



# Council Meeting Agenda

**Tuesday 18 August 2026 at 6.00 pm**  
Council Chambers (and by video conferencing)  
East Gippsland Shire Council Corporate Centre  
273 Main Street, Bairnsdale 3875



## Acknowledgement of Country

Council acknowledges the Traditional Owners and custodians of this land and pays deep respect to all First Nations peoples and communities with enduring cultural connections to East Gippsland, who have cared for and nurtured Country for tens of thousands of years.

We honour and celebrate the rich diversity, living cultures, and ongoing contributions of all First Nations peoples who live, work, visit, and play across East Gippsland.

We also acknowledge the many First Nations communities who, together, continue to shape and contribute to the region we know as East Gippsland. The place where we, as Local Government, deliver services and support to our community.

## Council information

East Gippsland Shire Council live streams, records and publishes its meetings via webcasting ([youtube.com/c/EastGippyTV](https://youtube.com/c/EastGippyTV)) to enhance the accessibility of its meetings to the broader East Gippsland community.

These recordings are also archived and available for viewing by the public or used for publicity or information purposes. At the appropriate times during the meeting, any members of the gallery who are addressing the council will have their image, comments or submissions recorded.

No other person has the right to record Council meetings unless approval has been granted by the Chair.

In line with the *Local Government Act 2020*, Councillors are able to attend Council meetings electronically or in person and the meetings will be open to the public via livestreaming.

Members of the public are invited to view the Council Meeting livestreamed by following the link on Council's website or Facebook page.

## Councillors

Cr Jodie Ashworth (Mayor)  
Cr Tom Crook (Deputy Mayor)  
Cr Arthur Allen  
Cr Sonia Buckley  
Cr Barry Davis  
Cr Joanne Eastman  
Cr Bernie Farquhar  
Cr Ian Trevaskis  
Cr John White

## Executive Leadership Team

Fiona Weigall Chief Executive Officer  
Stuart McConnell General Manager Assets and Environment  
Sarah Johnston General Manager Business Excellence  
Chris Stephenson General Manager Projects and Planning  
Wayne Richards Executive Manager Place and Community

## Purpose of Council meetings

- (1) Council holds scheduled meetings and, when required, unscheduled meetings to conduct the business of Council.
- (2) Council is committed to transparency in decision making and, in accordance with the *Local Government Act 2020*, Council and Delegated Committee meetings are open to the public and the community are able to attend.
- (3) Meetings will only be closed to members of the public, in accordance with section 66 of the Act, if:
  - (a) there are clear reasons for particular matters to remain confidential; or
  - (b) a meeting is required to be closed for security reasons; or
  - (c) it is necessary to enable the meeting to proceed in an ordinary manner.
- (4) A meeting closed to the public for the reasons outlined in sub-rule 3(b) or 3(c) will continue to be livestreamed. In the event a livestream is not available:
  - (a) the meeting may be adjourned; or
  - (b) a recording of the proceedings may be available on the Council website.

## Governance Rules

A copy of East Gippsland Shire Council's governance rules can be found at <https://www.eastgippsland.vic.gov.au/council/council-policies>

## Councillors Pledge

As Councillors of East Gippsland Shire Council, we solemnly and sincerely declare and affirm that we will consider each item on this agenda in the best interests of the whole municipal community.

## Vision

To foster inclusive, connected, communities and places where all East Gippslanders prosper, and endeavour not to leave anyone behind.

## Our Strategic Themes

1. Community Wellbeing and Social Responsibility
2. Prosperity
3. Making the Most of What We've Got
4. Managing Council Well



# Index

|                                                                                                                                                                |           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>1 Procedural</b>                                                                                                                                            | <b>7</b>  |
| 1.1 Recognition of Traditional Custodians                                                                                                                      | 7         |
| 1.2 Apologies                                                                                                                                                  | 7         |
| 1.3 Declaration of Conflict of Interest                                                                                                                        | 7         |
| 1.4 Confirmation of Minutes                                                                                                                                    | 7         |
| 1.5 Next Meeting                                                                                                                                               | 7         |
| 1.6 Requests for Leave of Absence                                                                                                                              | 7         |
| 1.7 Open Forum                                                                                                                                                 | 7         |
| 1.7.1 <i>Petitions</i>                                                                                                                                         | 7         |
| 1.7.2 <i>Questions of Council</i>                                                                                                                              | 7         |
| 1.7.3 <i>Public Submissions</i>                                                                                                                                | 7         |
| 1.8 Items for Noting                                                                                                                                           | 7         |
| <b>2 Notices of Motion</b>                                                                                                                                     | <b>8</b>  |
| 2.1 Planning Delegations Policy                                                                                                                                | 8         |
| 2.2 Buchan Dump Point                                                                                                                                          | 10        |
| <b>3 Deferred Business</b>                                                                                                                                     | <b>11</b> |
| <b>4 Councillor Delegate Reports</b>                                                                                                                           | <b>11</b> |
| <b>5 Officer Reports</b>                                                                                                                                       | <b>12</b> |
| 5.1 Projects and Planning                                                                                                                                      | 12        |
| 5.1.1 Planning Application 5.2025.361.1 - 236 Bullumwaal Road Wy Yung - Use and Development of a Medical Centre                                                | 12        |
| 5.1.2 CON2026 1786 Howitt Park Pedestrian Bridge Replacement                                                                                                   | 175       |
| 5.1.3 CON2026 1784, CON2026 1785, CON2026 1787 Bridge Replacements Contracts - Lees Road Mossiface, Hollands O'Briens Road Swifts Creek and Healeys Road Marlo | 179       |
| 5.2 Chief Executive Officer                                                                                                                                    | 183       |
| 5.2.1 Municipal Association of Victorian October 2026 State Council Motion                                                                                     | 183       |
| 5.3 Business Excellence                                                                                                                                        | 187       |
| 5.3.1 Provision of Banking and Associated Services                                                                                                             | 187       |

|                                                                                         |            |
|-----------------------------------------------------------------------------------------|------------|
| 5.4 Place and Community.....                                                            | 191        |
| 5.4.1 CON2023 1527 Recreation Centre Plant Room Maintenance - Extension Option<br>..... | 191        |
| <b>6 Urgent Business .....</b>                                                          | <b>195</b> |
| <b>7 Confidential Business .....</b>                                                    | <b>195</b> |
| <b>8 Close of Meeting .....</b>                                                         | <b>195</b> |

# 1 Procedural

## 1.1 Recognition of Traditional Custodians

Council acknowledges the Traditional Owners and custodians of this land and pays deep respect to all First Nations peoples and communities with enduring cultural connections to East Gippsland, who have cared for and nurtured Country for tens of thousands of years.

We honour and celebrate the rich diversity, living cultures, and ongoing contributions of all First Nations peoples who live, work, visit, and play across East Gippsland.

We also acknowledge the many First Nations communities who, together, continue to shape and contribute to the region we know as East Gippsland. The place where we, as Local Government, deliver services and support to our community.

## 1.2 Apologies

## 1.3 Declaration of Conflict of Interest

## 1.4 Confirmation of Minutes

That the minutes of the Council Meeting held Tuesday 21 July 2026 be confirmed.

## 1.5 Next Meeting

The next Council Meeting scheduled is to be held on Thursday 17 September 2026 at the Corporate Centre, 273 Main Street Bairnsdale commencing at 2.00 pm.

## 1.6 Requests for Leave of Absence

## 1.7 Open Forum

### 1.7.1 *Petitions*

### 1.7.2 *Questions of Council*

### 1.7.3 *Public Submissions*

## 1.8 Items for Noting

## 2 Notices of Motion

### 2.1 Planning Delegations Policy

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Take notice that it is my intention to move at the Council meeting to be held on Tuesday 18 August 2026 at 6.00 pm or at any adjournment of that meeting:

***That Council:***

- 1. requests the Chief Executive Officer or delegate prepare a report on options to amend the Planning Delegations Policy relating to planning permit applications proposed to be refused under delegation, including:***
  - a. extending the current call-up period from seven days to 14 days, allowing Councillors to request that a planning permit application proposed to be refused under delegation be determined by Council;***
  - b. notification arrangements for Councillors, including direct email notification of an officer's intention to refuse an application, with any call-up period commencing from the date of the email;***
  - c. ensuring the weekly planning update provided to Councillors continues to include:***
    - 1. the application number;***
    - 2. the property address;***
    - 3. the applicant's name (where permitted);***
    - 4. a brief description of the proposal; and***
    - 5. the proposed officer determination;***
  - d. options for improving Councillor access to information on planning applications that are not publicly advertised; and***
  - e. any consequential amendments required to Council policies, delegations or Governance Rules.***
- 2. requests that the report be provided no later than the second Ordinary Council Meeting following adoption of this resolution.***

**Signed: Cr Joanne Eastman**

Date: 10 August 2026



## **Rationale**

### Statement of Reasons

The purpose of this motion is to improve procedural fairness, transparency and informed decision-making in relation to planning applications that officers propose to refuse under delegated authority.

Councillors currently have only seven days from notification of an intended refusal to determine whether an application should be called up for Council consideration. In practice, this period can be significantly reduced where notifications are distributed immediately prior to weekends, public holidays or other periods in which access to information is limited.

A seven-day period may not provide sufficient opportunity for Councillors to:

- review the merits of an application;
- consider community views;
- seek clarification through appropriate channels;
- understand the planning context; and
- make a considered judgement about whether Council determination is warranted.

This issue is particularly relevant for applications that are not advertised and therefore do not appear on Council's website or otherwise attract public attention. In these circumstances, Councillors may have limited information available beyond the brief details included in weekly planning updates.

The current arrangements can result in circumstances where Councillors become aware of legitimate community concerns, business impacts or strategic considerations only after a refusal has been issued under delegation. Once a refusal has been determined, opportunities for Council consideration are lost and applicants may be left with the costly and time-consuming alternative of pursuing a review through VCAT.

Extending the call-up period to fourteen days would:

- provide Councillors with a reasonable opportunity to properly assess significant applications;
- improve transparency and accountability in planning decision-making;
- support informed and measured governance;
- strengthen public confidence in Council processes; and
- align East Gippsland Shire Council with the broader practice adopted across a number of Victorian councils that allow longer periods for councillor intervention in delegated planning decisions.

The proposed amendment does not remove delegation from officers, nor does it require additional Council consideration of all permit applications. It simply provides a more reasonable timeframe in which Councillors can determine whether a matter raises issues of sufficient significance to warrant Council determination.

### Expected Outcomes

- Improved governance and oversight of planning decisions.
- Better informed Councillor decision-making.
- Enhanced transparency for applicants and the community.
- Reduced risk that matters of strategic, economic or community significance are determined before Councillors have had a reasonable opportunity to consider them.

Take notice that it is my intention to move at the Council meeting to be held on Tuesday 18 August 2026 at 6.00 pm or at any adjournment of that meeting:

***That Council requests the Chief Executive Officer or delegate prepare a report on the Buchan dump point project, including the current status of the project, delivery timeframes, key milestones, project risks, funding status and the anticipated completion date, including any matters impacting delivery of the project by December 2026.***

**Signed: Cr Bernie Farquhar**

Date: 11 August 2026

### **Rationale**

Buchan dump point has been a community priority for some time, with community and councillors now wishing to understand how the project is being progressed. With the summer tourism season approaching, it is Council's desire to see this project completed by December 2026 for this summer tourist season.

### **3 Deferred Business**

### **4 Councillor Delegate Reports**

## 5 Officer Reports

### 5.1 Projects and Planning

#### 5.1.1 Planning Permit Application 5.2025.361.1 - 236 Bullumwaal Road Wy Yung – Medical Centre

Authorised by General Manager Projects and Planning

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#### Purpose

This report seeks Council's approval of planning permit application 5.2025.361.1 which is for the *'Use and development of a medical centre, removal of vegetation, display of business identification signs and creation of access to a road in a Transport Road Zone 2'*, located at 236 Bullumwaal Road Wy Yung. The report outlines the proposal and details the rationale behind the officer's recommendation for approval.

#### Recommendation

##### ***That Council***

- 1. notes that Council being the Responsible Authority and having considered all the relevant planning matters, determines that Planning Permit Application 5.2025.361.1 is consistent with the requirements and objectives of the East Gippsland Planning Scheme; and***
- 2. resolves to issue a Notice of Decision to Grant a Permit for the use and development of a medical centre, removal of native vegetation, display of business identification signage, and creation of access to a road in a Transport Zone 2 at 236 Bullumwaal Road Wy Yung, subject to permit conditions as provided at Attachment 1.***

#### Key Points

The planning application was advertised in accordance with the *Planning and Environment Act 1987*, eliciting 17 objections raising concerns including traffic safety, parking adequacy, wastewater and environmental risks, neighbourhood character, vegetation removal and covenant restrictions.

The application was referred to relevant referral authorities (Transport for Victoria, DEECA and East Gippsland Water), all of which offered no objection subject to conditions. Internal engineering and environmental health units also provided conditional support.

The proposal was assessed under the *Planning and Environment Act 1987* and East Gippsland Planning Scheme, including the Low Density Residential Zone, Vegetation Protection Overlay and relevant provisions for parking, signage and access to a road in a Transport Zone 2, and the Environment Protection Act 2017 in relation to wastewater.

Key considerations included compatibility with the residential setting, safe access and traffic management, and the ability to contain wastewater and stormwater on site. A Land capability assessment which accompanied the application found that the site has poor soils with limited wastewater capacity but that the development is acceptable, if wastewater is properly designed and contained on site in accordance with EPA requirements.

A Planning Consultation Meeting (PCM) was held on 25 March 2026 and attended by the applicant and the majority of objectors.

Subsequent to this meeting the applicant provided a Traffic Impact Assessment which found that the proposal would generate low levels of traffic and that Bullumwaal Road and the service road have sufficient capacity, with the intersection operating at an excellent level of service.

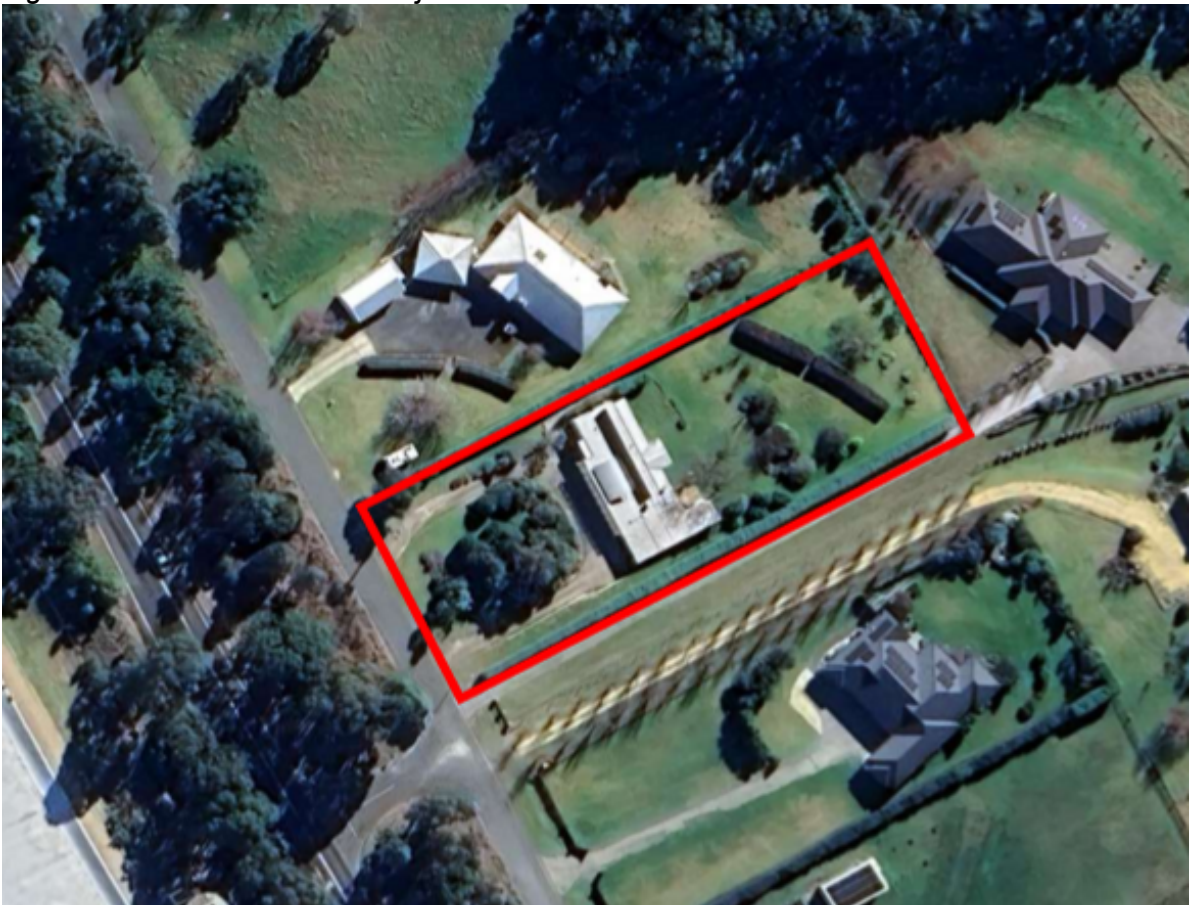
The Traffic Impact Assessment was shared with the objectors and further objector comment was considered including via an in-person meeting held after the PCM.

