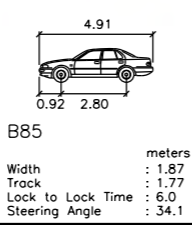
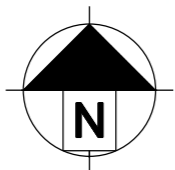
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	VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)

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EGCMA Ref: EGCMA-F-2022-00250
Document No: 1
Date: 19 October 2022

courtney@devsolvic.com.au

Courtney Campbell
Development Solutions Victoria Pty Ltd

Dear Courtney,

Application Number (CMA Ref): EGCMA-F-2022-00250

Property: **Street:** 3 Main Street, Bairnsdale Vic 3875
Cadastral: Lot 1 TP818246 & Lot 2 LP78466, Parish of Bairnsdale

Thank you for your enquiry, received at the East Gippsland Catchment Management Authority ('the Authority') on 4 October 2022. The Authority understands you require flood advice to guide consideration of options for redevelopment of the site.

The applicable 1% Annual Exceedance Probability (AEP³) flood level for this property (commonly known as the 1 in 100 year flood) under current climatic conditions is 4.5 metres AHD⁴.

Figure 1 in the attached Explanatory Report demonstrates that the entire site is likely to be subject to inundation from the Mitchell River. Flood depth over the property is likely to range from 0.9 metres to 2.5 metres. The area immediately to the north of the property is also subject to significant velocity as floodwater moves through this constricted area towards Davison Oval. The photos shown in Figure 2, 3 and 4 were taken during the June 2007 flood event, estimated to be a 2% AEP flood event (or 1 in 50 year event). The high velocity is clearly shown in these images.

Given the significant flood hazard, and the constriction of the floodplain as a result of the highway embankment, old railway embankment and the existing buildings, there is potential for any development in this area to alter flood behaviour. The Authority must be satisfied that any future development will not adversely impact on neighbouring properties, or infrastructure, particularly the Princes Highway.

Any proposal to increase the size of the existing building footprint, or to import fill to the floodplain, will need to be supported by detailed 2-dimensional hydraulic modelling to demonstrate that there will not be any offsite impacts on the flood extent, height, depth or velocity.

Given the depth and velocity of flood water surrounding the property it is unlikely that any option including accommodation of people whether permanent or temporary will be supported by the Authority.

The Authority would be happy to review any preliminary concept plans for redevelopment of the site and provide more detailed advice as required.

Please note: The Authority has provided this advice as preliminary information only and has been based on the information you have provided. Any flood level advice provided is based on the most accurate information currently available and may change if new information becomes available.

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The Authority can provide further information regarding any proposed development of the property in response to a planning permit application referred by the East Gippsland Shire Council in accordance with the *Planning and Environment Act 1987*.

Please refer to the attached **explanatory report** for further detail.

Should you have any queries, please do not hesitate to contact Penny Phillipson on 1300 094 262 or email planning@wgcm.vic.gov.au. To assist the Authority in handling any enquiries please quote **EGCMA-F-2022-00250** in your correspondence with us.

Yours sincerely,



Adam Dunn
Gippsland Floodplain Officer

Cc: East Gippsland Shire Council

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EXPLANATORY REPORT

Figure 1 – 1% AEP flood extent and depth

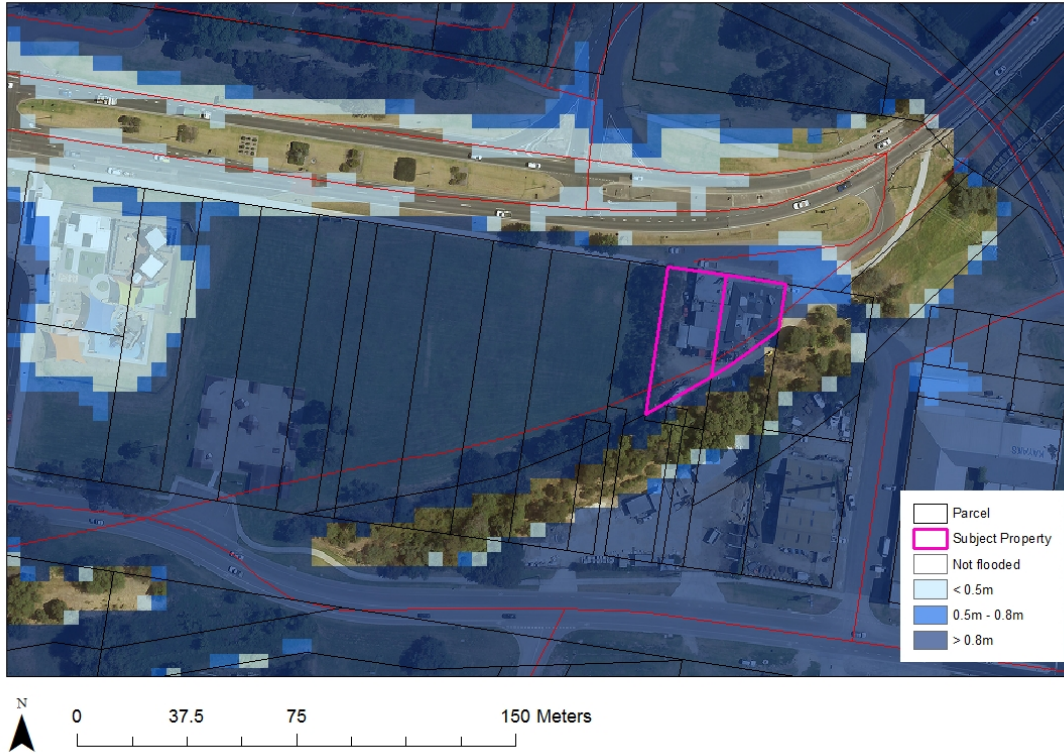


Figure 2 – June 2007 flood event



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Figure 3 – Subject site during June 2007 flood event



Figure 4 – Subject site during June 2007 flood event



Decision Guidelines

The East Gippsland Catchment Management Authority assesses all applications against the following National, State and Local Policies, Guidelines and Practice Notes:

1. [‘Technical Flood Risk Management Guideline: Flood Hazard’](#) (Australian Emergency Management Institute, 2014)
2. [‘Victorian Floodplain Management Strategy’](#) (Victoria State Government, 2016)
3. Council Planning Schemes ([Planning Schemes Online](#)), including the:
 - i. Planning Policy Framework
 - ii. Local Planning Policy Framework
 - iii. Relevant Zones and Overlays
4. [‘Guidelines for Coastal Catchment Management Authorities: Assessing development in relation to sea level rise’](#) (DSE, 2012)
5. [‘Applying for a Planning Permit under the Flood Provisions – A Guide for Councils, Referral Authorities and Applicants’](#) (DELWP, 2015)
6. [‘East Gippsland Waterway Strategy’](#) (2014-2022)
7. [‘East Gippsland Regional Catchment Strategy’](#) (2013-2019)
8. [‘East Gippsland Floodplain Management Strategy’](#) (2018-2027)

Table 1 – Flood Data

	Current conditions
1% AEP flood level – property	4.5 m AHD
Lowest land elevation – property	2.1 m AHD
Highest land elevation – property	3.7 m AHD
Lowest land elevation – road (evacuation route)	3.6 m AHD
FLOOD DEPTH	
Minimum depth of flooding on property	0.9 m
Maximum depth of flooding on property	2.5 m
Percentage of property flooded	100%
Maximum flood depth on road (evacuation route)	0.9 m
FLOOD VELOCITY	
Maximum flow velocity for the purposes of the Building Code of Australia (Construction of Buildings in Flood Hazard Areas)	>1.5 m/s
HAZARD ASSESSMENT	
Hazard category – property	Extreme
Hazard category – road	Extreme

1% AEP³ Flood Level Determination

Floods are classified by the frequency at which they are likely to occur. In Victoria, all proposals for development on floodplains are assessed against a flood that, on average, will occur once every 100 years. A flood of this size has a 1% chance of occurring in any given year, and is known as either the 100 year Average Recurrence Interval (ARI⁵) flood or the 1% Annual Exceedance Probability (AEP) flood.

Please note that the 1% AEP flood is the minimum standard for planning in Victoria, and is not the largest flood that could occur. There is always a possibility that a flood larger in height and extent than the 1% AEP flood may occur in the future.

Flood levels for the 1% AEP flood event have not been designated or declared for this area under the *Water Act 1989*. The estimated 1% AEP flood level for the location is 4.5 metres AHD⁴, which was obtained from the *Mitchell River Regional Flood Study 2019*.

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The Authority holds no information in relation to the arrangement and capacity of stormwater drainage infrastructure in the area and recommends that you contact Council for more information.

Flood Hazard Assessment

Table 1 and Figure 1 – 4 demonstrate that the site is subject to an **extreme flood hazard** due to the combination of high flood depth and velocity.

The Authority would be unlikely to support any proposed use of the site for accommodation purposes. Any proposal to increase the building footprint or to use fill to raise the land level would need to be supported by detailed 2-dimensional hydraulic modelling to demonstrate that there will not be any offsite impacts on the flood extent, height, depth or velocity.

Definitions and Disclaimers

1. The area referred to in this letter as the 'proposed development location' is the land parcel(s) that, according to the Authority's assessment, most closely represent(s) the location identified by the applicant. The identification of the 'proposed development location' on the Authority's GIS has been done in good faith and in accordance with the information given to the Authority by the applicant(s) and/or the local government authority.
2. While every endeavour has been made by the Authority to identify the proposed development location on its GIS using VicMap Parcel and Address data, the Authority accepts no responsibility for or makes no warranty with regard to the accuracy or naming of this proposed development location according to its official land title description.
3. **AEP** as Annual Exceedance Probability – is the likelihood of occurrence of a flood of given size or larger occurring in any one year. AEP is expressed as a percentage (%) risk and may be expressed as the reciprocal of ARI (Average Recurrence Interval).

Please note that the 1% probability flood is not the probable maximum flood (PMF). There is always a possibility that a flood larger in height and extent than the 1% probability flood may occur in the future.

4. **AHD** as Australian Height Datum - is the adopted national height datum that generally relates to height above mean sea level. Elevation is in metres.
5. **ARI** as Average Recurrence Interval - is the likelihood of occurrence, expressed in terms of the long-term average number of years, between flood events as large as or larger than the design flood event. For example, floods with a discharge as large as or larger than the 100 year ARI flood will occur on average once every 100 years.
6. Nominal Flood Protection Level – is the minimum height required to protect a building or its contents, which includes a freeboard above the 1% AEP flood level.
7. No warranty is made as to the accuracy or liability of any studies, estimates, calculations, opinions, conclusions, recommendations (which may change without notice) or other information contained in this letter and, to the maximum extent permitted by law, the Authority disclaims all liability and responsibility for any direct or indirect loss or damage which may be suffered by any recipient or other person through relying on anything contained in or omitted from this letter.
8. This letter has been prepared for the sole use by the party to whom it is addressed and no responsibility is accepted by the Authority with regard to any third party use of the whole or of any part of its contents. Neither the whole nor any part of this letter or any reference thereto may be included in any document, circular or statement without the Authority's written approval of the form and context in which it would appear.
9. The flood information provided represents the best estimates based on currently available information. This information is subject to change as new information becomes available and as further studies are carried out.
10. Please note that land levels provided by the Authority are an estimate only and should not be relied on by the applicant. Prior to any detailed planning or building approvals, a licensed surveyor should be engaged to confirm the above levels.