## Planning Assessment

The proposed medical centre is to be located on a 4000 sqm site located at 236 Bullumwaal Road, Wy Yung. The proposed facility fronts a service road which runs adjacent to Bullumwaal Road. The land contains an existing dwelling and has an existing access point from the Bullumwaal Road service road.



*Figure 1 – aerial view of the subject site in local context*



*Figure 2 – aerial view of the subject land in its immediate context showing frontage to service road and neighbouring residential properties to the immediate north and south.*





*Figure 3 – oblique aerial of the subject site looking westward towards Bullumwaal Road. Service road is visible on the edge of the land. Bullumwaal Road is obscured by trees.*

The proposal triggers a planning permit under the following provisions of the East Gippsland Planning Scheme:

- Use of the land for a medical centre with a gross floor area in excess of 250 sqm (Clause 32.03-1) under the Low Density Residential Zone;
- Buildings and works associated with a use that needs a permit (Clause 32.03-4) under the Low Density Residential Zone;
- Removal, destruction or lopping of vegetation (Clause 42.02-2) under the Vegetation Protection Overlay;
- Display of business identification signage (Clause 52.05-2) under Signs; and
- Creating or altering vehicle access to a Transport Zone 2 road (Bullumwaal Road) (Clause 52.29-2).

An outline of key Planning Scheme considerations is provided in the Officer's Assessment Report provided at **Attachment 2**.

The application was accompanied by a range of technical reports to support the proposal including a Cultural Heritage Management Plan. The reports are provided at **Attachment 3**.

## Timeline of Events

- Application lodged on 31 October 2025.
- Feedback from internal and external referrals received 7 November - 2 December 2025.
- Additional information requested on 19 November 2025.
- Notice period 12 January 2026 - 5 February 2026 with 17 objections received.
- Planning Consultation Meeting (PCM) held 25 March 2026 and attended by multiple objectors.
- Traffic Impact Assessment (TIA) received 8 April 2026 and circulated.
- Amended application received on 25 May 2026 (reconfigured parking in light of TIA recommendations).
- Follow up meeting held with objectors on 27 May 2026.
- Finalisation of detailed assessment on June 2026.

On balance, while the proposal introduces a new use into the immediate neighbourhood that is largely residential, a medical centre is an allowable use in the Low Density Residential Zone. Furthermore, the scale and intensity of the use, when considered in conjunction with the technical evidence and the capacity for impacts to be managed through permit conditions, supports a conclusion that the proposal can achieve an orderly planning outcome. The development is therefore considered to meet the decision guidelines of Clause 65, subject to the recommended conditions.

## Strategic Alignment

The proposed medical centre supports several key themes of the Council Plan 2025–2029.

### *Theme 1: Community Wellbeing and Social Responsibility*

The medical centre would deliver localised healthcare services, improving accessibility to treatment and early detection in skin cancer. It supports public health outcomes consistent with Council's integrated health and wellbeing objectives.

### *Theme 2: Prosperity*

Outcome – Thriving, self-sufficient communities with strong local businesses and social enterprises.

The proposed development would provide local employment (practitioners and support staff) and supports the health services sector in the Bairnsdale/Eastwood growth corridor. It contributes to local economic activity and service diversity.

### *Theme 3: Making the Most of What We've Got*

The proposed medical centre reuses an existing dwelling, minimising new land consumption and infrastructure demand. Located within an established area, it supports consolidation rather than greenfield expansion.

The proposal aligns with the Council Plan by improving access to healthcare and supporting local economic activity, while making use of existing infrastructure.

## Consultation/Community Engagement/Impacts

In accordance with the *Planning and Environment Act 1987* and the East Gippsland Planning Scheme, the application was referred to the Department of Transport and Planning (DTP), the Department of Energy, Environment and Climate Action (DEECA), and East Gippsland Water. Referral responses raised no objection, subject to conditions. A copy of the referrals is provided at **Attachment 4**.

Public notification under section 52 of the *Planning and Environment Act 1987* was undertaken by letters to adjoining landowners and an on-site notice. Seventeen objections were received.

A Planning Consultation Meeting was held on at the East Gippsland Shire Council chambers on 25 March 2026. Copies of redacted objections are provided at **Attachments 5 and 6**. A response to those objections is provided at **Attachment 7**.

Following the PCM, Council officers met in person with the objectors in May 2026 to further discuss their concerns.

The consultation undertaken was in accordance with the *Planning and Environment Act 1987* and Council's policies relating to community engagement and planning delegations.

## Opportunities and Risks

The proposal provides planning and economic benefits through delivery of a local health service, adaptive reuse of an existing dwelling, and more efficient use of land within an established area.

However, it also presents some risks relating to land use compatibility with the existing neighbourhood. Overall, these risks are able to be managed through permit conditions.

## Climate Change

This report considers potential climate change risks and impacts relevant to the Officer recommendation and aligns with the applicable climate change functions, categories, and legislative obligations, as detailed below:

## Legislation and policy context

*Planning and Environment Act 1987* (including ss. 4, 6, 12, 12B, 60)

### Category

Land Use Planning: Consideration is given to climate change in the local land use planning and includes responses to direct and indirect impacts.

## Conflicts of Interest

Officers preparing this report have no conflict of interest to declare.

## Attachments

1. Draft Permit Conditions [5.1.1.1 - 5 pages]
2. Planning Assessment Report [5.1.1.2 - 12 pages]
3. Consolidated Technical Reports [5.1.1.3 - 60 pages]
4. Referral Responses [5.1.1.4 - 2 pages]
5. Redacted Objections [5.1.1.5 - 61 pages]
6. Late Submissions [5.1.1.6 - 11 pages]
7. Response to Objections [5.1.1.7 - 6 pages]

**WORKING CONDITIONS DOCUMENT**

**Application:** 5.2025.361.1  
**Proposal:** Use and Development of a Medical Centre, Removal of Vegetation, Display of Business Identification Signs and Creation of Access to a Road in a Transport Road Zone 2  
**Property Address:** 236 Bullumwaal Road WY YUNG VIC 3875  
**Property Title:** Lot: 6 PS: 513315

**THE PERMIT ALLOWS:**

| Planning Scheme Clause | Matter for which the permit has been granted                     |
|------------------------|------------------------------------------------------------------|
| 32.02-1 (LDRZ)         | Use of land for a Medical Centre.                                |
| 32.03-4 (LDRZ)         | Construct or carry out a building or works for a Medical Centre. |
| 42.02-2 (VPO)          | Remove, destroy or lop vegetation,                               |
| 52.05-2                | Display Business Identification Signs.                           |
| 52.29-2                | Create or alter access to a road in a Transport Zone 2.          |
|                        |                                                                  |

**THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:****Layout not altered**

- The layout of the use and development must not be altered from the layout on the approved and endorsed plans without the written consent of the responsible authority.
- The Medical Centre shall have no more than 4 medical practitioners or 10 staff (including medical practitioners) at one time, unless agreed in writing by the Responsible Authority.

**Parking**

- Before the use commences/ Before the occupation of the building(s), areas set aside for parked vehicles and access lanes, as shown on the approved plan(s) must be:
  - Constructed to the satisfaction of the Responsible Authority.
  - Properly formed to appropriate levels to the satisfaction of the Responsible Authority.
  - Constructed of gravel excepting the Disability parking spaces which must be two-coat bitumen sealed, and line-marked, to the satisfaction of the Responsible Authority.
  - A concrete pavement for the loading bay, built to the satisfaction of the Responsible Authority.
  - Drained and maintained to the satisfaction of the Responsible Authority.
  - Line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.

**Drainage Construction Plan**

- Before any works associated with the development starts, a detailed drainage construction plan for the car park, to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the plans will then form part of the permit. The design and documentation for the drainage works must be prepared in line with standard engineering practice to provide for the collection, control and disposal of all stormwater runoff, and show:
  - Drainage infrastructure, including pipes/drains
  - Pits (where required).
  - On-site discharge point

All earthworks associated with the construction of the drainage must be stabilised to protect against erosion and failure and must not encroach onto other properties.

All drainage works and requirements must be undertaken and completed to the satisfaction of the Responsible Authority.

**Repair Council Infrastructure**

5. Before the use, any portion of Council's existing infrastructure damaged as a result of work undertaken on the site or associated with the development must be repaired/reinstated to the satisfaction of the Responsible Authority.

**On-site Waste Water Management**

6. Before the use commences, the on-site wastewater management system must be designed, constructed and commissioned in accordance with the recommendations of the submitted Land Capability Assessment, to the satisfaction of the Responsible Authority.

The on-site wastewater management system must:

- a) Be installed in accordance with a permit to install issued by the Environmental Health Unit of Council;
- b) Be designed to ensure that all wastewater generated by the development is contained and treated within the boundaries of the site and does not discharge or migrate beyond the title boundaries;
- c) Be constructed and maintained in accordance with the Environment Protection Act 2017 and the relevant EPA guidelines for onsite wastewater management; and
- d) Be maintained in accordance with the endorsed Land Capability Assessment for the life of the development.

The use must not commence until the system has been installed and is operating to the satisfaction of the Responsible Authority.

**Waste Water Condition**

7. All wastewater from the proposed development must be disposed of in accordance with the provisions of the Environment Protection Act 2017, EPA guideline for onsite wastewater management and EPA guideline for onsite wastewater or effluent disposal and recycling systems.

**East Gippsland Water condition**

8. Existing water meter (No. 14W001279), which serves the existing dwelling, is to remain within, or be relocated to within 1 meter of the street boundary and continue to serve the existing dwelling.

**Landscaping**

9. Before the development starts, a Landscape Plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit.

The Landscape Plan must be drawn to scale with dimensions and must show:

- a) Existing vegetation to be retained and/or removed
  - b) Location of all buildings, driveways and car parking areas
  - c) A planting schedule including botanical names, pot sizes, quantities and spacing
  - d) Layout of all gardens, lawns and paved areas
  - e) Details of surface treatments (e.g. mulch, paving)
  - f) Any irrigation system
10. The Landscape Plan must provide:
    - a) Landscaping within all setback areas, including the front setback
    - b) Landscaping within and around car parking areas to soften their appearance
    - c) Screen planting along boundaries to minimise visual impact on adjoining properties
    - d) Canopy tree planting within or adjacent to the car parking area

- e) Plant species that are suitable for the locality and minimise maintenance requirements
- 11. Before the use commences or within three (3) months of completion of the development (whichever is sooner), all landscaping works shown on the endorsed Landscape Plan must be carried out to the satisfaction of the Responsible Authority.
- 12. All landscaping must be:
  - a) Maintained to the satisfaction of the Responsible Authority
  - b) Kept in a healthy condition
  - c) Replaced if any plant dies or is removedLandscaped areas must not be used for any purpose other than that shown on the endorsed plans.

**Tree Protection and Native Vegetation Condition**

- 13. Before the development starts, all works must be carried out to ensure that there is no impact on native vegetation, including any encroachment into Tree Protection Zones, on or adjacent to the site, to the satisfaction of the Responsible Authority.

The permit holder must ensure that:

  - a) No native vegetation within the adjoining road reserve is removed, destroyed or lopped as part of the development; and
  - b) If any impact to native vegetation within the road reserve is proposed or required, the permit holder must refer the matter to the Department of Energy, Environment and Climate Action (DEECA) in accordance with Clause 66.02-2 of the Planning Scheme and obtain all necessary approvals prior to works commencing.

**Signage**

- 14. The location and details of the sign, and any supporting structure, as shown on the endorsed plans, must not be altered without the written consent of the responsible authority.
- 15. No more than three (3) business identification signs may be displayed on the land at any one time, unless otherwise agreed in writing by the Responsible Authority.
- 16. Each sign must not exceed the dimensions shown on the endorsed plans and must remain subservient to the building and overall site development, to the satisfaction of the Responsible Authority.
- 17. All signs must be non-illuminated, unless otherwise approved in writing by the Responsible Authority. Any approved illumination must:
  - a) be baffled to prevent light spill
  - b) not cause glare or distraction to motorists
  - c) not result in unreasonable light spill onto adjoining properties
- 18. All signs must be maintained in good condition and to the satisfaction of the Responsible Authority.
- 19. Any sign that is damaged, defaced, or no longer required must be repaired or removed to the satisfaction of the Responsible Authority.

**Hours of Operation**

- 20. The use must only operate between the hours of:
  - 8:30am to 5:00pm Monday to Fridayto the satisfaction of the Responsible Authority.

The use must not operate outside these hours unless with the prior written consent of the Responsible Authority.



**Amenity**

21. The use and development must be conducted so that no nuisance is caused to adjoining properties or the surrounding area, to the satisfaction of the Responsible Authority.  
In particular:
- a) Noise levels emanating from the land must comply with the requirements of the Environment Protection Act 2017 and the relevant EPA guidelines.
  - b) External lighting must be designed, baffled and located to prevent light spill onto adjoining land and to the satisfaction of the Responsible Authority.
  - c) All loading, unloading, waste collection and other operational activities must be conducted so as to minimise disturbance to adjoining properties.
  - d) All equipment and plant must be located, screened and/or acoustically treated so as not to adversely affect the amenity of the area.
  - e) The use must not detrimentally affect the amenity of the surrounding area by reason of traffic, noise, visual impact, overspill lighting or the intensity of activity.

**Expiry – Development**

22. This permit will expire if one of the following circumstances applies:
- a. The development is not started within 3 years of the issued date of this permit.
  - b. The development is not completed within 5 years of the issued date of this permit.
  - c. The use does not start within 5 years of completion of the development.
- In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

**Expiry – Signage**

23. This permit as it relates to a sign(s) will expire 15 years from the issued date of this permit.  
On expiry of the permit, the sign and structures built specifically to support it must be removed.  
In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of the period referred to in this condition

**Notes:**

**East Gippsland Water**

1. Any specific requirements for water supply, over and above the available standard levels of service (e.g. pressure, flow rate, etc.), is to be arranged by the applicant at their cost. This may mean that the existing water property service connection may need to be upsized, depending on the nature of the commercial development at the time of plumbing application.
2. Where backflow prevention is required, as determined by Australian Standard AS3500, the owner/occupier is to ensure an appropriate backflow prevention device is installed, commissioned, tested and maintained in accordance with that Standard.