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WASTE MANAGEMENT PLAN

PROPOSED WAREHOUSE (STORE, SHOWROOM AND OFFICE) DEVELOPMENT

3 MAIN STREET, BAIRNSDALE

12 JULY 2024

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3 Main Street, Bairnsdale

CLIENT: WBS Pty Ltd and AB Products + Services Pty Ltd

OBT JOB NUMBER: 25401



Suite 2.03, 789 Toorak Road
Hawthorn East, Victoria 3123

T: 61 3 9804 3610
W: obrientraffic.com
ABN 55 007 006 037

VERSION	DATE	ISSUE	PREPARED BY	REVIEWED BY
25401 WMP	06 March 2023	Draft	Wil Norman	Matt Harridge
25401 WMP_v2	26 March 2023	Final	Wil Norman	Matt Harridge
25401 WMP_v3	12 July 2024	Final	Wil Norman	Matt Harridge

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CONTENTS

1	INTRODUCTION	1
2	EXISTING CONDITIONS	1
3	THE PROPOSAL	1
4	WASTE STREAMS	2
5	WASTE GENERATION	3
6	BIN REQUIREMENTS	3
7	WASTE COLLECTION ARRANGEMENTS	5
8	COUNCIL CONTACT INFORMATION	5
	APPENDIX A	6
	APPENDIX B	8

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1 INTRODUCTION

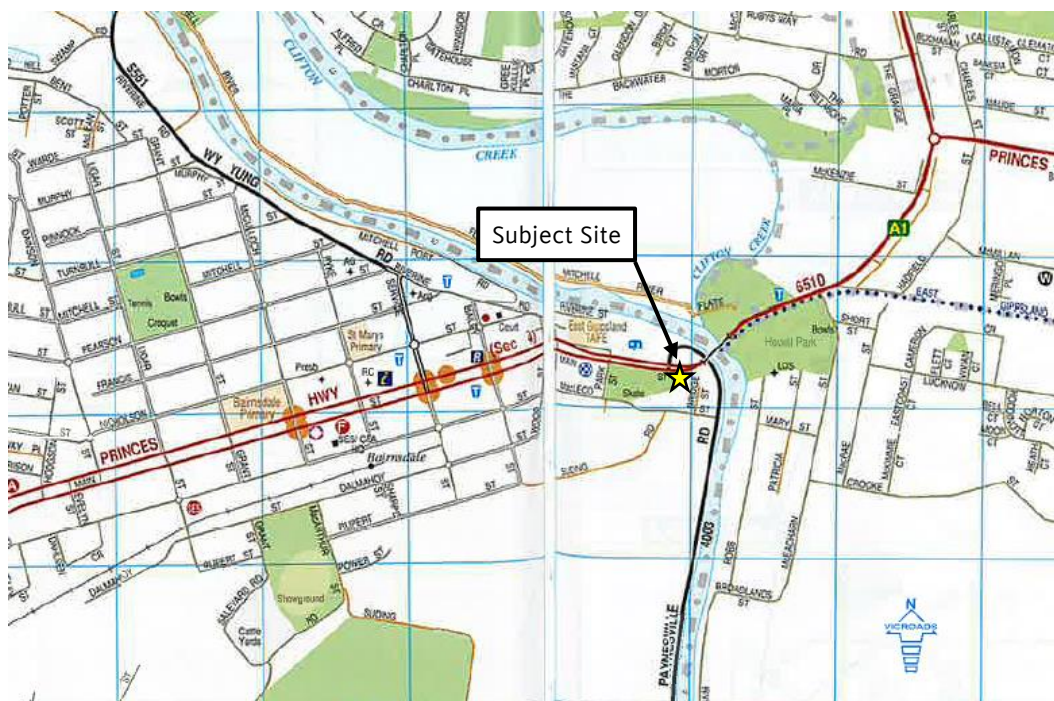
O'Brien Traffic has been engaged by WBS Pty Ltd and AB Products + Services Pty Ltd to prepare a Waste Management Plan for a proposed Warehouse (Store, Showroom and Office) development at 3 Main Street, Bairnsdale.

In the course of preparing this Plan, plans and relevant documentation have been examined.

2 EXISTING CONDITIONS

The site, which is zoned Commercial 1 Zone (C1Z) under the East Gippsland Planning Scheme, has a frontage of 40.31 metres to Main Street, comprising an area of approximately 1,406 m².

The location of the subject site is shown in **Figure 1**.



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FIGURE 1: LOCATION OF SUBJECT SITE

3 THE PROPOSAL

It is proposed to construct a Warehouse (Store, Showroom and Office) building on the subject site comprising:

- Ground floor Storage area with floor area of 497m²;
- Ground floor Showroom with leasable floor area of 36m²; and

- Ground floor and first floor Office with net floor area of 404m²

Vehicle access is provided via a 4m wide crossover to the Main Street service road.

It is proposed to utilise private waste collection services.

4 WASTE STREAMS

Staff may sort waste on-site into the following streams:

- General Waste;
- Commingled Recycling;
- Large cardboard; and
- Hard waste & E-waste.

4.1 GENERAL WASTE

Small bins that can be lined with a plastic bag would be placed around the building as required for the temporary holding of general waste. Staff would then place tied plastic bags in the marked bin in the bin storage area, as shown in **Appendix A**.

4.2 COMMINGLED RECYCLING

Small unlined bins would be placed around the building as required for the temporary holding of products for recycling, clean paper and cardboard. Staff would then place the loose recyclable materials in the marked bin in the bin storage area, as shown in **Appendix A**.

4.3 LARGE CARDBOARD

Large cardboard waste shall be broken down and disposed of in the commingled recycling bin located in the bin store.

4.4 HARD WASTE & E-WASTE

Building management shall arrange for hard waste to be undertaken by the waste contractor or disposed at a council transfer station.

E-waste should be appropriately contained/stored to prevent breakage and contamination with other waste. Building management shall arrange e-waste collections to be undertaken.



5 WASTE GENERATION

The anticipated waste generation for the proposal is shown below in **Table 1**.

USE	SIZE	L/DAY/100M ²		WASTE/WEEK	
		GENERAL WASTE	COMMINGLED RECYCLING	GENERAL WASTE	COMMINGLED RECYCLING
Store	497m ²	10L	10L	248L	248L
Showroom	36m ²	40L	10L	72L	18L
Office	404m ²	10L	10L	202L	202L
TOTAL				522L	468L

WASTE FIGURES BASED ON A 5 DAY WEEK AND WASTE MANAGEMENT AND RECYCLING IN MULTI-UNIT DEVELOPMENTS (SUSTAINABILITY VICTORIA 2019)

TABLE 1: WASTE GENERATION ASSESSMENT

Note that these figures are estimates only and the Business Manager shall make adjustments based on the actual waste generated.

6 BIN REQUIREMENTS

6.1 BIN QUANTITY, SIZE, COLLECTION FREQUENCY AND COLOUR

The bin quantity, size and collection frequency are shown in **Table 2** below.

WASTE STREAM	TOTAL WASTE /WEEK ¹	BIN SIZE	BIN QUANTITY	COLLECTION FREQUENCY	CAPACITY/ WEEK
General Waste	522L	660L	1 bin	Weekly (Private)	660L
Recycling	468L	660L	1 bin	Weekly (Private)	660L

1. SEE TABLE 1

TABLE 2: BIN QUANTITY, SIZE AND COLLECTION FREQUENCY



The standard approximate dimensions and colours of bins are provided in Table 3 below.

WASTE STREAM	BIN SIZE	WIDTH (M)	DEPTH (M)	HEIGHT (M)	COLOUR	
					LID	BODY
General Waste	660L	1.26	0.78	1.2	Red	Dark green
Recycling	660L	1.26	0.78	1.2	Yellow	Dark green

NOTE: FOR PRIVATE BINS, BIN COLOURS SPECIFIED IN AS 4123.7 CAN BE ADOPTED.

TABLE 3: STANDARD BIN SPECIFICATIONS (AS PER SULO MGB AUSTRALIA)

6.2 BIN STORAGE

6.2.1 Bin Storage Area

The required areas for the bins are indicated in Table 4.

WASTE STREAM	AREA REQUIRED (EXCL. CIRCULATION)
General Waste	0.98m ²
Recycling	0.98m ²
TOTAL	1.96m²

TABLE 4: REQUIRED WASTE STORAGE AREA

Bins would be stored in the bin storage area as shown in Appendix A. The plans indicate that sufficient area will be provided to store the required bins.

6.2.2 Washing, Stormwater Pollution Prevention & Vermin Prevention

An appropriately graded and drained wash down area is provided within the bin storage area. Bins are to be washed regularly by waste contractor. Alternatively, a bin washing company can be engaged to perform this service.

The waste contractor is required to clean-up any spills that might occur when collecting bins.

The lids for the bins shall be kept closed when not in use to prevent vermin.

6.2.3 Noise Management

Waste areas shall meet relevant Building Code and AS2107 acoustic requirements.

Waste collection by private contractors shall be as per Council's local laws and EPA guidelines.

6.3 SIGNAGE

Waste storage areas and bins would be clearly marked and signed with standard signage approved. Examples of typical signage recommended by Sustainability Victoria are illustrated in **Figure 2**.



FIGURE 2: WASTE AND RECYCLING SIGNAGE

7 WASTE COLLECTION ARRANGEMENTS

Bins will be collected directly from the bin storage area on collection days by the engaged waste contractor.

A 6.4m long waste vehicle shall drive into the site and prop near the bin storage area. Bins will be emptied and then returned to the bin storage area. The waste vehicle will turn around within the site and exit in a forward direction. Swept path diagrams for a suitable waste vehicle are shown in **Appendix B**.

The private waste contractor will be responsible for the completion of a Job Safety Analysis (JSA) before collection commences.