**Native Vegetation within Road Reserve**

3. If any native vegetation within the Bullumwaal Road reserve is proposed to be removed, destroyed, or otherwise impacted, the permit holder must refer the matter to the Department of Energy, Environment and Climate Action (DEECA) in accordance with Clause 66.02-2 of the East Gippsland Planning Scheme before works commence.
4. Flora and Fauna Guarantee Act Compliance Prior to the removal, destruction, or lopping of any native vegetation on public land, the permit holder must obtain all necessary approvals under the Flora and Fauna Guarantee Act 1988, including a permit to take protected flora where required.

**Attachment 2****Planning Permit Application 5.2025.361.1 - Use and Development of a Medical Centre, Removal of Vegetation, Display of Business Identification Signs and Creation of Access to a Road in a Transport Road Zone 2 at 236 Bullumwaal Road WY YUNG VIC 3875****Planning Assessment****KEY DETAILS**

|                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Subject address</b>                                                                                  | 236 Bullumwaal Road WY YUNG VIC 3875<br>Lot: 6 PS: 513315                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Landowner</b>                                                                                        | A S Ayou & T Alwyn                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Applicant</b>                                                                                        | Crowther & Sadler Pty Ltd                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Land area</b>                                                                                        | 4000 m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Zone</b>                                                                                             | Low Density Residential Zone                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Overlays</b>                                                                                         | Vegetation Protection Overlay - Schedule 1                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Potentially Contaminated Land</b>                                                                    | The land is not potentially contaminated.                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Extractive Industry</b>                                                                              | There are no listed licences (works approval areas) for this location or within 500m.                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Cultural sensitivity</b>                                                                             | The front half of the land is mapped as culturally sensitive. A cultural heritage management plan was provided. Further details in this report.                                                                                                                                                                                                                                                                                                                                   |
| <b>Social Impact</b>                                                                                    | A Social Impact Comment/Assessment is not required.                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Site inspected</b>                                                                                   | The site was visited on 13 November 2025                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Restrictions on Title</b>                                                                            | There are restrictions on title which have been assessed and the proposal is compliant.                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Cost of works</b>                                                                                    | \$ 600,000.00                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>The officer believes the determination cannot be made under delegation for the following reasons</b> | <ul style="list-style-type: none"> <li>• The application has attracted 17 objections and was the subject of a Planning Consultation Meeting.</li> <li>• The proposal is considered to raise matters of community interest warranting enhanced consideration.</li> <li>• While not a Council project, the application has been reported to Council through the weekly planning report.</li> <li>• A material interest has not been declared by an officer or Councillor</li> </ul> |

**PROPOSAL DETAILS/DISCUSSION**Site and Locality Context

The subject land at 236 Bullumwaal Road, Wy Yung is a 4,000m<sup>2</sup> allotment containing an existing single-storey brick dwelling and associated landscaping. The site is accessed via a service road within the Bullumwaal Road reserve, with two existing crossovers providing a circular driveway arrangement. The land is serviced by reticulated water and electricity but relies on an on-site wastewater system.

The site is located within an established low-density residential area comprising similarly sized lots and dwellings. Land to the west, across Bullumwaal Road, contains an East Gippsland Water facility. The site is situated within the broader Eastwood–

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875

Bairnsdale growth area identified for low-density residential and rural living development.

Title, Covenant and Section 173 Agreement

The title is affected by a restrictive covenant (AC279718C, expiring 31 December 2030), a Section 173 Agreement (AC212391L), and easements for drainage and power. The covenant generally limits development to a single dwelling and regulates building materials, outbuildings, earthworks and certain land uses. The Section 173 Agreement requires development to occur within the approved building envelope and includes obligations relating to erosion, vegetation and environmental management.

The covenant does not expressly prohibit the use of the land as a medical centre. While a medical centre would not ordinarily fall within the prohibited activities identified in the covenant, there remains some uncertainty as to whether the proposed use is consistent with the covenant's broader residential intent. This is ultimately a private legal matter and a planning permit cannot authorise a breach of the covenant.

The proposal is generally consistent with the requirements of the Section 173 Agreement, with the works located within the approved building envelope and incorporating appropriate landscaping and wastewater management measures. Overall, the proposed buildings and works appear to comply with the physical requirements of both the covenant and the Section 173 Agreement.



*Figure 1: the Subject Land as seen from the service road.*

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875



Figure 2: Aerial view of the subject land (outlined in red) in its local context. Source: Google Earth.



Figure 3: Closer aerial view of the subject land (outlined in red) showing access from service road.

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875





Figure 4: Oblique aerial view of the subject land.

#### Site History

The current application is the second planning application for the land. Application 5.2023.733 for a dwelling was issued on 27 November 2003. Extensions and alterations to the dwelling were inspected and certified on 23 July 2012.

#### Proposal

The application currently before Council seeks approval for the use and development of a medical centre (specialist skin cancer clinic), removal of vegetation within the front setback, display of three business identification signs and creation of access to a Transport Zone 2 road.

The business proposes to operate Monday to Friday 8:30 am to 5 pm and be staffed by 4 health practitioners and 6 support staff.

The building works include the internal reconfiguration of the existing dwelling. Additions include a 25.6 m<sup>2</sup> staff room and two entry porches (4.83 m<sup>2</sup>). The total building area will be 306.82 m<sup>2</sup> including 368.98 m<sup>2</sup> under the roof.

Car parking provision includes 20 spaces (including 1 disabled bay) in the front setback. Parking will be angled for one-way flow. Parking provision will entail the removal of 484 m<sup>2</sup> of ornamental front garden. Roadside native vegetation will be retained.

Landscape buffers are provided to soften visual impact.

Seven bicycle spaces are to be provided including 5 for visitors and 2 for staff. Refer clause 52.34

Proposed signage is to include one 2.64 m<sup>2</sup> wall-mounted sign and 2 free-standing signs, each 6m<sup>2</sup>. Total signage area 14.64m<sup>2</sup>, non-illuminated.

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875



Figure 5: Area of vegetation intended for removal.

**Amendment to Proposal:**

Following public notice, amended plans were submitted under Section 57A of the Planning and Environment Act 1987. The amendments are limited to revised car parking and access arrangements and do not alter the proposed use, building footprint, practitioner numbers or overall scale of the development.

The amended plans provide 18 on-site car spaces, improved internal circulation, formalised entry and exit points, and upgraded access arrangements supported by an updated Traffic Impact Assessment. The amendments are intended to improve the functionality, safety and compliance of the parking and access layout and were circulated to objectors for comment.

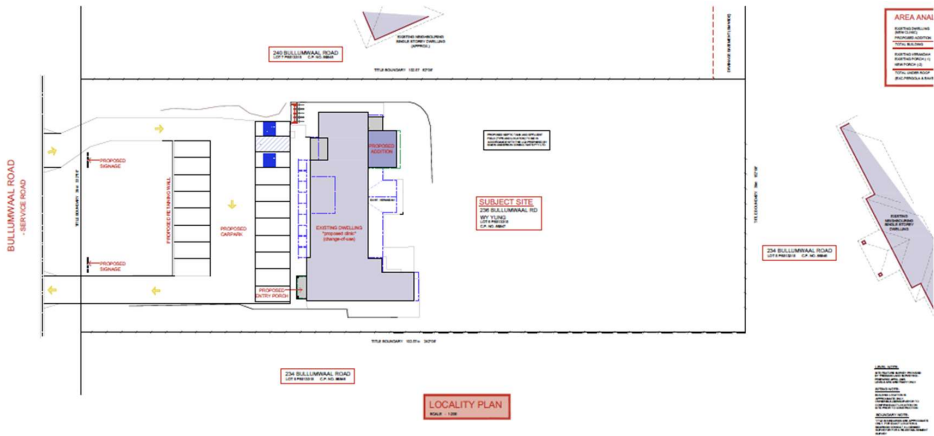


Figure 6: Revised site plan.

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875



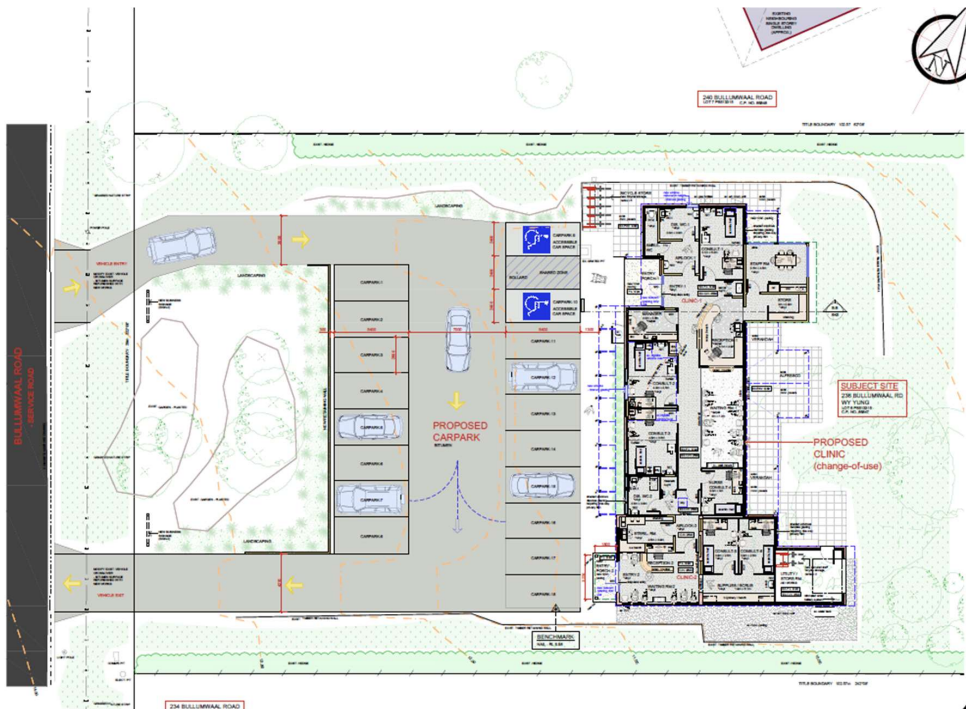


Figure 7 Revised Development/Alterations Plan

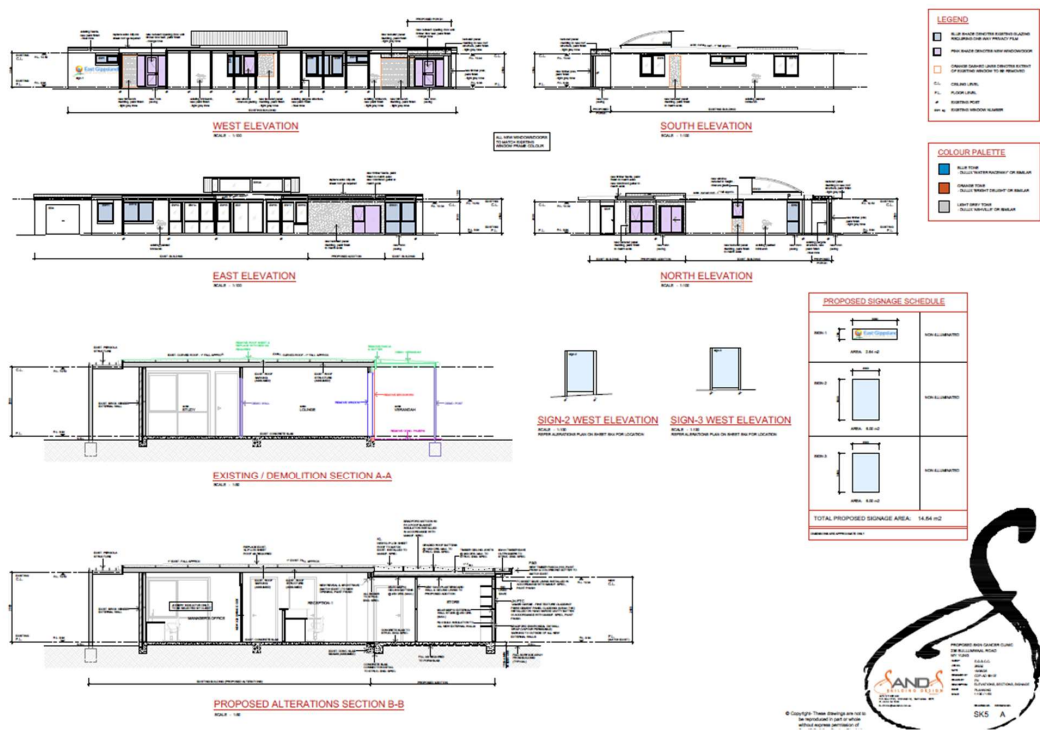


Figure 8 Revised Elevations.

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875

Traffic Impact Assessment

A Traffic Impact Assessment prepared by One Mile Grid concludes that the proposed medical centre would generate approximately 154 vehicle movements per day and low peak-hour traffic volumes. Intersection modelling indicates that the Bullumwaal Road/service road intersection will continue to operate efficiently, with minimal delays and queuing. The assessment further concludes that the proposed 18-space car park and revised access arrangements are adequate to accommodate anticipated demand and comply with relevant design standards. Overall, the traffic generated by the proposal can be readily accommodated within the surrounding road network and there are no traffic engineering grounds to oppose the development.

**PLANNING CONTROLS**

| Control                                    | Clause(s) | Consideration                                                                 |
|--------------------------------------------|-----------|-------------------------------------------------------------------------------|
| Low Density Residential Zone               | 32.03-1   | Use of medical centre with a gross floor area in excess of 250 m <sup>2</sup> |
|                                            | 32.03-4   | Buildings and works associated with a section 2 use.                          |
| Vegetation Protection Overlay - Schedule 1 | 42.02-2   | Remove, destroy or lop vegetation.                                            |
| Signage                                    | 52.05-2   | Display of business identification signs.                                     |
| Access to Transport Zone 2 Road            | 52.29-2   | To create or alter vehicle access to a Transport Zone 2 road.                 |

Cultural sensitivity

A Cultural Heritage Management Plan (CHMP 20695) was required due to the site's location within an area of cultural heritage sensitivity. The CHMP was approved by the GunaiKurnai Land and Waters Aboriginal Corporation (GKLaWAC) and identified a low-density Aboriginal artefact scatter within the site. The CHMP includes measures for artefact salvage, cultural heritage management and contingency procedures for unexpected discoveries. Subject to compliance with the approved CHMP, Aboriginal cultural heritage can be appropriately managed during construction and operation of the development.

**REQUEST FOR FURTHER INFORMATION**

Pursuant to Section 54 of the Planning and Environment Act 1987, Council requested additional information regarding the restrictive covenant and native vegetation impacts. Specifically, the applicant was requested to provide legal advice addressing whether the proposed medical centre complies with the covenant, and a comprehensive native vegetation assessment addressing the requirements of the Vegetation Protection Overlay.

The response provided did not fully address these requests. No independent legal advice was submitted regarding the covenant, and the information relating to native vegetation did not adequately demonstrate compliance with the overlay provisions or

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875

substantiate the applicability of any exemption. As a result, key statutory and environmental considerations remained unresolved.

Notwithstanding these concerns, amendments to the proposal, including a reconfigured parking layout, substantially reduced the extent of native vegetation impacts.

#### REFERRAL AUTHORITIES

| AUTHORITY                               | TYPE (DET or REC) | REFERRAL CLAUSE                            | RESPONSE            |
|-----------------------------------------|-------------------|--------------------------------------------|---------------------|
| Head, Transport for Victoria (VicRoads) | Det (s55)         | 52.29 TRZ2 and 66.03 – 52.05 signs (DET)   | No Objection        |
| EGW                                     | Notice 52(d)      | Land with a sewer easement being developed | Conditional consent |
| DEECA                                   | DET               | 52.17 Native Vegetation and 66.02-2;       | No objection        |

East Gippsland Water does not object to the proposal, noting that the site is not connected to reticulated sewerage. Consent is subject to conditions relating to the retention or relocation of the existing water meter and compliance with standard water supply and backflow prevention requirements.

DEECA raises no objection to the proposal. It notes that vegetation within the Bullumwaal Road reserve will not be affected and recommends protection of adjacent native vegetation during construction through implementation of a Tree Protection Plan. DEECA also advises that any future impacts to native vegetation within the road reserve would require separate approvals and referral.

#### INTERNAL ADVICE

| DEPARTMENT           | SCOPE OF ADVICE                                                          | OUTCOME             |
|----------------------|--------------------------------------------------------------------------|---------------------|
| Technical            | Drainage, Access                                                         | Conditional consent |
| Environmental Health | Land Capability (Septic), Skin penetrating business (skin cancer clinic) | Conditional consent |

Environmental health advised that all wastewater from the proposed development must be disposed of in accordance with the provisions of the Environment Protection Act 2017, EPA guidelines for onsite wastewater management and EPA guidelines.

#### S52 NOTIFICATION

##### Advertising Required

Public notification was undertaken in the form of letters to adjoining landowners and a sign was placed on site in accordance with Section 52 of the Planning and Environment Act 1987.

A statutory declaration has been provided that confirms notification was undertaken as directed and that the responsible authority will not decide on the application before 30 January 2026.

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875

**OBJECTIONS RECEIVED**

A total of 17 objections were received raising concerns regarding:

- Traffic safety and the suitability of the Bullumwaal Road/service road access.
- Adequacy of on-site parking and the potential for overflow parking.
- Compatibility of the medical centre with the Low Density Residential Zone and the established residential character of the area.
- Wastewater disposal, stormwater management and potential environmental impacts.
- Pedestrian safety within the service road.
- Vegetation removal, privacy, visual amenity and lighting impacts.
- Potential future intensification of the use.
- The effect of the restrictive covenant.
- Alternative locations for the use and broader community benefit.
- Amenity impacts including traffic, noise and loss of privacy.

These matters were assessed through the Traffic Impact Assessment, Land Capability Assessment, referral authority responses and the relevant provisions of the Planning Scheme. The available technical evidence indicates that traffic, parking, wastewater, vegetation and amenity impacts can be appropriately managed through the design response and permit conditions.

While objectors raised concerns regarding traffic safety and nearby road incidents, crash data and traffic modelling do not identify any safety issues associated with the subject access point. The Traffic Impact Assessment concludes that the proposal will generate low traffic volumes, that the surrounding road network has adequate capacity, and that the proposed on-site parking provision is sufficient to accommodate anticipated demand.

The restrictive covenant is a private legal matter that operates independently of the planning process and cannot be overridden by a planning permit. Based on the information available, the covenant does not expressly prohibit a medical centre use, although any covenant implications remain a matter for the landowner to resolve if required.

Overall, whilst the concerns raised are acknowledged, it is considered that the identified impacts can be appropriately managed and that the proposal is capable of achieving an acceptable planning outcome within the Low Density Residential Zone.

**REPORT – PLANNING CONSIDERATION****Planning Policy Framework (PPF)**

The proposal has been assessed against the relevant objectives and strategies of the Planning Policy Framework. It involves the adaptive reuse of an existing dwelling for a medical centre within an established settlement, supporting the efficient use of land and the provision of local health services.

While the proposal introduces a non-residential use into a low-density residential area, the key issue is one of scale rather than land use acceptability, as a smaller medical centre could operate without a permit in the zone. The submitted Traffic Impact Assessment demonstrates that traffic generation is low and can be accommodated within the existing road network, with no unacceptable safety or operational impacts identified.

The proposal retains the existing building, limits physical change to the site, and can be integrated into its surroundings through landscaping and operational controls. Access

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875

arrangements are supported by the Traffic Impact Assessment and referral authority advice.

Overall, the proposal is consistent with the strategic intent of the Planning Policy Framework and is considered capable of delivering an acceptable planning outcome, subject to appropriate permit conditions.

### **32.03 LOW DENSITY RESIDENTIAL ZONE**

The subject land is located within the Low Density Residential Zone. A planning permit is required as the proposed medical centre has a floor area of approximately 306.82m<sup>2</sup>, exceeding the permit exemption threshold.

The proposal involves the adaptive reuse of an existing dwelling as a medical centre. While it will generate a greater level of activity than a dwelling, the use remains relatively modest in scale, retains the existing building form and includes landscaping to assist integration with the surrounding residential environment.

On balance, the proposal's compatibility with the Low Density Residential Zone is primarily dependent on its operational impacts, which can be appropriately managed through permit conditions.

### **42.02 VEGETATION PROTECTION OVERLAY (SCHEDULE 1)**

The front portion of the site is affected by the Vegetation Protection Overlay – Schedule 1, and a permit is required for the proposed vegetation removal associated with construction of the car parking area. The application was referred to DEECA, which raised no objection.

The vegetation proposed for removal is predominantly ornamental and fragmented in nature and does not form part of the higher-value roadside vegetation corridor along Bullumwaal Road, which will be retained. The revised parking layout has reduced vegetation impacts, and subject to landscaping and replacement planting conditions, the vegetation removal is considered acceptable.)

### **PARTICULAR PROVISIONS**

The land is a designated bushfire prone area – special construction requirements apply.

### **52.05 DISPLAY OF BUSINESS IDENTIFICATION SIGNAGE**

The proposal includes a total of 14.64m<sup>2</sup> of non-illuminated business identification signage, comprising one wall-mounted sign (2.64m<sup>2</sup>) and two freestanding signs (6m<sup>2</sup> each).

Having regard to the purpose and decision guidelines of Clause 52.05, the proposed signage is considered appropriately scaled to the medical centre, provides clear business identification, and is compatible with the character of the site and surrounding area. The signage is not illuminated and is unlikely to result in unreasonable visual clutter, adverse amenity impacts, or road safety concerns.

Accordingly, the proposed signage is considered to achieve an appropriate balance between the operational requirements of the medical centre and the protection of visual amenity and public safety, and is therefore supported.

### **52.06 CAR PARKING**

The proposed medical centre requires 15 car parking spaces under Clause 52.06. The amended proposal provides 18 on-site spaces and therefore exceeds the statutory requirement. The revised layout incorporates improved access and internal circulation arrangements and is supported by a Traffic Impact Assessment, which concludes that

5.2025.361.1

236 Bullumwaal Road WY YUNG VIC 3875

parking provision is adequate and that the development will not result in unreasonable traffic or parking impacts. Accordingly, the proposal satisfies the requirements of Clause 52.06 and minimises reliance on on-street parking.

#### **52.29 ACCESS TO TRANSPORT ZONE 2 ROAD.**

The proposal includes revised access arrangements to the service road within the Bullumwaal Road reserve, including reconfigured crossovers and separate entry and exit points. As the works affect access associated with a Transport Zone 2 road, a permit is required under Clause 52.29 and the application was referred to Transport for Victoria, which does not object to the proposal. Subject to the relevant conditions, the proposed access arrangements are considered satisfactory and capable of safely accommodating the anticipated traffic generated by the development.

#### **52.34 BICYCLE PARKING**

The proposed medical centre is required to provide two bicycle parking spaces. The application provides seven spaces, comprising five visitor spaces and two secure staff spaces, exceeding the statutory requirement. The Traffic Impact Assessment confirms the facilities comply with relevant standards and can be accommodated within the site layout. Accordingly, the proposal satisfies the requirements of Clause 52.34.

#### **53.02 BUSHFIRE PLANNING**

The subject land is located within a Bushfire Prone Area. While no bushfire assessment was submitted, the site is situated within an established and largely cleared residential area, has access to reticulated water, and benefits from suitable access arrangements for emergency vehicles and evacuation. The proposed removal of vegetation within the front setback will also contribute to a reduction in on-site fuel loads. Having regard to the site context, available services and access arrangements, bushfire risk is considered capable of being managed to an acceptable level.

#### **GENERAL PROVISIONS**

The proposal supports strategic planning policy by facilitating the provision of health services within an established settlement and making efficient use of an existing building. While the introduction of a medical centre within the Low Density Residential Zone results in an increase in activity compared to a dwelling, the available technical evidence indicates that traffic, access, wastewater, stormwater and amenity impacts can be appropriately managed.

The Traffic Impact Assessment and Land Capability Assessment demonstrate that the site is capable of accommodating the proposed use, subject to appropriate design measures and ongoing management. Potential amenity impacts associated with traffic, noise, lighting, vegetation removal and visual change can be addressed through permit conditions relating to parking, landscaping, screening, operational controls and environmental management.

On balance, the proposal is considered to achieve an acceptable planning outcome and satisfies the decision guidelines of Clause 65, subject to the recommended permit conditions.

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#### **CONCLUSIONS & RECOMMENDATION**

The application is consistent with the planning scheme and is suitable for Council support. It is recommended that a notice of decision to grant a permit be issued subject to the attached conditions:

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875



Page **12** of **12**

Planner: Robert Buckmaster  
Date: 4 June 2026

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875

|                                                                                                                                                                                                                                                                                                                          |                                                                                |                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------|
|  <b>Simon Anderson</b><br>Consultants<br>CIVIL   STRUCTURAL   PROJECT ENGINEERS<br>P.O. Box 1700<br>111 Main St<br>Bairnsdale, Vic, 3875<br>ACN 073 392 266<br>P.O. Box 566<br>191-193 Raymond St<br>Sale, Vic, 3850<br>ACN 145 437 065 | <b>Job:</b> Proposed Medical Centre & Dwelling<br>236 Bullumwaal Rd<br>Wy Yung | <b>Date:</b> 29 Sept 2025 |
|                                                                                                                                                                                                                                                                                                                          | <b>Client:</b> Tom Alwyn                                                       | <b>Designed:</b> SJA      |
|                                                                                                                                                                                                                                                                                                                          | <b>Checked:</b>                                                                | <b>Job No.:</b> 458651    |
|                                                                                                                                                                                                                                                                                                                          |                                                                                | <b>Page No.:</b> 1 of 13  |

## LAND CAPABILITY ASSESSMENT ON-SITE DOMESTIC WASTEWATER



236 Bullumwaal Rd, Wy Yung

### 1.0 INTRODUCTION

SAC were engaged to undertake an LCA for the purpose of on-site domestic wastewater management of the Proposed Medical Centre & Dwelling at 236 Bullumwaal Rd, Wy Yung. The field investigation and report have been undertaken by suitable experienced staff.

The assessment was completed in accordance with the EPA's *Guideline for Onsite Wastewater Management (May 2024)*, guidelines for *Land Capability Assessment For On-Site Wastewater Management* (EPA Publication No. 746.1, March 2003), *On-Site Domestic Wastewater Management* (AS/NZS 1547:2012) and East Gippsland Shires *Domestic Wastewater Management Plan*.

Information and results are presented in table form for clear data presentation and ease of identification of key points. **Detailed recommendations presented on page 8 of the report. LCA is to be read in conjunction with Site Features Plan 458651-LC1.**

|                                      |                                                                                                                                                                 |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Subject Land</b>                  | 236 Bullumwaal Rd, Wy Yung                                                                                                                                      |
| <b>Client</b>                        | Tom Alwyn                                                                                                                                                       |
| <b>Email Address</b>                 | <a href="mailto:tomahamid69@yahoo.com">tomahamid69@yahoo.com</a>                                                                                                |
| <b>Contact</b>                       | Mobile: 0422 135 730                                                                                                                                            |
| <b>Map Reference</b>                 | Vicroads 688 G1                                                                                                                                                 |
| <b>Municipality</b>                  | East Gippsland Shire Council                                                                                                                                    |
| <b>Proposed Development</b>          | Proposed Medical Centre – 10 staff members<br>Proposed Dwelling - 4 Bedroom Residence (Occupancy = No. of Bedrooms + 1) <sup>1</sup>                            |
| <b>Design Flow</b>                   | Medical Centre - 20 L/person/day <sup>2</sup><br>Dwelling - 150 L/person/day <sup>3</sup> (reticulated water supply with WELS <sup>4</sup> fixtures & fittings) |
| <b>Anticipated Wastewater Load</b>   | Proposed Medical Centre - 200 L/day<br>Proposed Dwelling – 750 L/day                                                                                            |
| <b>System Req'd (Medical Centre)</b> | Secondary treated effluent to minimum 20/30 standard (ie. AWTS <sup>5</sup> or sand filter)<br>Sub-surface irrigation – Area of 125 m <sup>2</sup>              |
| <b>System Req'd (Dwelling)</b>       | Secondary treated effluent to minimum 20/30 standard (ie. AWTS or sand filter)<br>Sub-surface irrigation – Area of 470 m <sup>2</sup>                           |

<sup>1</sup> As identified in Victorian EPA Guideline for Onsite Wastewater Management, May 2024 (Section 4.2.1)

<sup>2</sup> As identified in Victorian EPA Guideline for Onsite Wastewater Management, May 2024 (Table 4-4)

<sup>3</sup> As identified in Victorian EPA Guideline for Onsite Wastewater Management, May 2024 (Table 4-1)

<sup>4</sup> WELS – Water Efficiency Labelling Scheme.

<sup>5</sup> AWTS – Aerated Wastewater Treatment System (EPA approved)

458651 LCA

|                                                                                                                                                                                                                                                                                                                                         |                                                                                |                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------|
|  <b>Simon Anderson</b><br>Consultants<br><small>CIVIL   STRUCTURAL   PROJECT ENGINEERS</small><br>P.O. Box 1700<br>111 Main St<br>Bairnsdale, Vic, 3875<br>ACN 073 392 266<br>P.O. Box 566<br>191-193 Raymond St<br>Sale, Vic, 3850<br>ACN 145 437 065 | <b>Job:</b> Proposed Medical Centre & Dwelling<br>236 Bullumwaal Rd<br>Wy Yung | <b>Date:</b> 29 Sept 2025 |
|                                                                                                                                                                                                                                                                                                                                         | <b>Client:</b> Tom Alwyn                                                       | <b>Designed:</b> SJA      |
|                                                                                                                                                                                                                                                                                                                                         | <b>Checked:</b>                                                                | <b>Job No.:</b> 458651    |
|                                                                                                                                                                                                                                                                                                                                         |                                                                                | <b>Page No.:</b> 2 of 13  |

2.0 PURPOSE/SCOPE OF ASSESSMENT

|                                        |                                                                                                                       |                                     |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| <b>Purpose and Scope of Assessment</b> | Broad-scale assessment for subdivisational purposes<br>(often requires further lot-specific assessment at later date) | <input type="checkbox"/>            |
|                                        | Detailed investigation for lot-specific management requirements                                                       | <input checked="" type="checkbox"/> |

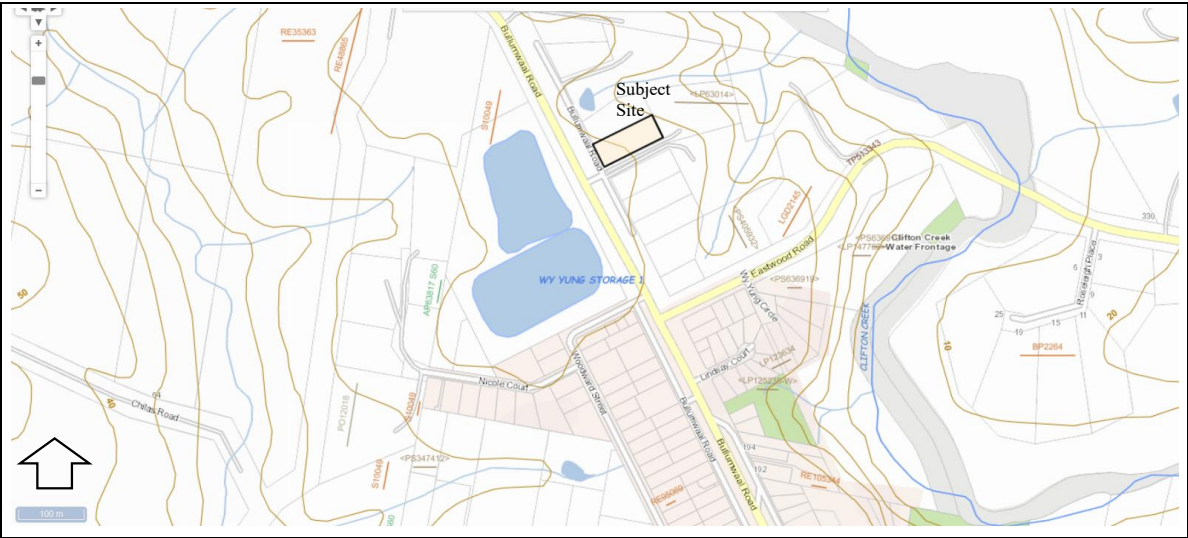


Figure 1: Locality Plan



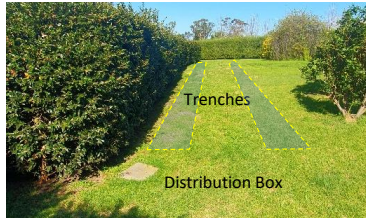
Figure 2: Aerial view of subject site (approximate title boundaries shown)