8 COUNCIL CONTACT INFORMATION

East Gippsland Shire Council Ph: 03 5153 9500

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APPENDIX A

DEVELOPMENT PLAN

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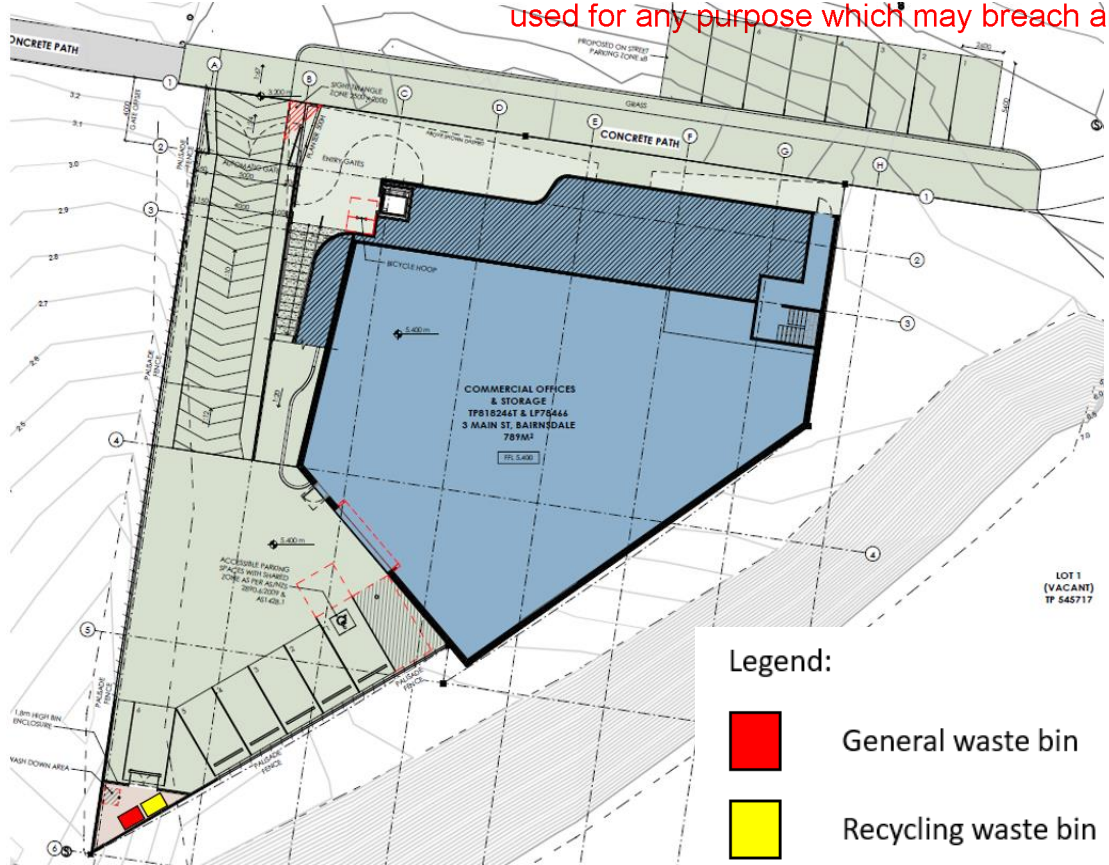


FIGURE A1: BIN STORAGE PLAN

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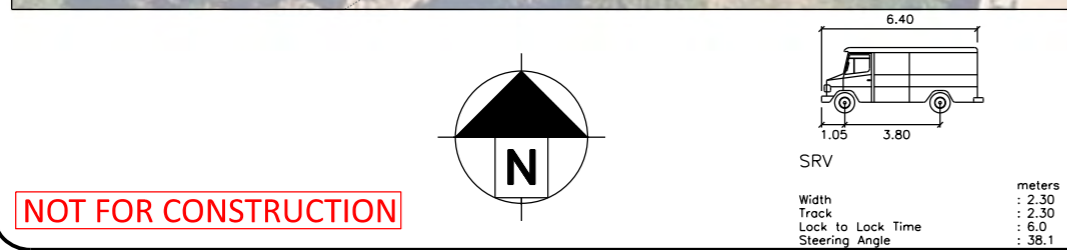
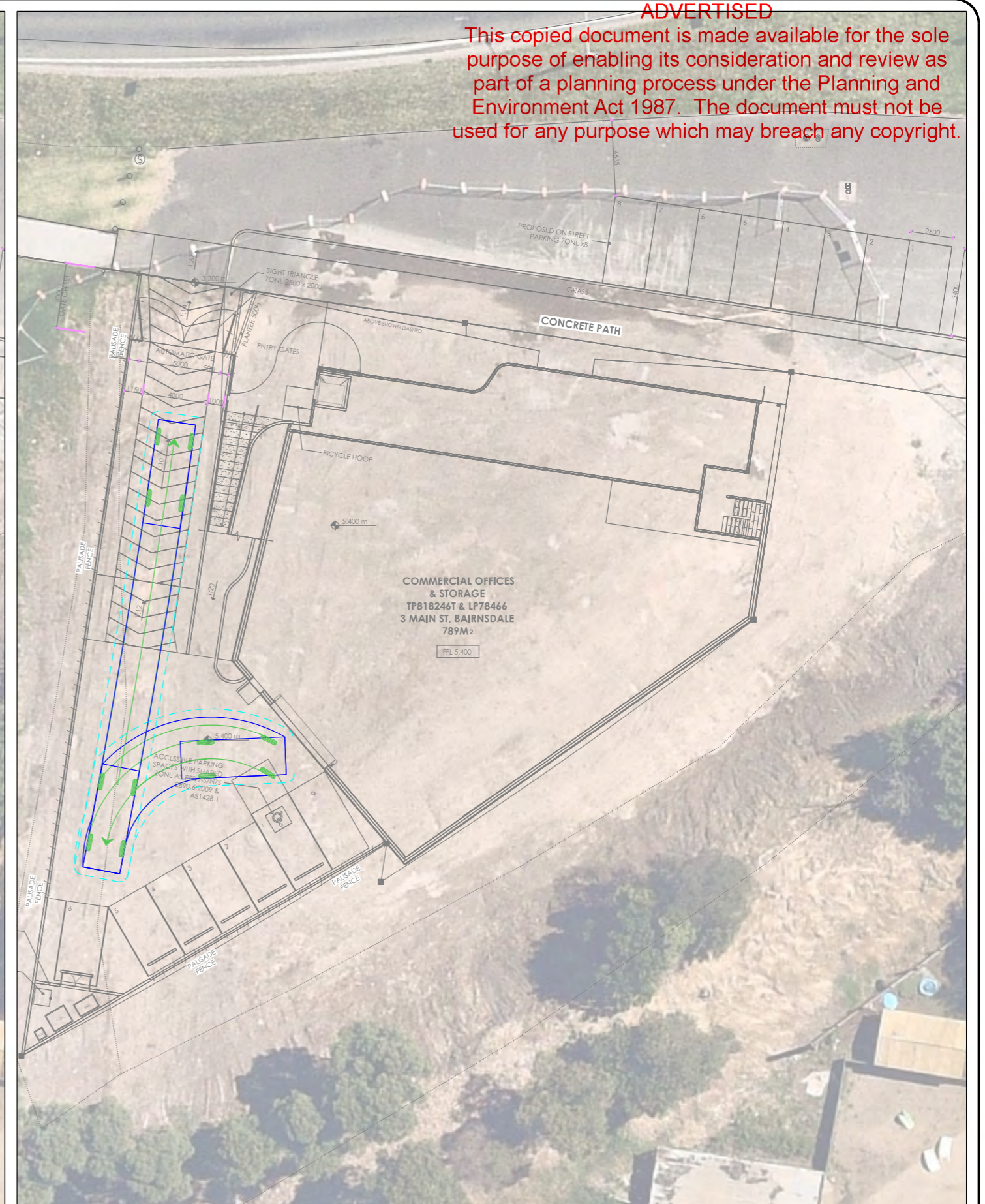
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APPENDIX B

SWEPT PATH ANALYSIS

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Page 68 of 91

21 June 2024

Sophie Dilks
Office & Project Facilitator
Development Solutions Victoria
46 Bailey St, Bairnsdale Vic 3875

Via email: sophie@devsolvic.com.au

Dear Sophie

Our ref: 23010224_L01v01a

3 Main St, Bairnsdale - Flood Impact Assessment

This letter details the findings of a flood study for the proposed development at 3 Main St, Bairnsdale. The objectives of the investigations were to investigate, identify and conceptualise mitigation solutions for the site, considering the existing overland flow path through the site. The following letter presents the hydraulic modelling tasks and flood impact assessment undertaken to demonstrate that the proposed development can be designed to mitigate any detrimental flood impact on the 1% AEP flood risk in the area.

1 SITE CONTEXT

The subject land is located at 3 Main St, Bairnsdale, as shown in Figure 1-1. The subject land comprises of two parcels with the Davidson Oval to the west, Main Street to the north, and the East Gippsland Rail Trail to the south and west. Other residential properties are located to the south.

The subject land has an area of 1,407 m² and is zoned as a Commercial 1 Zone and is covered by a land subject to inundation overlay (LSIO). Figure 1-2 indicates the land which may be susceptible to riverine flooding from the Mitchell River in a flood event that has a 1% chance of being exceeded in any one year.



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Figure 1-1 Subject Site

1.1 EGCMA Advice

The East Gippsland Catchment Management Authority (EGCMA) indicated that the entire site is susceptible to flooding from the Mitchell River. The applicable flood level for the site is 4.5 m AHD for a 1% annual exceedance probability (AEP) event under existing climatic conditions. Figure 1-2 shows flood depths and extent in the vicinity of the site. This results in a probable flood depth across the site of 0.9 to 2.5 m.

Maximum flow velocities of the site under a 1% AEP event are greater than 1.5 m/s and depths are greater than 0.3 m, resulting in an “extreme” classification in the hazard assessment for the property and road. Figure 1-3 shows flood hazard classification at the site, noting it shows that Main St remains safe at the peak of the 15 AEP event (based on the 2019 Mitchell River Regional Flood Study).

In a flood event, the highest velocity flows are located to the immediate north of the property, flowing westwards towards Davidson Oval. The high velocity is a result of floodplain constriction from the highway, old railway embankment, and existing buildings.

Due to the extreme flood hazard, EGCMA has stated that they are unlikely to support any development for accommodation purposes. Development plans will need to provide evidence that any changes to site characteristics will not result in off-site impacts to flooding.

As the site is within a LSIO, any proposed works will require a building permit. Developments should also comply with DELWP’s *Guidelines for Development in Flood Affected Areas*.