458651 LCA



|                                                                                                                                                                                                                                                                                                                          |                                                                                                                                   |                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
|  <b>Simon Anderson</b><br>Consultants<br>CIVIL   STRUCTURAL   PROJECT ENGINEERS<br>P.O. Box 1700<br>111 Main St<br>Bairnsdale, Vic, 3875<br>ACN 073 392 266<br>P.O. Box 566<br>191-193 Raymond St<br>Sale, Vic, 3850<br>ACN 145 437 065 | <b>Job: Proposed Medical Centre &amp; Dwelling</b><br>236 Bullumwaal Rd<br>Wy Yung<br><b>Client: Tom Alwyn</b><br><b>Checked:</b> | <b>Date: 29 Sept 2025</b><br><b>Designed: SJA</b><br><b>Job No.: 458651</b><br><b>Page No.: 3 of 13</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|

### 3.0 SITE KEY FEATURES

| Criteria / Feature                                      | Description                                                                                                                                                                      | Implications for Wastewater Management                                                                                                                          |
|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Allotment/s</b>                                      |                                                                                                                                                                                  |                                                                                                                                                                 |
| Title details                                           | Lot 6, PS 513315                                                                                                                                                                 | Council Property No: 86847                                                                                                                                      |
| No. of Lots Proposed                                    | 1                                                                                                                                                                                |                                                                                                                                                                 |
| Lot size<br>(EPA recommended minimum lot size = 1.0 ha) | 4,000 m <sup>2</sup>                                                                                                                                                             | Less than the EPA recommended 1.0 ha. Will require well managed and designed disposal system (refer to criteria outlined in Recommendations)                    |
| Development Usage                                       | Likely to be permanent                                                                                                                                                           |                                                                                                                                                                 |
| Adjoining Lot sizes                                     | Low density residential lots 400m <sup>2</sup> – 1.9 ha in size.                                                                                                                 | Overall volume of wastewater being disposed to land in the local district is high.                                                                              |
| Current Land Use                                        | Existing 3 Bedroom dwelling (to be converted into Medical Centre) currently the dwelling utilizes a septic tank and ground absorption trench for disposal of wastewater on-site. | The system requires upgrade and re-design to meet current EPA standards.<br> |
| <b>Infrastructure</b>                                   |                                                                                                                                                                                  |                                                                                                                                                                 |
| Zoning & Overlays                                       | Low Density Residential Zone (LDRZ)<br>Vegetation Protection Overlay- Schedule 1 (VPO1)                                                                                          |                                                                             |
| Nearest Reticulated Sewer                               | Township of Wy Yung                                                                                                                                                              | Not feasible to connect to reticulated sewer. The area is unlikely to be sewered in the short to medium term future.                                            |
| Reticulated Water                                       | Available on existing allotment                                                                                                                                                  | Increases the risk of excessive water usage by future dwellings.                                                                                                |
| Power                                                   | Available on existing allotment                                                                                                                                                  | Allows ready use of wastewater treatment plant                                                                                                                  |
| <b>Land Features</b>                                    |                                                                                                                                                                                  |                                                                                                                                                                 |
| Geology                                                 | N1 (Tm-p) – Tertiary Marine deposits consisting of Marine, non-marine: gravel, sand, silt. (from 1:250,000 Geological Map Series BAIRNSDALE )                                    | Observed Soils dominated by gravelly, sandy silts, overlying stiff clays                                                                                        |
| Elevation                                               | Approx 40-50m AHD                                                                                                                                                                |                                                                                                                                                                 |
| Landscape Elements                                      | The site is located on the lower slope (linear divergent) of undulating low hills, with a yellow duplex sedimentary landscape.                                                   | Contoured landscape providing good surface water shedding and spreads run-off, but no acceleration.                                                             |
| Fill                                                    | Natural soil profiles were observed within the test bore locations. A fill batter is located directly east of the existing building.                                             | No filling is proposed in the effluent management area.                                                                                                         |
| Aspect                                                  | Northeast                                                                                                                                                                        | Increases sun exposure for improved efficiency of effluent disposal fields                                                                                      |
| River/Stream Catchment                                  | No creeks or waterways in allotment.                                                                                                                                             | Risk is reduced                                                                                                                                                 |
| Dams/Surface Water                                      | None                                                                                                                                                                             | Risk is reduced                                                                                                                                                 |
| Rock Outcrop                                            | None                                                                                                                                                                             | Reduces limitations and maximises efficiency of effluent disposal fields                                                                                        |
| Erosion                                                 | No evidence of sheet or rill erosion.                                                                                                                                            | The erosion hazard is low.                                                                                                                                      |
| Vegetation                                              | Manicured lawns, screening hedges & landscaped gardens                                                                                                                           | Some vegetation clearing will be required for establishment of effluent disposal field and dwelling development                                                 |
| Climate                                                 | Temperate                                                                                                                                                                        | Reduces variation in efficiency of effluent field                                                                                                               |

458651 LCA

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|                                                                                                                                                                                                                                                                                                                          | <b>Client:</b> Tom Alwyn                                                       |  | <b>Designed:</b> SJA      |
|                                                                                                                                                                                                                                                                                                                          | <b>Checked:</b>                                                                |  | <b>Job No.:</b> 458651    |
|                                                                                                                                                                                                                                                                                                                          |                                                                                |  | <b>Page No.:</b> 4 of 13  |

| Criteria / Feature                    | Description                                                                                                                                                                                                                         | Implications for Wastewater Management                                                                                                                 |
|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Land Features cont'd</b>           |                                                                                                                                                                                                                                     |                                                                                                                                                        |
| Solar Exposure                        | High.                                                                                                                                                                                                                               | Increases efficiency of effluent disposal fields                                                                                                       |
| Recommended Buffer Distances          | All buffer distances recommended in Table 4-10 of <i>EPA Guideline for Onsite Wastewater Management, (May 2024)</i> while achievable, significantly limit siting of the LAA's in this case                                          |                                                                                                                                                        |
| Available Land Application Area (LAA) | Considering all site constraints and the buffers mentioned above, the site has limited land that is suitable and available for land application of treated effluent. Refer site features plan (458651-LC1) for nominated locations. | By using a system that provides secondary treatment and pressurized sub-surface irrigation, there will be ample protection for surface and groundwater |

#### 4.0 SOIL ASSESSMENT & CONSTRAINTS

The sites soils have been assessed for their suitability for onsite wastewater management by a combination of soil survey and desktop review of published soil survey information as outlined below.

##### 4.1 Published Soils Information

Soils of the site have been mapped and described in Sustainable Soil Management “*A reference manual to the major agricultural soils of the Bairnsdale and Dargo regions*” and are described as belonging to the Stockdale (Sd) map unit with Munro (Mu). This unit occurs on rolling low hills and is comprised of Tertiary sediments and sands. Most of the land has been cleared of native vegetation and used for grazing. The surface soils are mostly fine textured soils, with a sandy loam to fine sandy loam sharply separated from a medium clay subsoil occurring at around 20-40cm, although some subsoils are clayey sands and sandy clays. Some of the sandier surface soils have developed a “coffee rock” layer at the base of the A2 horizon.

##### Soil Profile Morphology – Stockdale (Sd) Map unit

###### Surface soil

**A1** 0 – 300 Dark greyish brown (10YR4/2); *sandy loam*; weak medium (10 – 20 mm) polyhedral structure; firm moist; clear wavy change to:

**A2** 300 – 500 Pale brown (10YR6/3) conspicuously bleached (10YR/8/1d); *sandy loam or loamy sand*; apedal, single grain; firm consistence dry; sharp change to:

###### Subsoil

**B21** 500 – 800 Yellowish brown (10YR5/6); *heavy clay*; moderate coarse (20 – 50 mm) polyhedral structure; strong consistence, moist; diffuse change to:

**B22** 800 – 1m Yellowish brown (10YR5/6) with greyish brown (10YR5/2) and increasing yellowish red (5YR5/6) mottles; *heavy clay*; moderate coarse (20 – 50 mm) lenticular structure; strong consistence moist.

##### Key profile features

- Strong texture contrast between the surface (A) horizons and subsoil (B) horizons.
- Conspicuously bleached subsurface (A2) horizon.



##### 4.2 Soil Survey and Analysis

A Soil survey was carried out at the site to determine suitability for application of treated effluent. Subsoil investigations were conducted at two locations, as shown on the Site Features Plan, using a hand auger (B1-2). This was sufficient to adequately characterise the soils, as only minor variation would be expected throughout the area of interest.

Samples of all discrete soil layers for both test bores were collected for subsequent laboratory analysis of pH<sup>6</sup>, electrical conductivity<sup>7</sup> and Emerson Aggregate Class.

<sup>6</sup> The pH of 1:5 soil/water suspensions was measured using a Merck pH strip

<sup>7</sup> EC (dS m<sup>-1</sup>) was calculated by measuring the electrical conductivity of 1:5 soil water suspension.  
458651 LCA

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|                                                                                                                                                                                                                                                                                                                                                                                      | <b>Client:</b> Tom Alwyn                                                       | <b>Designed:</b> SJA      |
|                                                                                                                                                                                                                                                                                                                                                                                      | <b>Checked:</b>                                                                | <b>Job No.:</b> 458651    |
|                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                | <b>Page No.:</b> 5 of 13  |

| Soil Features: TEST BORE B1                          |                         |                      |                                |
|------------------------------------------------------|-------------------------|----------------------|--------------------------------|
| Soil Horizon                                         | A1                      | A2                   | B1                             |
| Depth (mm)                                           | 0-200                   | 200-500              | 500+                           |
| Boundary Type                                        |                         | Gradual              | Gradual                        |
| Field Texture Grade <sup>8</sup>                     | SL                      | SCL                  | MC                             |
| Structure                                            | Moderate                | Weak                 | Massive                        |
| pH                                                   | 7                       | 7                    | 6                              |
| EC (dS m <sup>-1</sup> )                             | 0.00<br>(Non Saline)    | 0.00<br>(Non Saline) | 0.04<br>(Non Saline)           |
| Dominant Colour                                      | 7.5YR 3/2<br>Dark Brown | 10YR 5/3<br>Brown    | 10YR 3/4<br>Dk Yellowish Brown |
| Mottles                                              | None                    | None                 | None                           |
| Dispersion                                           | 5                       | 2                    | 1                              |
| Coarse Fragments<br>(% Volume)                       | None                    | 15%                  | None                           |
| Soil Category <sup>9</sup><br>(AS/NZ1547:2012)       | 2a                      | 4a                   | 6c                             |
| Design Irrigation Rate <sup>10</sup><br>(DIR mm/day) | 5                       | 3.5                  | 2                              |
| Design Loading Rate <sup>11</sup><br>(DLR mm/day)    | NR                      | 6                    | NR                             |

NA: Not Applicable      NR: Not Recommended

|  | Depth<br>(m)                                          | Description                                                             | Horizon   |  |
|--|-------------------------------------------------------|-------------------------------------------------------------------------|-----------|--------------------------------------------------------------------------------------|
|  | 0.0<br>0.1                                            | <b>TOPSOIL:</b> Moist Sandy Loam                                        | <b>A1</b> |                                                                                      |
|  | 0.2<br>0.3<br>0.4                                     | <b>SILT:</b> Moist Dense Sandy Clayey<br>with quartz pebbles throughout | <b>A2</b> |                                                                                      |
|  | 0.5<br>0.6<br>0.7<br>0.8<br>0.9<br>1.0<br>1.2<br>1.5+ | <b>CLAY:</b> Moist Stiff                                                | <b>B1</b> |                                                                                      |

<sup>8</sup> Refer Appendix D for description details(all soil samples have been sieved to minus 2mm and air-dried before being analyzed)

<sup>9</sup> As identified in Victorian EPA Guideline for Onsite Wastewater Management, (May 2024) Table 4-9

<sup>10</sup> For sub-surface irrigation (Refer Table M1 of AS/NZS 1547:2012)

<sup>11</sup> For absorption trenches/beds

458651 LCA

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|                                                                                                                                                                                                                                                                                                                                                                                      | <b>Client:</b> Tom Alwyn                                                       | <b>Designed:</b> SJA      |
|                                                                                                                                                                                                                                                                                                                                                                                      | <b>Checked:</b>                                                                | <b>Job No.:</b> 458651    |
|                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                | <b>Page No.:</b> 6 of 13  |

| Soil Features: TEST BORE B2                          |                         |                          |                                |
|------------------------------------------------------|-------------------------|--------------------------|--------------------------------|
| Soil Horizon                                         | A1                      | A2                       | B1                             |
| Depth (mm)                                           | 0-200                   | 200-800                  | 800+                           |
| Boundary Type                                        |                         | Gradual                  | Gradual                        |
| Field Texture Grade <sup>12</sup>                    | SL                      | SCL                      | MC                             |
| Structure                                            | Moderate                | Weak                     | Massive                        |
| pH                                                   | 7                       | 6                        | 5                              |
| EC (dS m <sup>-1</sup> )                             | 0.00<br>(Non Saline)    | 0.00<br>(Non Saline)     | 0.08<br>(Non Saline)           |
| Dominant Colour                                      | 7.5YR 3/2<br>Dark Brown | 7.5R 4/6<br>Strong Brown | 10YR 3/4<br>Dk Yellowish Brown |
| Mottles                                              | None                    | None                     | Red Blotches                   |
| Dispersion                                           | 5                       | 2                        | 1                              |
| Coarse Fragments<br>(% Volume)                       | None                    | 20%                      | None                           |
| Soil Category <sup>13</sup><br>(AS/NZ1547:2012)      | 2a                      | 4a                       | 6c                             |
| Design Irrigation Rate <sup>14</sup><br>(DIR mm/day) | 5                       | 3.5                      | 2                              |
| Design Loading Rate <sup>15</sup><br>(DLR mm/day)    | NR                      | 6                        | NR                             |

NA: Not Applicable      NR: Not Recommended

|  | Depth<br>(m) | Description                           | Horizon   |  |
|--|--------------|---------------------------------------|-----------|--------------------------------------------------------------------------------------|
|  | 0.0          | <b>TOPSOIL:</b> Dry Sandy Loam        | <b>A1</b> |                                                                                      |
|  | 0.1          |                                       |           |                                                                                      |
|  | 0.2          | <b>SILT:</b> Moist Dense Sandy Clayey | <b>A2</b> |                                                                                      |
|  | 0.3          |                                       |           |                                                                                      |
|  | 0.4          |                                       |           |                                                                                      |
|  | 0.5          |                                       |           |                                                                                      |
|  | 0.6          |                                       |           |                                                                                      |
|  | 0.7          |                                       |           |                                                                                      |
|  | 0.8          | <b>CLAY:</b> Moist Stiff              | <b>B1</b> |                                                                                      |
|  | 0.9          |                                       |           |                                                                                      |
|  | 1.0          |                                       |           |                                                                                      |
|  | 1.2          |                                       |           |                                                                                      |
|  | 1.5+         |                                       |           |                                                                                      |