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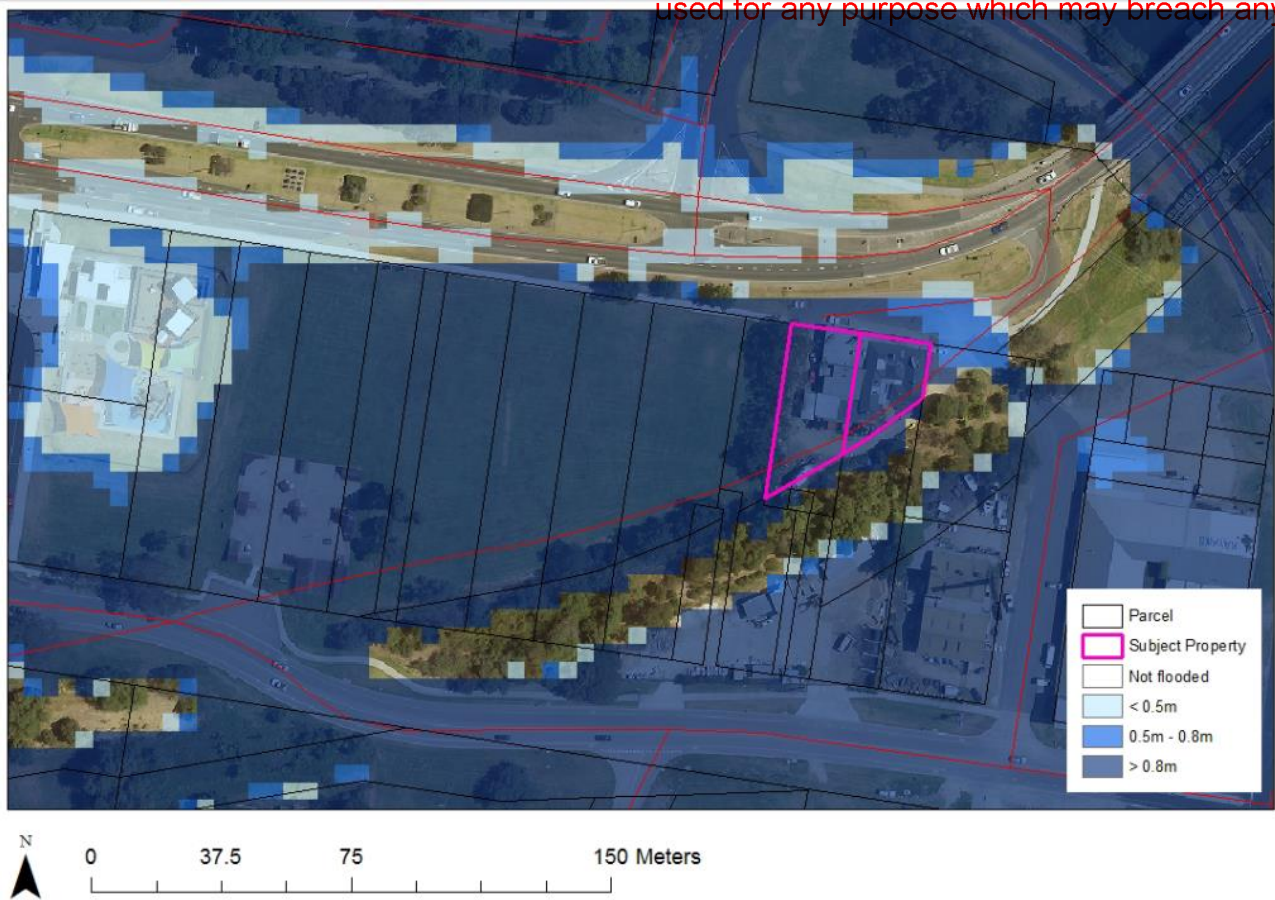


Figure 1-2 1% AEP Flood Depth and Extent (Source: EGCMA, October 2022)



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Figure 1-3 1% AEP Flood Hazard¹ (Mitchell River Regional Flood Study 2019)

¹ Based on velocities exceeding 1.5m/s or/and depths exceeding 300mm.



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2 PROPOSED DEVELOPMENT

It is proposed to develop the site into office tenancies, including storage. Figure 2-1 shows the proposed development layout for the site.



Figure 2-1 Proposed Development Layout

2.1 Flood Impact Assessment

West Gippsland Catchment Management Authority's *Flood Guidelines - Guidelines for Development in Flood Prone Areas* (2020) outline four core requirements for development in flood-prone areas:

- Flood safety.
- Flood damage.
- Flood impacts.
- Floodplain and waterway protection.

Proposed development within an LSIO must demonstrate compliance with these core requirements and meet seven specific objectives. A description of how the proposed subdivision at the site may perform against each of these above requirements is shown in Table 2-1.

Table 2-1 CMA Core Flood Objectives

Objectives	How it applies to subject site	Design Response
Site Safety: Development must not be located where the depth and flow of floodwaters is hazardous.	Applicable 1% AEP flood level for the subject site is 4.5 m AHD (EGCMA, 2022). This results in flood depths between 0.9 m and 2.5 m across the site, thus potentially unsafe.	All finished floor levels of dwellings must be at or above the Notional Flood Protection Level (NFPL), minimum 5.1 m AHD. The development should not permit accommodation of people whether permanent or temporary.
Site Access: Development must not be located where the depth and flow of floodwaters along the access to or from the property is hazardous.	The risk of people entering floodwater increases if residents/occupants can be physically cut off from their home or workplace, especially during prolonged isolation. This may, in turn, increase the burden on emergency service providers to reach isolated residents/occupants and potentially risk the lives of their staff.	Both flood depths and velocities at the site and its immediate vicinity exceed safety requirements. It will therefore be necessary to develop a Flood Emergency Management Plan for the site, to ensure the office tenancies can be evacuated prior to any flooding. Given the lag time for Mtichell River and the number of gauges (e.g. Rosehill, Glenaladale), there will be sufficient response time to ensure any flood emergency management plan is activated ahead of flooding at the site.
Flood Damage: Development must be designed to minimise the potential damage to property due to flooding.	Finished Floor Levels (FFL) must be raised above applicable flood levels, to mitigate against potential flood damage. Freeboard must be added to the applicable 1% AEP design flood level to provide an allowance for uncertainty in the design level and a factor of safety.	All finished floor levels of dwellings must be at or above the Notional Flood Protection Level (NFPL), minimum 5.1 m AHD.



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Objectives	How it applies to subject site	Design Response
<p>Flood Flow: Works or structures must not adversely affect floodwater flow capacity or the physical form of a waterway.</p>	<p>The development should not divert floodwaters or increase flood levels to the detriment of adjoining properties.</p>	<p>The proposed building footprint is reduced compared to the existing building footprint. Whilst fill will be required to ensure FFLs meet the NFPL, part of the proposed building beyond this filled area is proposed to be constructed on elevated piles or similar, allowing flood waters to traverse unhindered in such an event, with aluminium perforated screens to allow floodwaters through.</p> <p>This design response should ensure that the proposed works and buildings will not have an adverse impact on the floodplain and adjacent properties.</p>
<p>Flood Storage: Works or structures must not reduce floodwater storage capacity.</p>	<p>There are flood depths of up to 2.5m at the site. Any loss of floodplain storage should be minimised and/or mitigated.</p>	<p>The proposed building footprint is reduced compared to the existing building footprint. Whilst fill will be required to ensure FFLs meet the NFPL, part of the proposed building beyond this filled area is proposed to be constructed on elevated piles or similar, allowing flood waters to traverse unhindered in such an event, with aluminium perforated screens to allow floodwaters through.</p> <p>This design response should ensure that the proposed works and buildings will not have an adverse impact on the floodplain and adjacent properties.</p>
<p>Floodplain and Waterway Condition: Development must ensure protection of floodplains and the maintenance or improvement of waterway condition including vegetation and physical form.</p>	<p>N/A – the site is within an existing urban area and will not impact on the existing floodplain physical form.</p>	<p>N/A</p>



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Objectives	How it applies to subject site	Design Response
<p>Water Quality: Development must maintain or improve the quality of stormwater and catchment run-off in rural and urban areas.</p>	<p>Development intensification has the potential to discharge contaminated stormwater run-off. The development must meet the water quality treatment objectives of the 'Urban Stormwater Best Practice Environmental Management Guidelines' (CSIRO, 1999).</p>	<p>The development must incorporate Water Sensitive Urban Design (WSUD) assets, such as rainwater tanks. Conceptual design would need to be documented in a Stormwater Management Plan, however, detailed design can be addressed at a later stage (e.g., functional design stage and/or certification of subdivision).</p> <p>Importantly, the development looks to reduce the building footprint compared to existing conditions. It can therefore be inferred that even without treatment, the development will at the very least, not result in an adverse impact on water quality.</p>

2.2 Design Response

The proposed design for the site has been informed by existing flood conditions:

- Finished Floor levels of the office space will be elevated above the applicable 1% AEP flood levels (+ freeboard):
 - Proposed FFLs are 5.4 m AHD, which provides more than 600mm freeboard relative to ECGMA's applicable flood levels
- The proposed building footprint reduces the building footprint compared to the existing conditions (as shown in Table 2-2):
 - This represents a reduction in the building footprint of about 20% compared to existing conditions;
 - Part of the proposed building beyond this filled area is proposed to be constructed on elevated piles or similar, allowing flood waters to traverse unhindered in such an event, with aluminium perforated screens to allow floodwaters through

Table 2-2 Building Footprint – Existing vs Proposed

	Existing Building	Proposed Development	Difference
Surface Area (m ²)	808 m ²	656 m ²	-152 m ²

- The proposed development does not include use of the site for accommodation purposes, complying with ECGMA's requirement;
 - A Flood Emergency Management Plan will be developed for the site, to enable evacuation of the site should a flood event be forecast;
 - The response time of the Mitchell River will allow ample time to ensure no site occupiers are stranded at the site at the peak of a 1% AEP flood event;
 - This can be conditioned as part of the planning permit.



2.3 Flood Emergency Response Plan

Access to the site would be unsafe during a 1% AEP flood event and does not meet ECGMA's minimum requirements during a 1% AEP design flood. I consider that this risk is able to be managed through an appropriate flood risk management plan for the site. It is noted that the limitation on access would be temporary and that ample warning time would be available to evacuate the site if necessary. Importantly, it is not proposed for any accommodation at the site.

A Flood Emergency Response Plan (FERM) or a Flood Risk Management Plan (FRMP) for the site should also be prepared, in consultation with the relevant floodplain authority. The Flood Emergency Response Plan would need to form part of the Office Tenancy agreement. Its preparation could be mandated via planning conditions, should a planning permit be granted.

3 CONCLUSIONS

With respect to the proposed office tenancy development at 3 Main St, Bairnsdale, the following can be concluded:

- The site is subject to inundation in 1% AEP design event, being within the Mitchell River floodplain.
- Finished Floor levels of the office space will provide more than 600mm freeboard relative to ECGMA's applicable flood levels (4.5m AHD).
- The proposed building footprint reduces the building footprint compared to the existing conditions and part of the proposed building beyond this filled area is proposed to be constructed on elevated piles or similar:
 - It therefore follows that the proposed development is unlikely to have an adverse impact on adjacent properties.
- A Flood Emergency Response Plan will be developed to address the potential unsafe egress from the site during a major flood.