Soil Bore Log Profile

<sup>12</sup> Refer Appendix D for description details(all soil samples have been sieved to minus 2mm and air-dried before being analyzed)

<sup>13</sup> As identified in Victorian EPA Guideline for Onsite Wastewater Management, (May 2024) Table 4-9

<sup>14</sup> For sub-surface irrigation (Refer Table M1 of AS/NZS 1547:2012)

<sup>15</sup> For absorption trenches/beds

458651 LCA



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|                                                                                                                                                                                                                                                                                                                                         | <b>Client: Tom Alwyn</b>                                                           |  | <b>Designed: SJA</b>      |
|                                                                                                                                                                                                                                                                                                                                         | <b>Checked:</b>                                                                    |  | <b>Job No.: 458651</b>    |
|                                                                                                                                                                                                                                                                                                                                         |                                                                                    |  | <b>Page No.: 7 of 13</b>  |

## 5.0 LAND CAPABILITY ASSESSMENT MATRIX

| Land features                                               | Land capability class rating |                                 |                           |                                      |                                      |
|-------------------------------------------------------------|------------------------------|---------------------------------|---------------------------|--------------------------------------|--------------------------------------|
|                                                             | Very good<br>(1)             | Good<br>(2)                     | Fair<br>(3)               | Poor<br>(4)                          | Very Poor<br>(5)                     |
| <b>General characteristics</b>                              |                              |                                 |                           |                                      |                                      |
| Site drainage                                               | No visible signs of dampness | Moist soil, but no water in pit |                           | Visible signs of dampness            | Water ponding on surface             |
| Runoff                                                      | None                         | Low                             | Moderate                  | High - diversionary structures req'd | Very High - diversion not practical  |
| Flood/inundation potential (yearly return exceedence)       | Never                        |                                 | < 1 in 100                | < 1 in 30                            | > 1 in 20                            |
| Proximity to watercourses                                   | > 60m                        |                                 |                           |                                      | < 60m                                |
| Slope (%)                                                   | 0 - 2                        | 2 - 8                           | 8 - 12                    | 12 - 20                              | > 20                                 |
| Landslip                                                    | None Evident                 |                                 | Low potential for failure | High potential for failure           | Present or past failure              |
| Seasonal water table depth (m) (incl. perched water tables) | >5                           | 5 - 2.5                         | 2.5 - 2.0                 | 2.0 - 1.5                            | < 1.5                                |
| Rock Outcrop (% of land surface containing rocks > 200mm)   | 0                            | < 10%                           | 10-20%                    | 20-50%                               | >50%                                 |
| Vegetation Type                                             | Turf or pasture              |                                 |                           |                                      | Dense forest with little understorey |
| Average Rainfall (mm/yr)                                    | < 450                        | 450 - 650                       | 650 - 750                 | 750 - 1000                           | > 1000                               |
| Pan Evaporation (mm/yr)                                     | > 1500                       | 1250 - 1500                     | 1000 - 1250               | -                                    | < 1000                               |
| Fill                                                        | No Fill                      |                                 | Fill present              |                                      |                                      |
| <b>Soil profile characteristics*</b>                        |                              |                                 |                           |                                      |                                      |
| Structure                                                   | High                         | Moderate                        | Weak                      | Massive                              | Single Grained                       |
| Profile depth (of limiting Horizon B1)                      | > 2.0m                       | 1.5m - 2.0m                     | 1.5m - 1.0m               | 1.0m - 0.5m                          | < 0.5m                               |
| Soil permeability category <sup>16</sup>                    | 2 and 3                      | 4                               |                           | 5                                    | 1 and 6                              |
| Presence of mottling                                        | None                         |                                 | Some                      |                                      | Extensive                            |
| Coarse Fragments (% volume)                                 | <10                          | 10-20                           | 20-40                     |                                      | >40                                  |
| pH                                                          | 6 - 8                        |                                 | 4.5 - 6                   |                                      | <4.5, >8                             |
| Emerson Aggregate Test (dispersion/slaking)                 | 4, 6, 8                      | 5                               | 7                         | 2, 3                                 | 1                                    |
| Salinity (dS/m) (Electrical Conductivity)                   | <0.3                         | 0.3 - 0.8                       | 0.8 - 2                   | 2 - 4                                | >4                                   |
| <b>Overall Site Rating<sup>17</sup></b>                     |                              |                                 | <b>Poor</b>               |                                      | <b>4</b>                             |

\* relevant to the sites most restrictive soil layer(s)

<sup>16</sup> Refer Table 5.1 (Determination of Soil Category) of AS/NZS 1547:2012

<sup>17</sup> A description of each Land Capability Class Rating is provided in Appendix A. 458651 LCA

|                                                                                                                                                                                                                                                                                                                          |                                                                                    |  |                           |
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|                                                                                                                                                                                                                                                                                                                          | <b>Client: Tom Alwyn</b>                                                           |  | <b>Designed: SJA</b>      |
|                                                                                                                                                                                                                                                                                                                          | <b>Checked:</b>                                                                    |  | <b>Job No.: 458651</b>    |
|                                                                                                                                                                                                                                                                                                                          |                                                                                    |  | <b>Page No.: 8 of 13</b>  |

## 6.0 CONCLUSION

This LCA has been prepared to accompany a development application to East Gippsland Shire Council for a Proposed Medical Centre & Dwelling and associated necessary wastewater management system. As such, this report provides recommendations for treatment and land application systems that are appropriate to the land capability.

The site has a number of limitations that result in the development being unsuitable for Primary treatment only (i.e. traditional septic tank and subsoil absorption trenches):

- Limiting Horizon B1 (Medium Clays) have a very low permeability rate,
- Massively structured (Category 6c) clay soils not suitable for disposal via absorption trenches.
- Effluent at risk of transmission to neighbouring properties downslope of subject site

The following section provides an overview of a suitable system, with sizing and design considerations. **Detailed design for the system is beyond the scope of this study, but should be undertaken at the time of building application and submitted to Council.**

## 7.0 RECOMMENDATIONS

It is recommended based on this LCA, that if the development of a Proposed Medical Centre & Dwelling on 236 Bullumwaal Rd, at the location indicated on the Site Features Plan 458651 - LC1:

- On-site disposal of domestic wastewater should occur within the proposed Land Application Areas (refer Site Plan 458651 - LC1).

### Medical Centre

- Install a system that provides secondary treatment with disinfection to meet EPA requirements for irrigation. Indicative target effluent quality is a minimum EPA standard 20mg/L BOD and 30mg/L SS. Final selection is the responsibility of the property owner, who will forward details to Council for approval.
- Calculation of Irrigation Area based on AS/NZ 1547 equation  $A=Q/DIR$ 
  - $Q = 200$  L/day;
  - $DIR^{18} = 1.6$  mm/day;
  - **Irrigation Area – 125 m<sup>2</sup>**
- To determine if the irrigation area recommended above is adequate, a water balance<sup>19</sup> modelling has been undertaken to achieve a maximum wet weather storage depth of less than 10mm. The calculations are summarized below, with full details in Appendix B.
  - Crop factor – 0.6 to 0.85; and Retained Rainfall – 75%.
  - Irrigation Area – 125m<sup>2</sup>
  - Max Wet Weather Storage Depth – 6 mm (*therefore area shown in bold to be adopted*)

### Four (4) Bedroom Dwelling

- Install a system that provides secondary treatment with disinfection to meet EPA requirements for irrigation. Indicative target effluent quality is a minimum EPA standard 20mg/L BOD and 30mg/L SS. Final selection is the responsibility of the property owner, who will forward details to Council for approval.
- Calculation of Irrigation Area based on AS/NZ 1547 equation  $A=Q/DIR$ 
  - $Q = 750$  L/day;
  - $DIR^{20} = 1.6$  mm/day;
  - **Irrigation Area – 470 m<sup>2</sup>**
- To determine if the irrigation area recommended above is adequate, a water balance<sup>21</sup> modelling has been undertaken to achieve a maximum wet weather storage depth of less than 10mm. The calculations are summarized below, with full details in Appendix B.
  - Crop factor – 0.6 to 0.85; and Retained Rainfall – 75%.
  - Irrigation Area – 470m<sup>2</sup>
  - Max Wet Weather Storage Depth – 5 mm (*therefore area shown in bold to be adopted*)
- Minimum setbacks and buffer distances must be obtained when establishing effluent disposal envelopes, as per *EPA Guideline for Onsite Wastewater Management, (May 2024)*.

<sup>18</sup> 20% reduction in DIR required due to LAA slopes greater than 10% (as per AS1547:2012, table M2, pg163)

<sup>19</sup> Water Balance undertaken in accordance with EPA Publication 168 (1991), Guidelines for Wastewater Irrigation.

<sup>20</sup> 20% reduction in DIR required due to LAA slopes greater than 10% (as per AS1547:2012, table M2, pg163)

<sup>21</sup> Water Balance undertaken in accordance with EPA Publication 168 (1991), Guidelines for Wastewater Irrigation.  
458651 LCA

|                                                                                                                                                                                                                                                                                                                          |                                                                                    |                           |
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|                                                                                                                                                                                                                                                                                                                          | <b>Client: Tom Alwyn</b>                                                           | <b>Designed: SJA</b>      |
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|                                                                                                                                                                                                                                                                                                                          | <b>Page No.: 9 of 13</b>                                                           |                           |

## 8.0 MANAGEMENT PROGRAM

### 8.1 Installation Issues

To ensure the satisfactory installation and operation of the AWTs & sub-surface irrigation, the following measures are to be implemented:

- Construction of a shallow table or cut-off drain along the high sides of the effluent disposal area, extending to below the field;
- Overflow from any water storage tanks to be directed into a table drain, or equivalent, to discharge below the effluent disposal field in a manner to avoid scouring or washing away downstream of the discharge point;
- Stormwater flows from the roof must be discharged at a point well clear of the effluent disposal field and runoff from paved surfaces and driveways must be directed away from the disposal site.
- Installation of the sub-surface irrigation system to be undertaken when the soils are dry or moist, not when the ground is saturated;
- Sub-surface irrigation system to be designed to minimise root intrusion from trees;
- Sub-surface irrigation system to utilise pressure dosing to ensure effluent is applied uniformly throughout the effluent disposal area.

### 8.2 Ongoing Management & Maintenance Issues

To ensure the satisfactory ongoing performance of the proposed AWTs & sub-surface irrigation, the owners/occupiers will need to ensure that:

- No buildings or impermeable surfaces are constructed on or over the effluent disposal areas;
- Heavy equipment is kept away from effluent disposal areas whilst the soil is saturated;
- The effluent disposal field is maintained as a grassed area, or planted out with shrubs that tolerate wet conditions, have high evapotranspiration capacity and can tolerate phosphorus levels typically found in treated effluent;
- Trees and/or thick shrubs **are not** to be planted out along the northern or western edges of the effluent disposal areas to prevent exposure to both wind and sun.

The installer of the AWTs & sub-surface irrigation is to ensure that the owners/occupants are aware of and fully understand their responsibilities in relation to operating the treatment system, maintenance requirements and what should be done in the event of any problems. The satisfactory ongoing performance and longevity of the AWTs & sub-surface irrigation can be enhanced by:

- Ensuring that maintenance requirements are undertaken regularly in accordance with the systems' requirements and that both they and future owners/occupiers are aware of the systems capabilities, limitations and ongoing requirements;
- Using biodegradable soaps, low phosphorous detergents and detergents that have low salt, sodium and chlorine levels;
- Limiting the use of germicides (such as strong detergents, disinfectants, toilet cleaners, whiteners and bleaches);
- Not flushing disposable nappies, sanitary napkins or other hygiene products into the systems;
- Not flushing chemicals, paint or similar substances into the systems.
- Fats, oils, milk, tea leaves, coffee grounds and other kitchen food liquids, particles and scraps should be composted in a compost bin. These organic wastes **SHOULD NOT** be disposed of into the onsite wastewater treatment system.

**NOTE:** This report and associated plan(s) does not constitute a Septic Tank Permit. Such a permit should be obtained separately from the Environmental Health Department of East Gippsland Shire Council after development approval is obtained and prior to plumbing works commencing.

## APPENDIX A

| Capability Class | Degree of Limitation | General Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rating 1         | None to Very Slight  | The Proposed Medical Centre & Dwelling is suitable for on-site disposal of septic tank discharge. The limitations or environmental hazard from long-term use are considered very slight. Standard performance measures for design, installation and management should prove satisfactory.                                                                                                                                                                                                                                                                                                                                                   |
| Rating 2         | Slight               | The site has been identified as generally suitable for on-site effluent disposal but there is a slight associated environmental hazard expected. One or more land limitations are present, which may not be compatible with 'straight forward' conventional on-site disposal. The wastewater management program will require careful planning, adherence to specifications and adequate supervision.                                                                                                                                                                                                                                        |
| Rating 3         | Moderate             | The site has only a fair capability for on-site effluent disposal with a moderate associated environmental risk always present. Very careful site selection, preparation and specialized design will be required to address the identified land constraints. A management program should be delivered to the responsible authority with the development application and prior to earthworks commencing. It is recommended that, in order to achieve BPEM, wastewater-processing systems which can attain a higher level of treatment with basic monitoring should be considered as an alternative to standard conventional trench disposal. |
| Rating 4         | High                 | Areas have a poor capability rating with a high associated environmental risk. Considerable difficulties are expected during siting and installation of the wastewater treatment system and during routine operation. A very high Engineering input and close supervision would be needed to minimize the environmental impact. Alternative wastewater processing systems capable of consistently producing a high quality secondary effluent (such as aerated wastewater treatment plants) together with a close monitoring program should be seriously investigated and adopted.                                                          |
| Rating 5         | Severe               | Areas have a very poor capability and there is severe associated environmental risk. The areas are not generally considered suitable for disposal of septic tank effluent by trench systems. The high levels of Engineering input and management needed at all stages are unlikely to adequately address the identified land constraints and achieve a sustainable outcome. Reticulated sewerage is usually the only acceptable option.                                                                                                                                                                                                     |

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|                                                                                                                                                                                                                                                                                                                          |                                                                                                  |                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------|
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|                                                                                                                                                                                                                                                                                                                          | <b>Client: Tom Alwyn</b>                                                                         | <b>Designed: SJA</b>      |
|                                                                                                                                                                                                                                                                                                                          | <b>Checked:</b>                                                                                  | <b>Job No.: 458651</b>    |
|                                                                                                                                                                                                                                                                                                                          | <b>Page No.: 10 of 13</b>                                                                        |                           |