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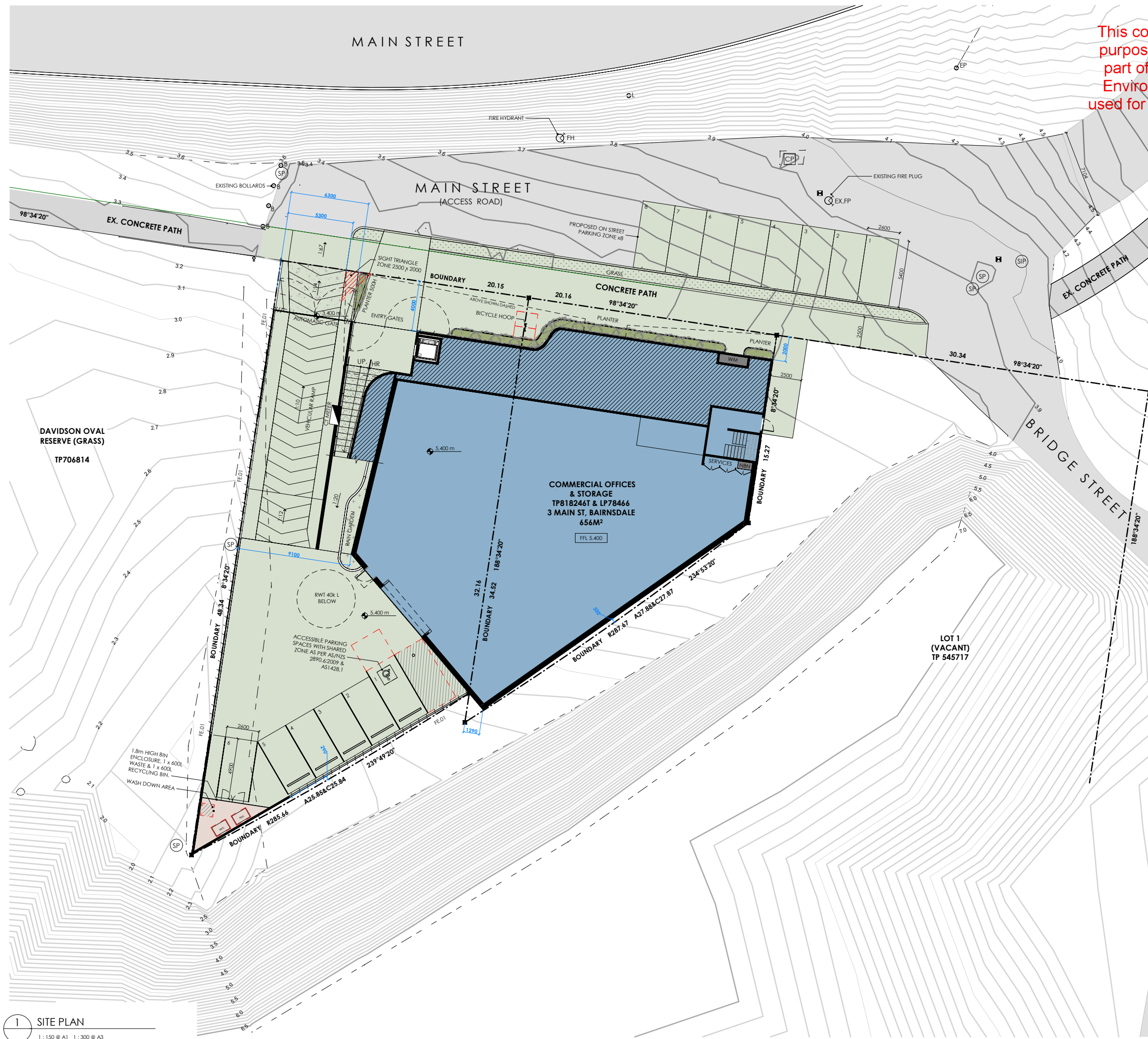
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WHITE SERVICES YARD	
EX. PAVING	
FILL ZONE	

PROJECT - NOTES:

1. NOTE THAT BUILDING TO BE ASSESSED UNDER BAL 12.5 AND SHALL CONFORM WITH SECTION 3 AND CLAUSES 5.2 TO 5.8 OF AS399:2018.

AREA SCHEDULE		
GFA	NLA	GROUND
N/A	N/A	
LEVEL 1		
280 m ²	209 m ²	OFFICE TENANCY 01
521 m ²	494 m ²	STORAGE
LEVEL 2		
280 m ²	209 m ²	OFFICE TENANCY 02
TOTALS		
1081 m ²	912 m ²	

AREA SCHEDULE - FLOODING FILL ZONE		
GFA	NLA	GROUND
808 m ²	N/A	PREVIOUS BUILDING/RAISED DECK OUTLINE
656m ²	N/A	PROPOSED BUILDING OUTLINE

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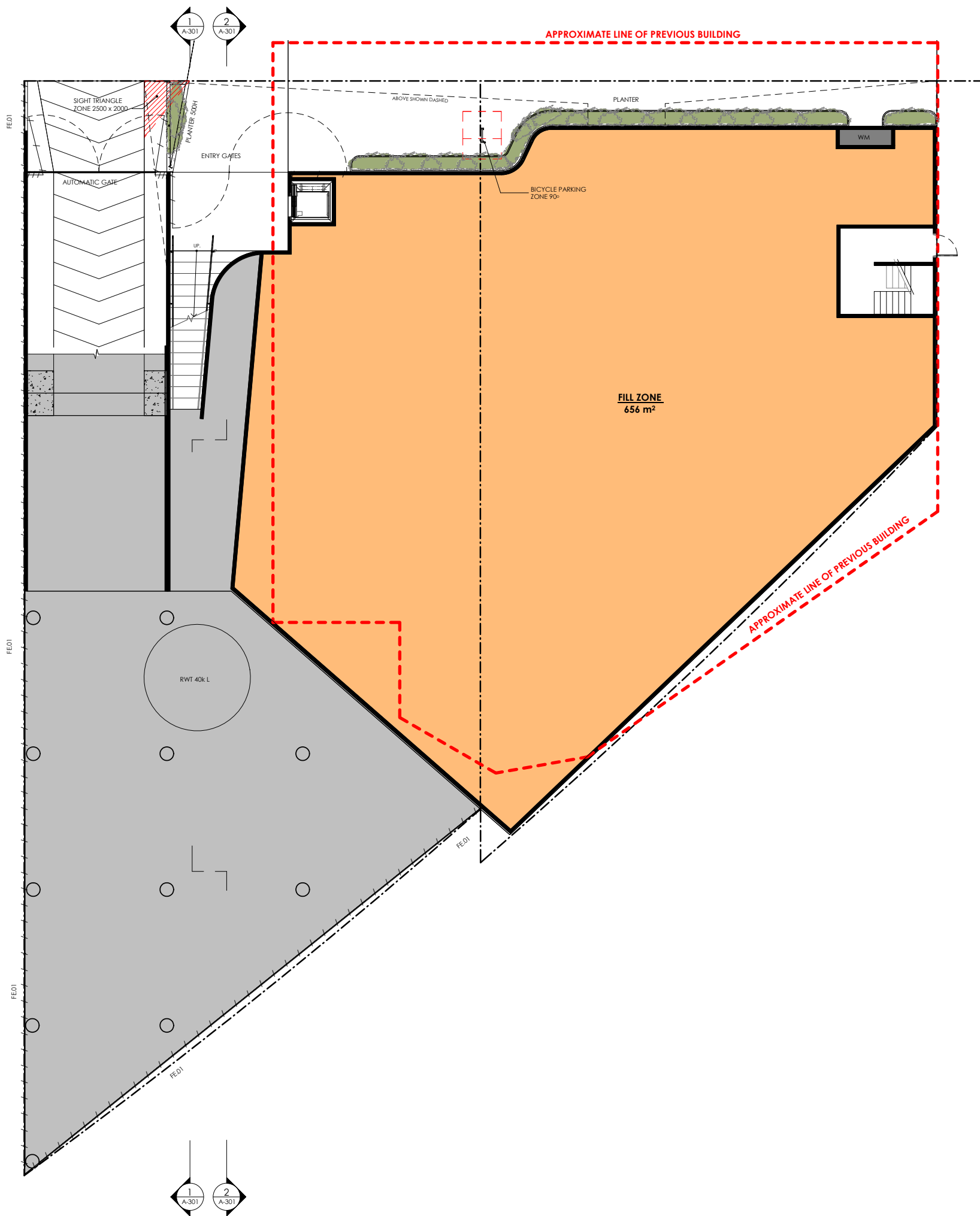
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1 SITE PLAN
1:150 @ A1 1:300 @ A3



1 GROUND
A-201 1:100 @ A1 1:200 @ A3

AREA SCHEDULE - FLOODING FILL ZONE		
GFA	NLA	GROUND
0.00 m ²	0.00 m ²	0.00 m ²
0.00 m ²	0.00 m ²	0.00 m ²
0.00 m ²	0.00 m ²	0.00 m ²

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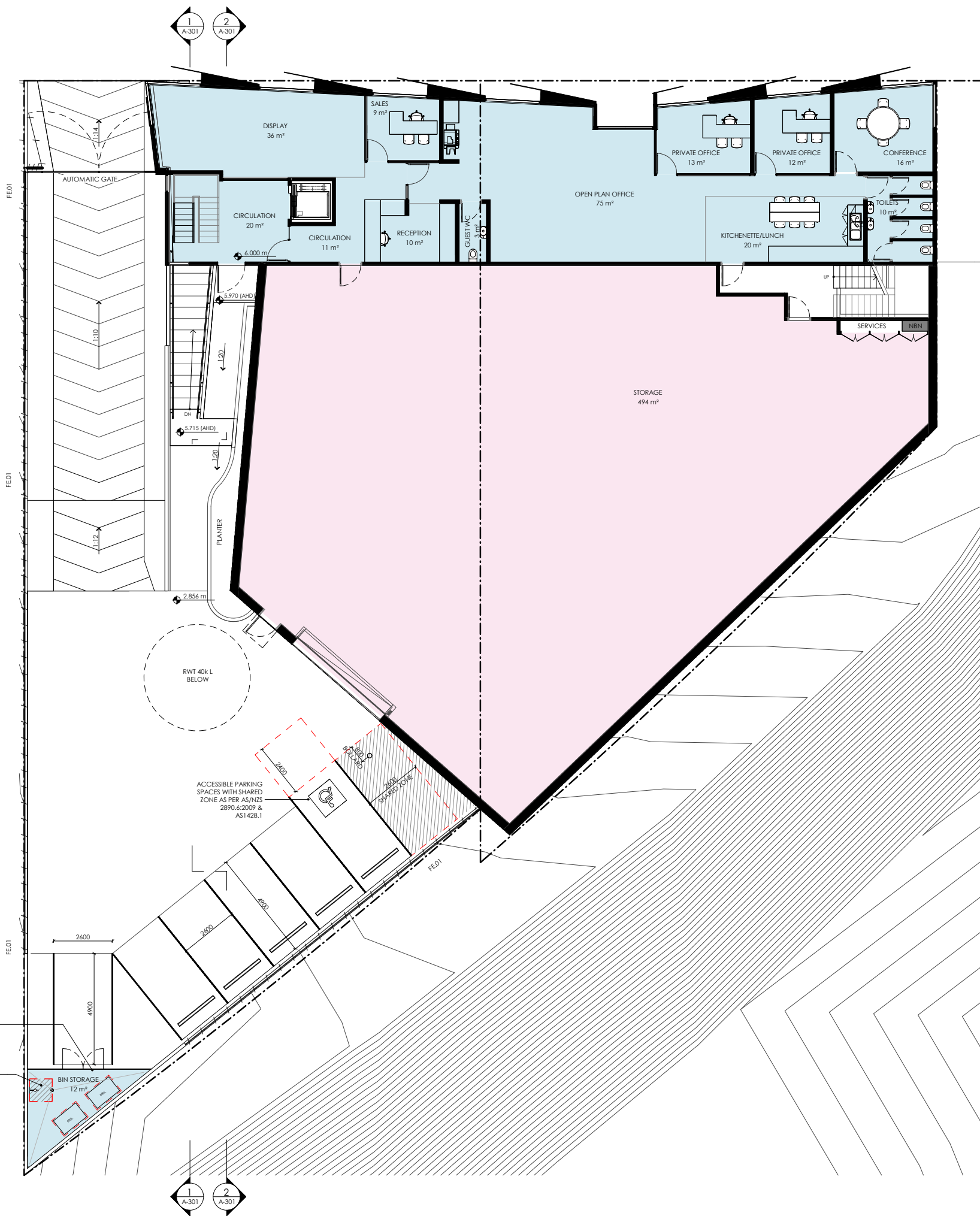
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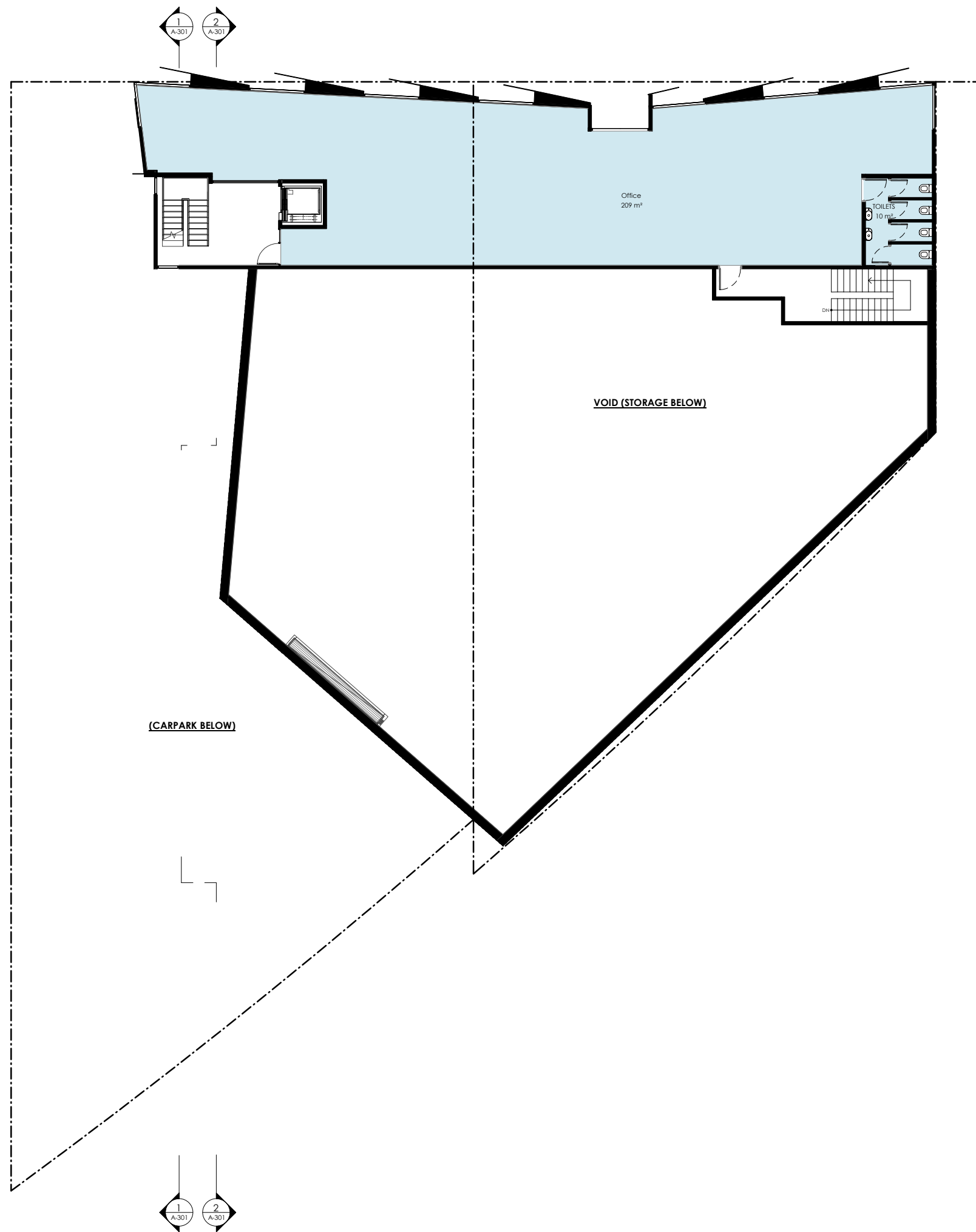
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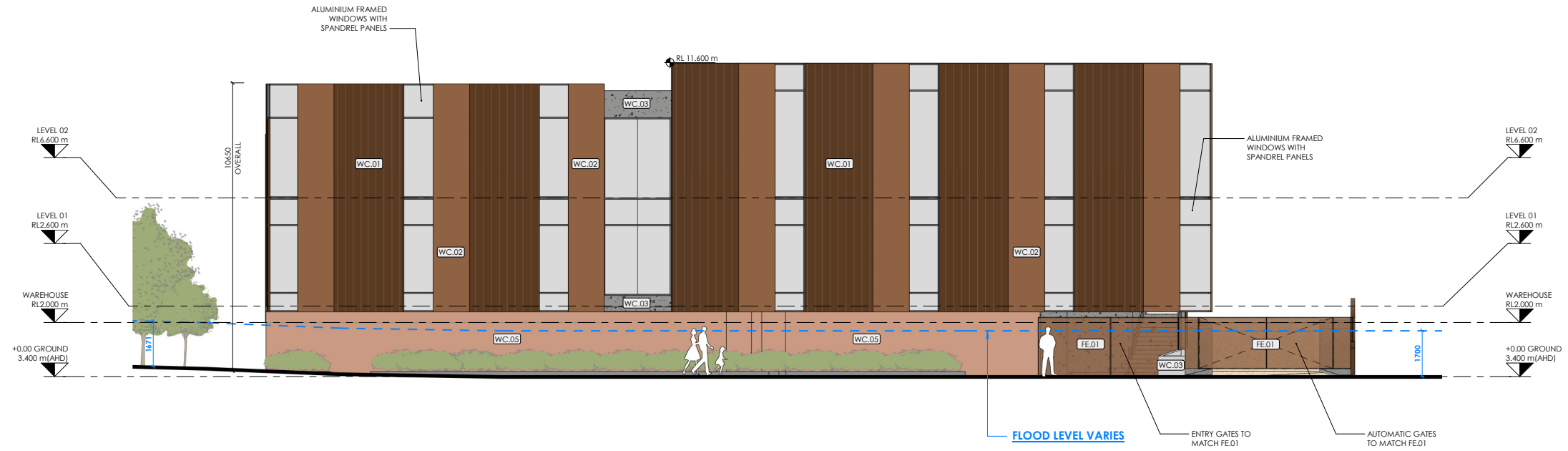
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WC.03	ALUMINIUM FRAMED WINDOWS WITH SPANDREL PANELS
WC.04	ALUMINIUM FRAMED WINDOWS WITH SPANDREL PANELS
WC.05	ALUMINIUM FRAMED PERFORATED GATES
FE.01	PERMEABLE METAL FENCE / SCREEN

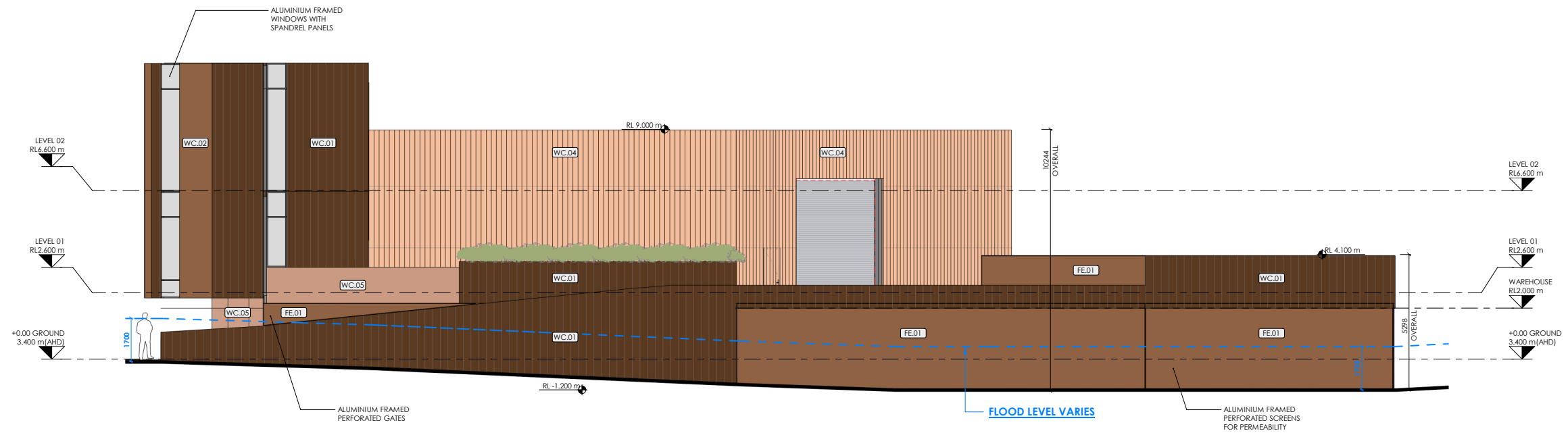
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2 ELEVATION 02 - EAST
A-021 1:100 @ A1 1:200 @ A3

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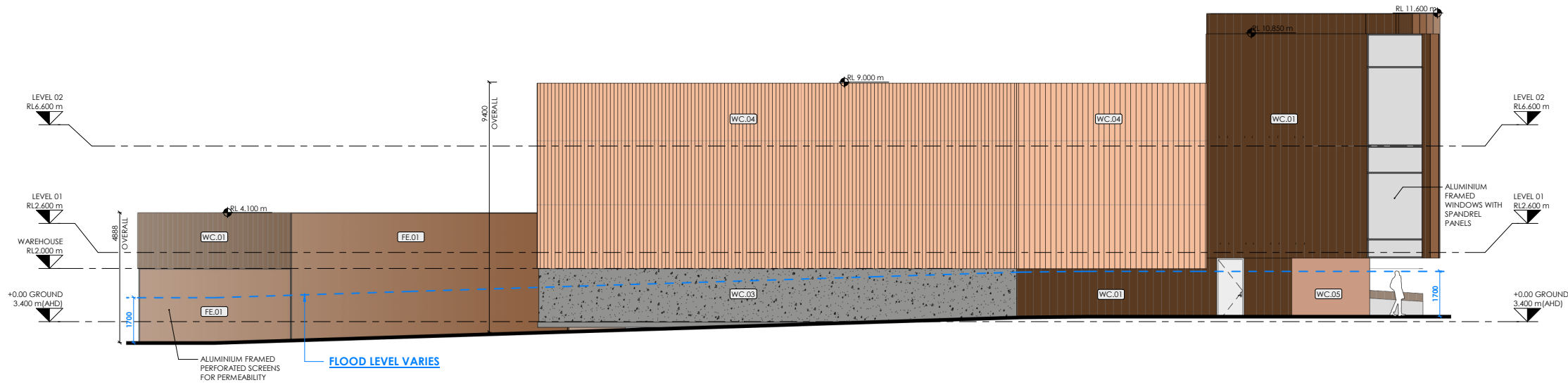
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WC.02	ALUMINIUM FRAMED WINDOWS
WC.03	CONCRETE FINISH
WC.04	PERGASITE FINISH
WC.05	FACE BRICK
FE.01	PERMEABLE METAL FENCE / SCREEN