### APPENDIX B

| Bairnsdale 085279              |       |           |        | Evap.data                                                              |          |           |        | Bairnsdale 084100 |           |         |  |
|--------------------------------|-------|-----------|--------|------------------------------------------------------------------------|----------|-----------|--------|-------------------|-----------|---------|--|
| Mean                           |       |           |        | average Pan evaporation                                                |          |           |        |                   |           |         |  |
| Source: AS1547-1994 - Table G1 |       |           |        | (Prepared by R.A. Patterson, Lanfax Labs. Armidale updated April 2006) |          |           |        |                   |           |         |  |
| 1                              | 2     | 3         | 4      | 5                                                                      | 6        | 7         | 8      | 9                 | 10        | 11      |  |
| Month                          | Days  | daily pan | Pan Eo | Et                                                                     | Rainfall | Retained  | LTAR*N | Disposal          | Effluent  | Size of |  |
|                                | per   | Eo        |        | +Cf*Eo                                                                 | P        | Rainfall  |        | rate/month        | applied   | area    |  |
|                                | month | (B.Met)   |        |                                                                        |          | Re=(1-r)P | 1.6    | (Et-Re)+          | per month | (8)/(7) |  |
|                                |       |           |        |                                                                        |          |           |        | LTAR*N            | 750       |         |  |
|                                |       | mm        | mm     | mm                                                                     | mm       | mm        | mm     | mm                | L         | m2      |  |
| Jan                            | 31    | 6.6       | 204.3  | 174                                                                    | 48.9     | 36.7      | 49.6   | 186.6             | 23250     | 125     |  |
| Feb                            | 28    | 6.1       | 170.0  | 144                                                                    | 50.8     | 38.1      | 44.8   | 151.2             | 21000     | 139     |  |
| Mar                            | 31    | 4.8       | 148.8  | 126                                                                    | 44.7     | 33.5      | 49.6   | 142.6             | 23250     | 163     |  |
| Apr                            | 30    | 3.7       | 109.8  | 66                                                                     | 55.8     | 41.9      | 48     | 72.0              | 22500     | 312     |  |
| May                            | 31    | 2.6       | 80.0   | 48                                                                     | 47.3     | 35.5      | 49.6   | 62.1              | 23250     | 374     |  |
| Jun                            | 30    | 2.4       | 70.8   | 42                                                                     | 59.7     | 44.8      | 48     | 45.7              | 22500     | 492     |  |
| Jul                            | 31    | 2.4       | 73.8   | 44                                                                     | 49.1     | 36.8      | 49.6   | 57.0              | 23250     | 408     |  |
| Aug                            | 31    | 3.0       | 93.0   | 56                                                                     | 36.3     | 27.2      | 49.6   | 78.2              | 23250     | 297     |  |
| Sep                            | 30    | 3.8       | 114.9  | 69                                                                     | 52.7     | 39.5      | 48     | 77.4              | 22500     | 291     |  |
| Oct                            | 31    | 4.7       | 144.8  | 123                                                                    | 60       | 45.0      | 49.6   | 127.7             | 23250     | 182     |  |
| Nov                            | 30    | 5.5       | 165.9  | 141                                                                    | 80.9     | 60.7      | 48     | 128.3             | 22500     | 175     |  |
| Dec                            | 31    | 6.3       | 195.9  | 167                                                                    | 59       | 44.3      | 49.6   | 171.9             | 23250     | 135     |  |
| Totals                         |       |           | 1571.9 | 1201                                                                   | 645.2    | 483.9     |        |                   |           |         |  |

**TABLE G2 - Depth of stored effluent First trial - choose from col.9 table above**

| 1     | 2           | 3           | 4         | 5       | 6            | 7        | 8        | 9        | 10         | 11         |
|-------|-------------|-------------|-----------|---------|--------------|----------|----------|----------|------------|------------|
| month | first trial | application | Disposal  | (3)-(4) | Increase     | Starting | increase | computed | reset if   | equivalent |
|       | area        | rate        | rate      |         | depth of     | depth    | depth    | depth    | Et deficit | storage    |
|       | (m2)        | (8)/(2)     | per month |         | stored       | effluent | effluent | effluent | <0         | 10 x area  |
|       |             | (mm)        | (mm)      | (mm)    | (5)/porosity | month    | +(6)     | (mm)     | (mm)       | (L)        |
| Dec   |             |             |           |         |              |          |          | 0.0      | 0          |            |
| Jan   | 470         | 49          | 187       | -137    | -343         | 0        | -343     | -343     | 0          | 0          |
| Feb   |             | 45          | 151       | -106    | -266         | 0        | -266     | -266     | 0          | 0          |
| Mar   |             | 49          | 143       | -93     | -233         | 0        | -233     | -233     | 0          | 0          |
| Apr   |             | 48          | 72        | -24     | -60          | 0        | -60      | -60      | 0          | 0          |
| May   |             | 49          | 62        | -13     | -32          | 0        | -32      | -32      | 0          | 0          |
| Jun   |             | 48          | 46        | 2       | 5            | 0        | 5        | 5        | 5          | 764        |
| Jul   |             | 49          | 57        | -8      | -19          | 5        | -19      | -14      | 0          | 0          |
| Aug   |             | 49          | 78        | -29     | -72          | 0        | -72      | -72      | 0          | 0          |
| Sep   |             | 48          | 77        | -30     | -74          | 0        | -74      | -74      | 0          | 0          |
| Oct   |             | 49          | 128       | -78     | -195         | 0        | -195     | -195     | 0          | 0          |
| Nov   |             | 48          | 128       | -80     | -201         | 0        | -201     | -201     | 0          | 0          |
| Dec   |             | 49          | 172       | -122    | -306         | 0        | -306     | -306     | 0          | 0          |
| Jan   |             | 49          | 187       | -137    | -343         | 0        | -343     | -343     | 0          | 0          |
| Feb   |             | 45          | 151       | -106    | -266         | 0        | -266     | -266     | 0          | 0          |
| Mar   |             | 49          | 143       | -93     | -233         | 0        | -233     | -233     | 0          | 0          |
| Apr   |             | 48          | 72        | -24     | -60          | 0        | -60      | -60      | 0          | 0          |
| May   |             | 49          | 62        | -13     | -32          | 0        | -32      | -32      | 0          | 0          |

From calculations in tables above for optimised drainfield area, using Appendix G AS1547-1994

**Porosity in disposal area** **40%**

**Variables Table**

**Runoff Coeff = 0.25** percentage runoff

**Summer Crop Factor = 0.85** crop transpiration rate Oct-Mar

**Winter Crop Factor = 0.6** crop transpiration rate -Apr-Sep

Change as required

**LTAR = 1.6** L/m2/day

**FLows = 750** L/day

**Estimated area of effluent drainfield = 470** square metres

**Maximum depth of stored effluent = 5** mm depth

Water Balance Model for 4 bedroom dwelling  
(prepared by R.A. Patterson, Lanfax Labs. Armidale April 2007)

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|                                                                                                                                                                                                                                                                                                                          |                                                                                    |                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------|
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|                                                                                                                                                                                                                                                                                                                          | <b>Client: Tom Alwyn</b>                                                           | <b>Designed: SJA</b>      |
|                                                                                                                                                                                                                                                                                                                          | <b>Checked:</b>                                                                    | <b>Job No.: 458651</b>    |
|                                                                                                                                                                                                                                                                                                                          | <b>Page No.: 11 of 13</b>                                                          |                           |

**APPENDIX B (cont'd)**

| Bairnsdale 085279              |       |           |        | Evap.data                                                              |          |           |        | Bairnsdale 084100 |           |         |  |
|--------------------------------|-------|-----------|--------|------------------------------------------------------------------------|----------|-----------|--------|-------------------|-----------|---------|--|
| Mean                           |       |           |        | average Pan evaporation                                                |          |           |        |                   |           |         |  |
| Source: AS1547-1994 - Table G1 |       |           |        | (Prepared by R.A. Patterson, Lanfax Labs. Armidale updated April 2006) |          |           |        |                   |           |         |  |
| 1                              | 2     | 3         | 4      | 5                                                                      | 6        | 7         | 8      | 9                 | 10        | 11      |  |
| Month                          | Days  | daily pan | Pan Eo | Et                                                                     | Rainfall | Retained  | LTAR*N | Disposal          | Effluent  | Size of |  |
|                                | per   | Eo        |        | +Cf*Eo                                                                 | P        | Rainfall  |        | rate/month        | applied   | area    |  |
|                                | month | (B.Met)   |        |                                                                        |          | Re=(1-r)P | 1.6    | (Et-Re)+          | per month | (8)/(7) |  |
|                                |       | mm        | mm     | mm                                                                     | mm       | mm        | mm     | LTAR*N            | 200       | m2      |  |
|                                |       |           |        |                                                                        |          |           |        |                   | L         |         |  |
| Jan                            | 31    | 6.6       | 204.3  | 174                                                                    | 48.9     | 36.7      | 49.6   | 186.6             | 6200      | 33      |  |
| Feb                            | 28    | 6.1       | 170.0  | 144                                                                    | 50.8     | 38.1      | 44.8   | 151.2             | 5600      | 37      |  |
| Mar                            | 31    | 4.8       | 148.8  | 126                                                                    | 44.7     | 33.5      | 49.6   | 142.6             | 6200      | 43      |  |
| Apr                            | 30    | 3.7       | 109.8  | 66                                                                     | 55.8     | 41.9      | 48     | 72.0              | 6000      | 83      |  |
| May                            | 31    | 2.6       | 80.0   | 48                                                                     | 47.3     | 35.5      | 49.6   | 62.1              | 6200      | 100     |  |
| Jun                            | 30    | 2.4       | 70.8   | 42                                                                     | 59.7     | 44.8      | 48     | 45.7              | 6000      | 131     |  |
| Jul                            | 31    | 2.4       | 73.8   | 44                                                                     | 49.1     | 36.8      | 49.6   | 57.0              | 6200      | 109     |  |
| Aug                            | 31    | 3.0       | 93.0   | 56                                                                     | 36.3     | 27.2      | 49.6   | 78.2              | 6200      | 79      |  |
| Sep                            | 30    | 3.8       | 114.9  | 69                                                                     | 52.7     | 39.5      | 48     | 77.4              | 6000      | 78      |  |
| Oct                            | 31    | 4.7       | 144.8  | 123                                                                    | 60       | 45.0      | 49.6   | 127.7             | 6200      | 49      |  |
| Nov                            | 30    | 5.5       | 165.9  | 141                                                                    | 80.9     | 60.7      | 48     | 128.3             | 6000      | 47      |  |
| Dec                            | 31    | 6.3       | 195.9  | 167                                                                    | 59       | 44.3      | 49.6   | 171.9             | 6200      | 36      |  |
| Totals                         |       |           | 1571.9 | 1201                                                                   | 645.2    | 483.9     |        |                   |           |         |  |

**TABLE G2 - Depth of stored effluent First trial - choose from col.9 table above**

| 1     | 2           | 3           | 4         | 5       | 6            | 7        | 8        | 9        | 10         | 11         |
|-------|-------------|-------------|-----------|---------|--------------|----------|----------|----------|------------|------------|
| month | first trial | application | Disposal  | (3)-(4) | Increase     | Starting | increase | computed | reset if   | equivalent |
|       | area        | rate        | rate      |         | depth of     | depth    | depth    | depth    | Et deficit | storage    |
|       | (m2)        | (8)/(2)     | per month |         | stored       | effluent | effluent | effluent | <0         | 10 x area  |
|       |             | (mm)        | (mm)      | (mm)    | (5)/porosity | month    | +(6)     | (mm)     | (mm)       | (L)        |
| Dec   |             |             |           |         |              |          |          | 0.0      | 0          |            |
| Jan   | 125         | 50          | 187       | -137    | -342         | 0        | -342     | -342     | 0          | 0          |
| Feb   |             | 45          | 151       | -106    | -266         | 0        | -266     | -266     | 0          | 0          |
| Mar   |             | 50          | 143       | -93     | -232         | 0        | -232     | -232     | 0          | 0          |
| Apr   |             | 48          | 72        | -24     | -60          | 0        | -60      | -60      | 0          | 0          |
| May   |             | 50          | 62        | -13     | -31          | 0        | -31      | -31      | 0          | 0          |
| Jun   |             | 48          | 46        | 2       | 6            | 0        | 6        | 6        | 6          | 215        |
| Jul   |             | 50          | 57        | -7      | -19          | 6        | -19      | -13      | 0          | 0          |
| Aug   |             | 50          | 78        | -29     | -71          | 0        | -71      | -71      | 0          | 0          |
| Sep   |             | 48          | 77        | -29     | -74          | 0        | -74      | -74      | 0          | 0          |
| Oct   |             | 50          | 128       | -78     | -195         | 0        | -195     | -195     | 0          | 0          |
| Nov   |             | 48          | 128       | -80     | -201         | 0        | -201     | -201     | 0          | 0          |
| Dec   |             | 50          | 172       | -122    | -306         | 0        | -306     | -306     | 0          | 0          |
| Jan   |             | 50          | 187       | -137    | -342         | 0        | -342     | -342     | 0          | 0          |
| Feb   |             | 45          | 151       | -106    | -266         | 0        | -266     | -266     | 0          | 0          |
| Mar   |             | 50          | 143       | -93     | -232         | 0        | -232     | -232     | 0          | 0          |
| Apr   |             | 48          | 72        | -24     | -60          | 0        | -60      | -60      | 0          | 0          |
| May   |             | 50          | 62        | -13     | -31          | 0        | -31      | -31      | 0          | 0          |

From calculations in tables above for optimised drainfield area, using Appendix G AS1547-1994

**Porosity in disposal area** = **40%**

**Variables Table**

**Runoff Coeff** = **0.25** percentage runoff

**Summer Crop Factor** = **0.85** crop transpiration rate Oct-Mar

**Winter Crop Factor** = **0.6** crop transpiration rate -Apr-Sep

Change as required

**LTAR** = **1.6** L/m2/day

**FLows** = **200** L/day

**Estimated area of effluent drainfield** = **125** square metres

**Maximum depth of stored effluent** = **6** mm depth

Water Balance Model for proposed medical centre  
(prepared by R.A. Patterson, Lanfax Labs. Armidale April 2007)

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|                                                                                                                                                                                                                                                                                                                                                 |                                                                                                  |                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------|
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|                                                                                                                                                                                                                                                                                                                                                 | <b>Client: Tom Alwyn</b>                                                                         | <b>Designed: SJA</b>      |
|                                                                                                                                                                                                                                                                                                                                                 | <b>Checked:</b>                                                                                  | <b>Job No.: 458651</b>    |
|                                                                                                                                                                                                                                                                                                                                                 | <b>Page No.: 12 of 13</b>                                                                        |                           |

### APPENDIX C

| RECORD OF FIELD TEXTURE DETERMINATION – BORE 1 |            |            |            |           |        |       |
|------------------------------------------------|------------|------------|------------|-----------|--------|-------|
| Soil                                           | Grittiness | Stickiness | Plasticity | Stain     | Ribbon | Grade |
| A1                                             | Very       | Slight     | None       | Slight    | 25     | SL    |
| A2                                             | Very       | Slight     | None       | Moderate  | 35     | SCL   |
| B1                                             | None       | Extremely  | Extremely  | Extremely | 75+    | MC    |
| RECORD OF FIELD TEXTURE DETERMINATION – BORE 2 |            |            |            |           |        |       |
| Soil                                           | Grittiness | Stickiness | Plasticity | Stain     | Ribbon | Grade |
| A1                                             | Very       | Slight     | None       | Slight    | 20     | SL    |
| A2                                             | Very       | Slight     | None       | Moderate  | 40     | SCL   |
| B1                                             | None       | Extremely  | Extremely  | Extremely | 75+    | MC    |