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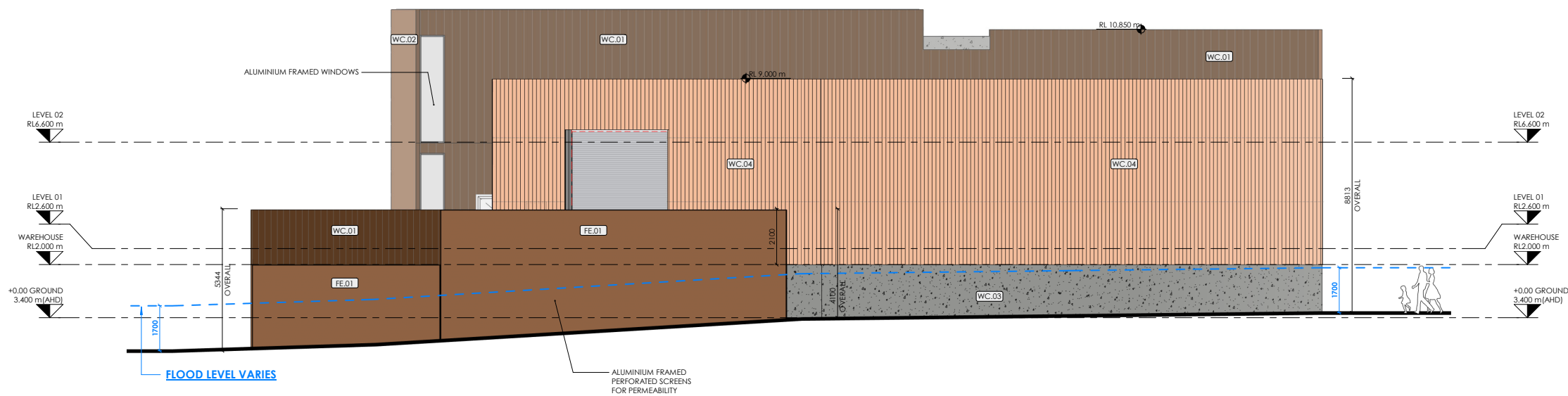
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1 ELEVATION 03 - WEST
 A-021 1:100 @ A1 1:200 @ A3



2 ELEVATION 04 - NORTH
 A-021 1:100 @ A1 1:200 @ A3

PLANNING SUBMISSION

C	PLANNING SUBMISSION	29.07.24	WJ
B	PLANNING SUBMISSION	03.06.24	WJ
A	DRAFT PLANNING SUBMISSION	09.05.24	WJ
REV	DESCRIPTION	DATE	BY

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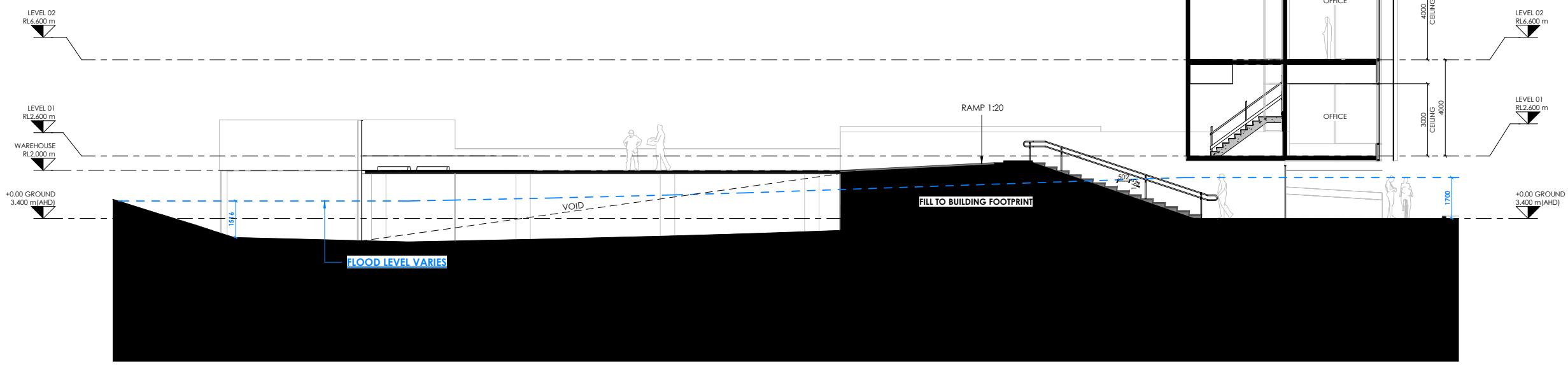
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SCALE	DATE 29.07.24	PROJECT No 23014

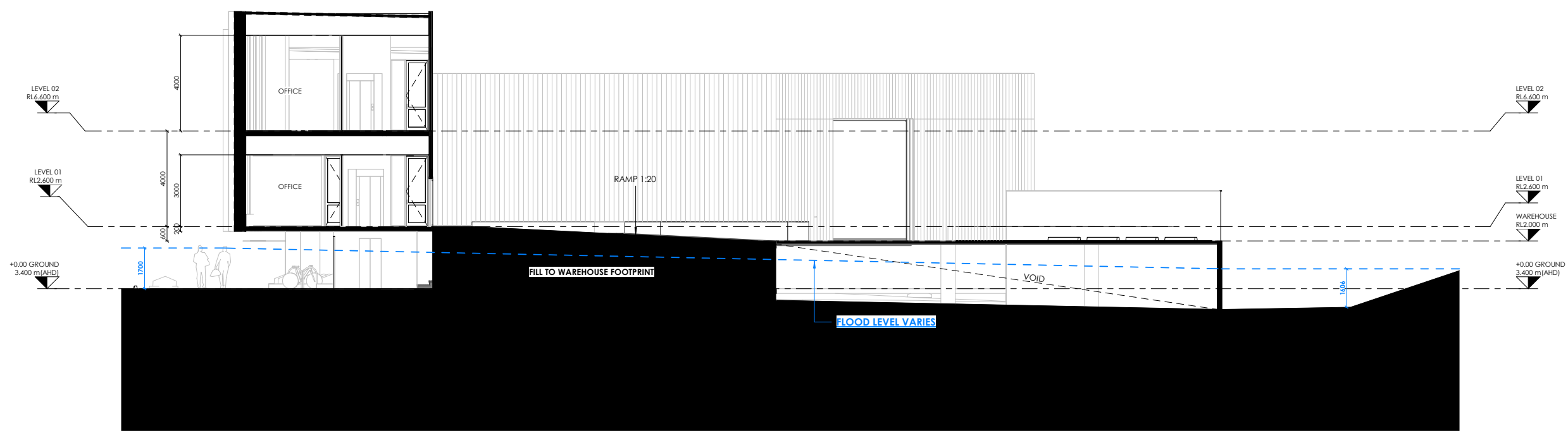
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 Page 84 of 91

A-202	SIGNED	REVISION
		C

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1 Section 1 - West
 A-100 1:100 @ A1 1:200 @ A3



2 Section 2 - East
 A-100 1:100 @ A1 1:200 @ A3

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PLANNING SUBMISSION

REV	DESCRIPTION	DATE	BY
D	PLANNING SUBMISSION	29.07.24	WJ
C	PLANNING SUBMISSION	03.06.24	WJ
B	DRAFT PLANNING SUBMISSION	09.05.24	WJ
A	FOR INFORMATION	11.10.23	

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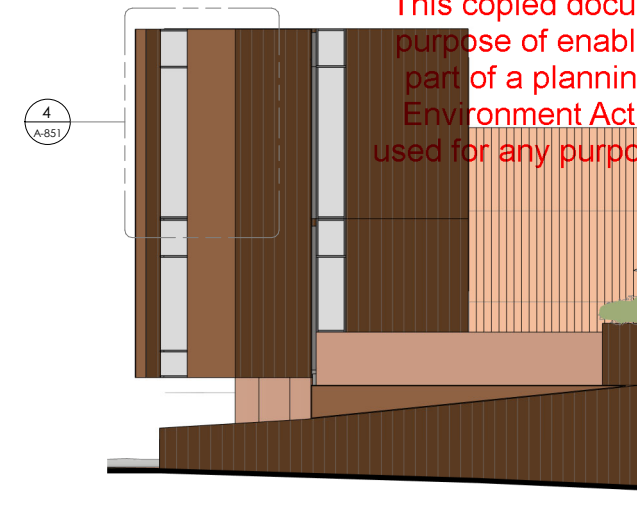
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 SECTIONS 01

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2 ELEVATION 01 - SOUTH SIGNAGE
A-021 1:100 @ A1 1:200 @ A3



3 ELEVATION 02 - EAST SIGNAGE
A-021 1:100 @ A1 1:200 @ A3

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PLANNING SUBMISSION

C	PLANNING SUBMISSION	29.07.24	WJ
B	PLANNING SUBMISSION	03.06.24	WJ
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REV	DESCRIPTION	DATE	BY

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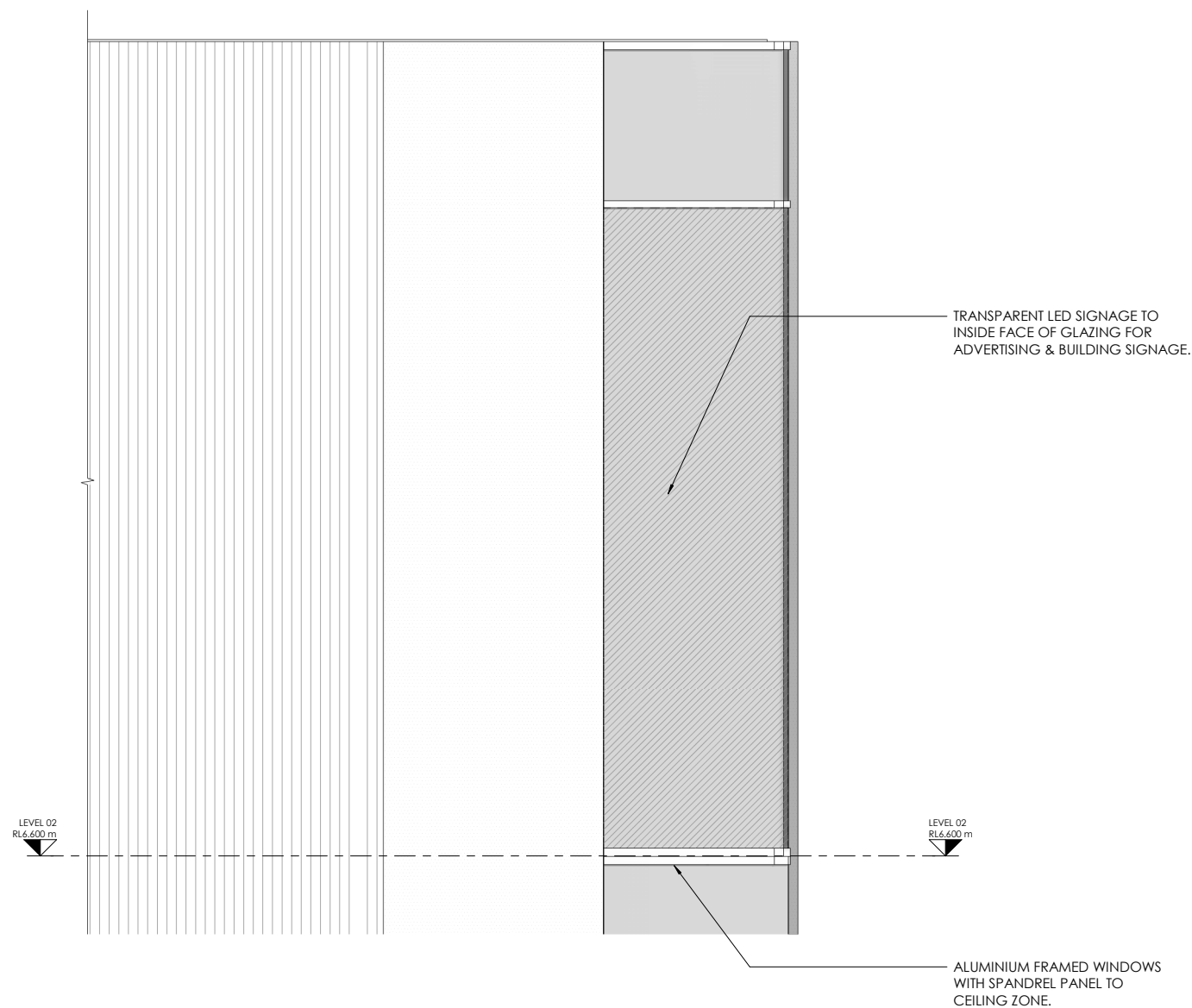
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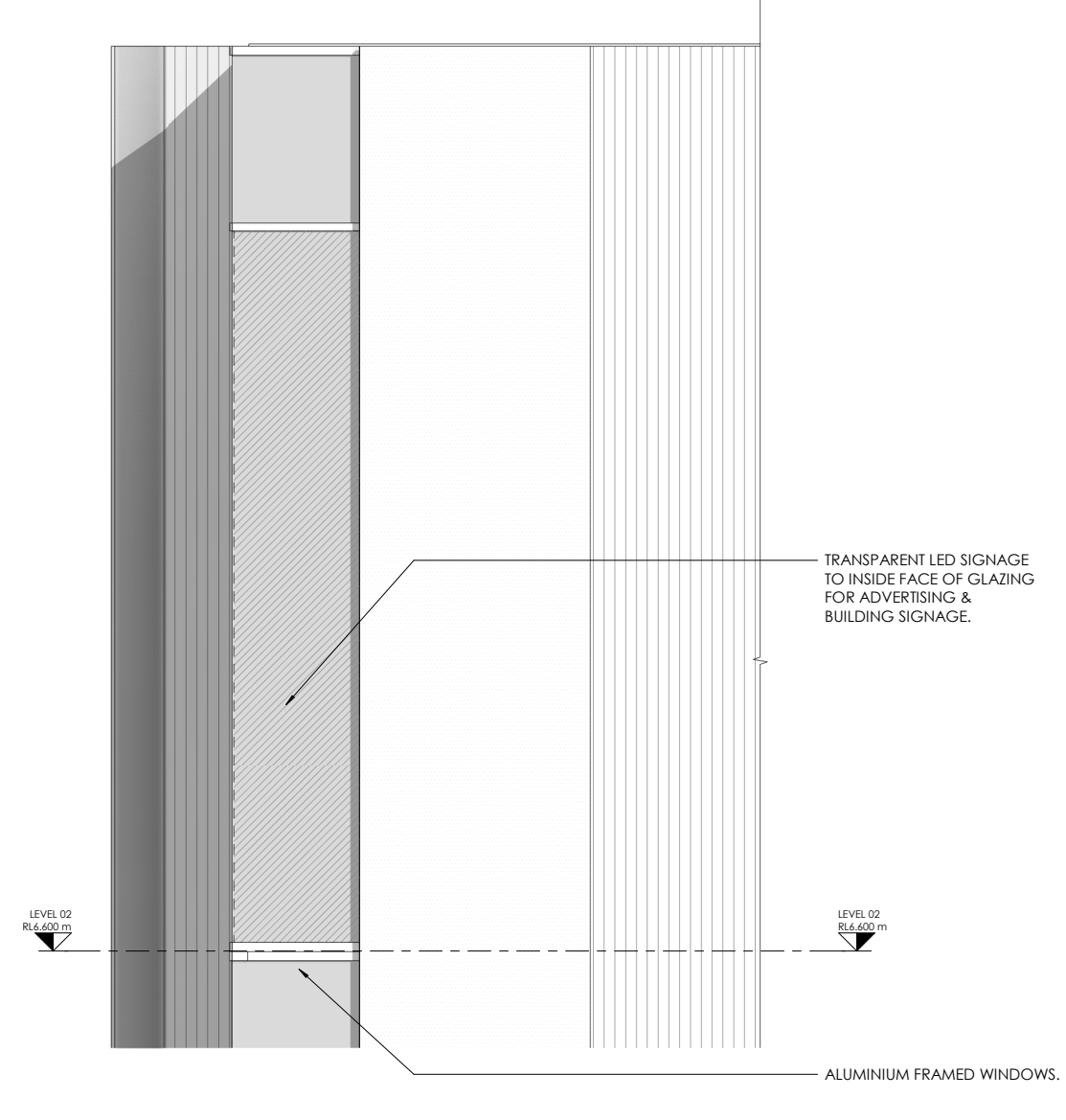
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DETAILS - BUILDING SIGNAGE

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A-851	C



1 SIGNAGE DETAIL - SIGNAGE A
A-851 1:20 @ A1 1:40 @ A3



4 SIGNAGE DETAIL - SIGNAGE B
A-851 1:20 @ A1 1:40 @ A3

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PLANNING SUBMISSION

C	PLANNING SUBMISSION	29.07.24 WJ
B	PLANNING SUBMISSION	03.06.24 WJ
A	DRAFT PLANNING SUBMISSION	09.05.24 WJ

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RENDERED VIEW 06 - OPTION 02

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PLANNING SUBMISSION

C	PLANNING SUBMISSION	29.07.24	WJ
B	PLANNING SUBMISSION	03.06.24	WJ
A	DRAFT PLANNING SUBMISSION	09.05.24	WJ

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PLANNING SUBMISSION

B	PLANNING SUBMISSION	29.07.24	WJ
A	PLANNING SUBMISSION	03.06.24	WJ
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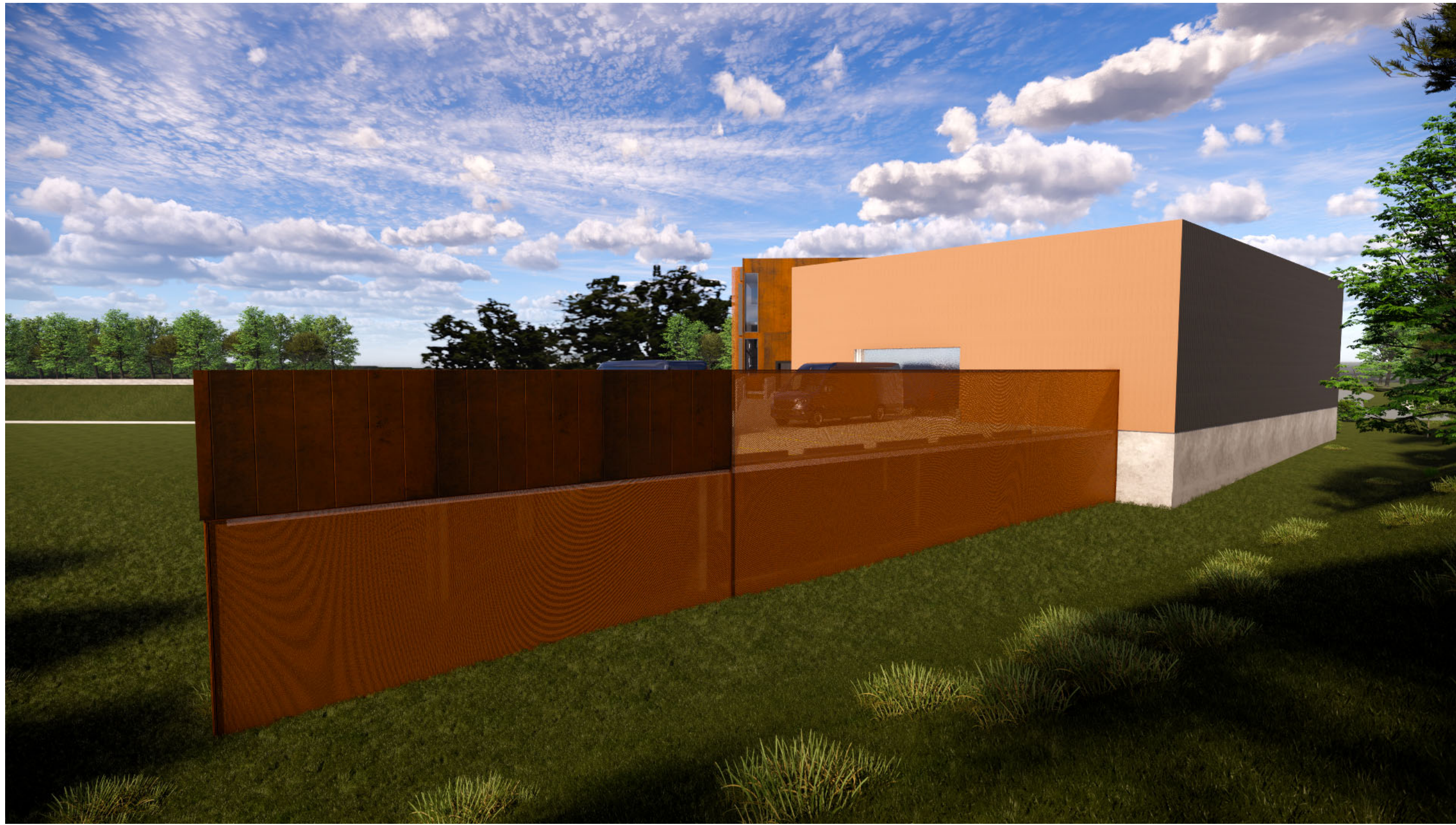
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PLANNING SUBMISSION

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A	PLANNING SUBMISSION	03.06.24	WJ
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