NONE                      SLIGHT   MODERATE                      VERY                      EXTREMELY

### APPENDIX D

| Soil Category | Field Texture Grade |                      | Behaviour of moist blobs                                                                                                                                                      | Ribbon length (mm) | Approx clay content % |
|---------------|---------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| 1             | S                   | Sand                 | coherence nil to very slight, cannot be moulded; sand grains of medium size; single sand grains stick to fingers                                                              | nil                | < 5%                  |
| 2             | LS                  | Loamy sand           | slight coherence; sand grains of medium size; can be sheared between thumb and forefinger to give minimal ribbon of 5mm                                                       | about 5            | about 5%              |
|               | CS                  | Clayey sand          | slight coherence; sand grains of medium size; sticky when wet; many sand grains stick to fingers; discolours fingers with clay stain                                          | 5 - 15             | 5% to 10%             |
|               | SL                  | Sandy loam           | bolus coherent but very sandy to touch; will form ribbon; dominant sand grains of medium size and readily visible                                                             | 15 - 25            | 10% to 20%            |
| 3             | FSL                 | Fine sandy loam      | as for sandy loams, except that individual sand grains are not visible, although they can be heard and felt                                                                   | 15 - 25            | 10% to 20%            |
|               | L                   | Loam                 | bolus coherent and rather spongy; smooth feel when manipulated but with no obvious sandiness or "silkeness"; may be somewhat greasy to touch if much organic material present | 25                 | about 25%             |
|               | ZL                  | Silty loam           | coherent bolus, very smooth to silky when manipulated, will form a very thin ribbon and dries out rapidly                                                                     | 25                 | 10% to 25%            |
| 4             | SCL                 | Sandy clay loam      | strongly coherent bolus, sandy to touch; medium size sand grains visible in finer matrix                                                                                      | 25 - 40            | 20% to 30%            |
|               | FSCL                | Fine sandy clay loam | as for sandy clay loam, except that individual sand grains are not visible although they can be heard and felt.                                                               | 40 - 50            | 20% to 30%            |
|               | CL                  | Clay loam            | coherent plastic bolus, smooth to manipulate                                                                                                                                  | 40 - 50            | 30% to 35%            |
|               | ZCL                 | Silty clay loam      | as for clay loams but not spongy; very smooth and silky; dries out rapidly                                                                                                    | 40 - 50            | 30% to 35%            |
|               | SC                  | Sandy clay           | plastic bolus; fine to medium sand can be seen, felt or heard in clayey matrix                                                                                                | 50 - 75            | 35% to 40%            |
| 5             | SiC                 | Silty clay           | plastic bolus; smooth and silky to manipulate; long but very fragmentary ribbon; dries out rapidly                                                                            | 50 - 75            | 30% to 40%            |
|               | LC                  | Light clay           | plastic bolus; smooth to touch; slight resistance to shearing between thumb and forefinger                                                                                    | 50 - 75            | 35% to 40%            |
|               | LMC                 | Light medium clay    | plastic bolus; smooth to touch; slight to moderate resistance to ribboning shear                                                                                              | 75                 | 40% to 45%            |
| 6             | MC                  | Medium clay          | smooth plastic bolus; handles like plasticine and can be moulded into rods without fracture; has moderate resistance to ribboning shear                                       | > 75               | 45% to 55%            |
|               | HC                  | Heavy clay           | smooth plastic bolus; handles like stiff plasticine; can be moulded into rods without fracture; has firm resistance to ribboning shear                                        | > 75               | 50% +                 |

*Soil Texture Grade Table (International System, soil sieved < 2mm) &  
 Table E1 (Assessment of Soil Textures) pg 106 of AS/NZS 1547:2012*

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|                                                                                                                                                                                                                                                                                                                                                 |                                                                                |                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------|
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|                                                                                                                                                                                                                                                                                                                                                 | <b>Client:</b> Tom Alwyn                                                       | <b>Designed:</b> SJA      |
|                                                                                                                                                                                                                                                                                                                                                 | <b>Checked:</b>                                                                | <b>Job No.:</b> 458651    |
|                                                                                                                                                                                                                                                                                                                                                 |                                                                                | <b>Page No.:</b> 13 of 13 |

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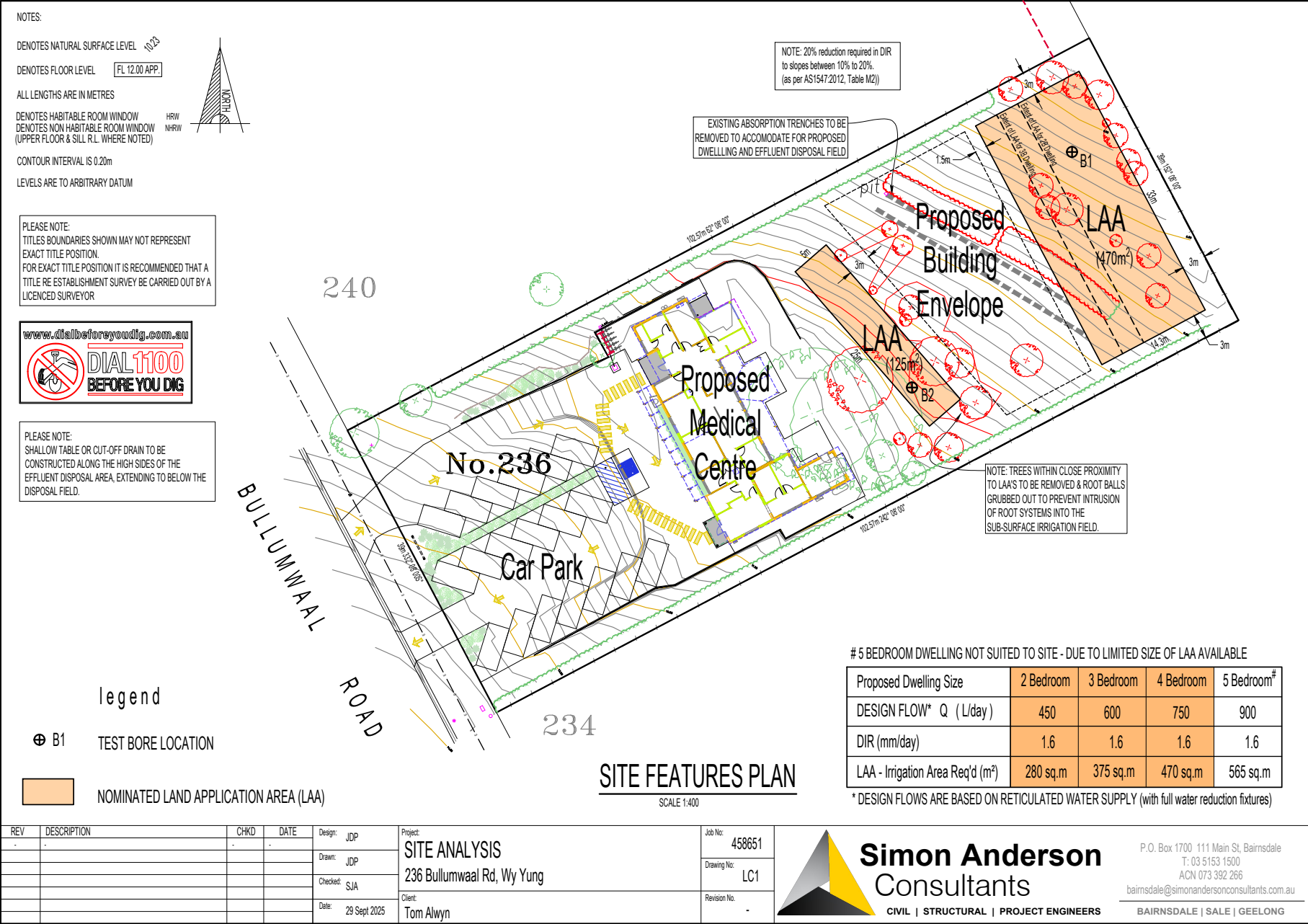
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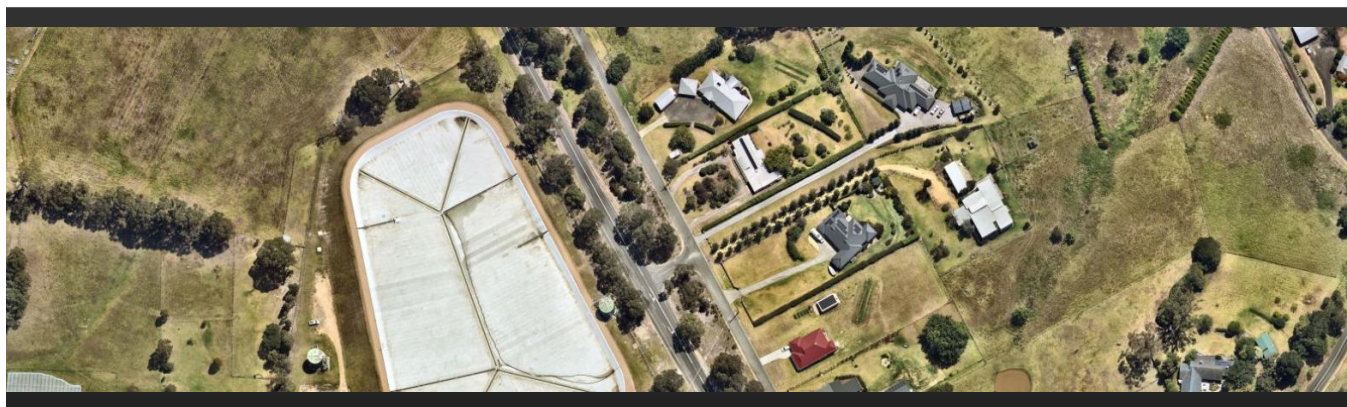
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## **236 Bullumwaal Road, Wy Yung**

Transport Impact Assessment



260062TIA001C-F.docx

21 May 2026

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## CONTENTS

|       |                                                    |    |
|-------|----------------------------------------------------|----|
| 1     | INTRODUCTION.....                                  | 5  |
| 2     | EXISTING CONDITIONS .....                          | 5  |
| 2.1   | Site Location .....                                | 5  |
| 2.2   | Planning Zones and Overlays.....                   | 6  |
| 2.3   | Road Network.....                                  | 7  |
| 2.3.1 | Bullumwaal Road.....                               | 7  |
| 2.3.2 | Bullumwaal Road Service Road.....                  | 7  |
| 2.3.3 | Service Road Intersection.....                     | 8  |
| 2.4   | Traffic Volumes.....                               | 9  |
| 3     | DEVELOPMENT PROPOSAL.....                          | 10 |
| 3.1   | General.....                                       | 10 |
| 3.2   | Car Parking and Vehicle Access.....                | 10 |
| 4     | DESIGN ASSESSMENT .....                            | 11 |
| 4.1   | East Gippsland Planning Scheme – Clause 52.06..... | 11 |
| 4.1.1 | General.....                                       | 11 |
| 4.1.2 | Design Standard 1: Accessways.....                 | 11 |
| 4.1.3 | Design Standard 2: Car Parking Spaces .....        | 12 |
| 4.1.4 | Design Standard 3: Gradients .....                 | 12 |
| 4.2   | Bicycle Parking .....                              | 12 |
| 5     | LOADING .....                                      | 13 |
| 6     | BICYCLE PARKING .....                              | 13 |
| 7     | CAR PARKING .....                                  | 14 |
| 7.1   | Statutory Car Parking Requirements.....            | 14 |
| 7.2   | Accessible Car Parking.....                        | 15 |
| 8     | TRAFFIC.....                                       | 15 |
| 8.1   | Traffic Generation .....                           | 15 |
| 8.2   | Traffic Distribution .....                         | 16 |
| 8.3   | Generated Traffic Volumes.....                     | 16 |
| 8.4   | Traffic Impact .....                               | 17 |
| 9     | CONCLUSIONS.....                                   | 19 |



## TABLES

|         |                                                            |    |
|---------|------------------------------------------------------------|----|
| Table 1 | Clause 52.06-9 Design Assessment – Design Standard 1 ..... | 11 |
| Table 2 | Clause 52.34 – Bicycle Parking Requirements .....          | 13 |
| Table 3 | Clause 52.06 – Car Parking Requirements .....              | 14 |
| Table 4 | Medical Centre Traffic Generation .....                    | 15 |
| Table 5 | Anticipated Traffic Generation .....                       | 15 |
| Table 6 | SIDRA Intersection Parameters .....                        | 17 |
| Table 7 | Bullumwaal Road / Service Road – Future Conditions .....   | 18 |

## FIGURES

|           |                                                             |    |
|-----------|-------------------------------------------------------------|----|
| Figure 1  | Site Location .....                                         | 5  |
| Figure 2  | Site Context (14 February 2026) .....                       | 6  |
| Figure 3  | Planning Scheme Zones .....                                 | 6  |
| Figure 4  | Bullumwaal Road, looking both directions .....              | 7  |
| Figure 5  | Bullumwaal Road Service Road, looking both directions ..... | 7  |
| Figure 6  | Bullumwaal Road Service Road Intersection .....             | 8  |
| Figure 7  | Existing Traffic Volumes – Wednesday 11 February 2026 ..... | 9  |
| Figure 8  | Car Park & Access Layout .....                              | 10 |
| Figure 9  | Car Parking Requirement Map .....                           | 14 |
| Figure 10 | Generated Traffic Volumes .....                             | 16 |

## APPENDICES

### APPENDIX A CAR PARK LAYOUT & SWEEP PATH ANALYSIS





# 1 INTRODUCTION

onemilegrid has been requested by Crowther & Sadler PTY LTD to undertake a Transport Impact Assessment of the proposed medical centre at 236 Bullumwaal Road, Wy Yung.

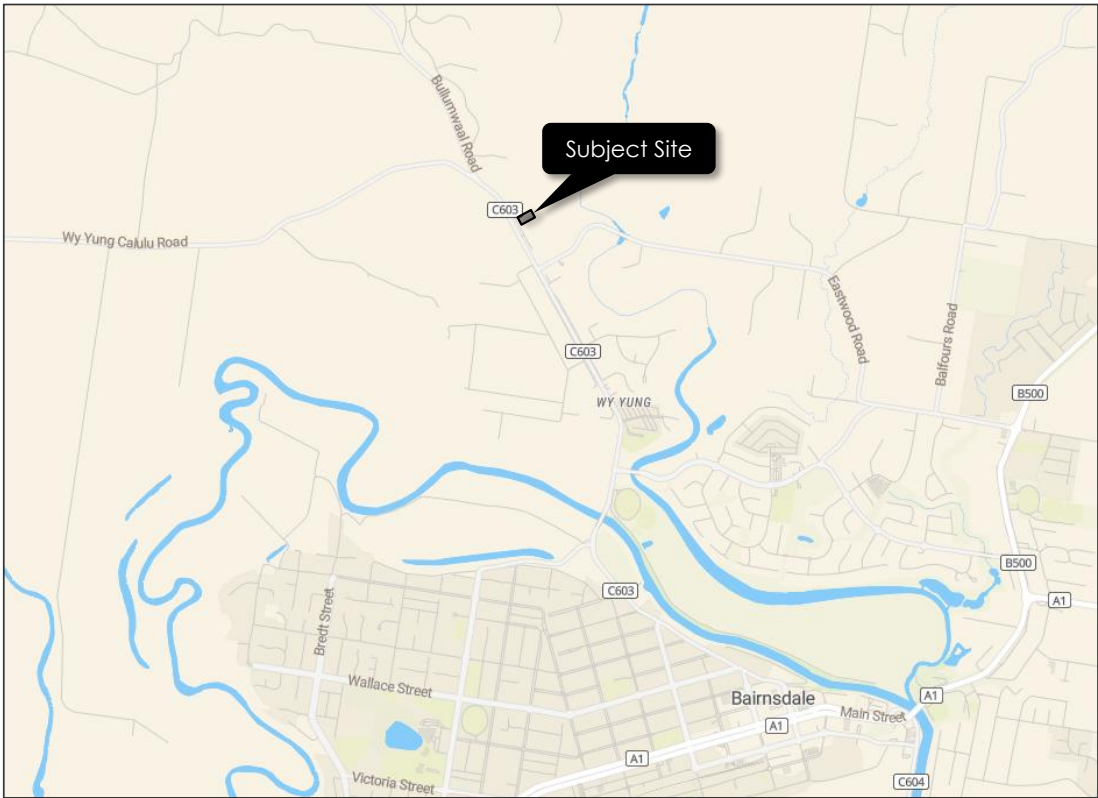
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

## 2 EXISTING CONDITIONS

### 2.1 Site Location

The subject site is addressed as 236 Bullumwaal Road, Wy Yung, and is located on the east side of the Bullumwaal Road Service Road, as shown in Figure 1 below.

Figure 1 Site Location



Source: Street-Directory

The site is currently occupied by residential building, with access via two crossovers to Bullumwaal Road Service Road.



Land use in the immediate vicinity of the site is generally residential on the east side of the Bullumwaal Road service road and a water storage facility on the west side of Bullumwaal Road.

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

**Figure 2 Site Context (14 February 2026)**

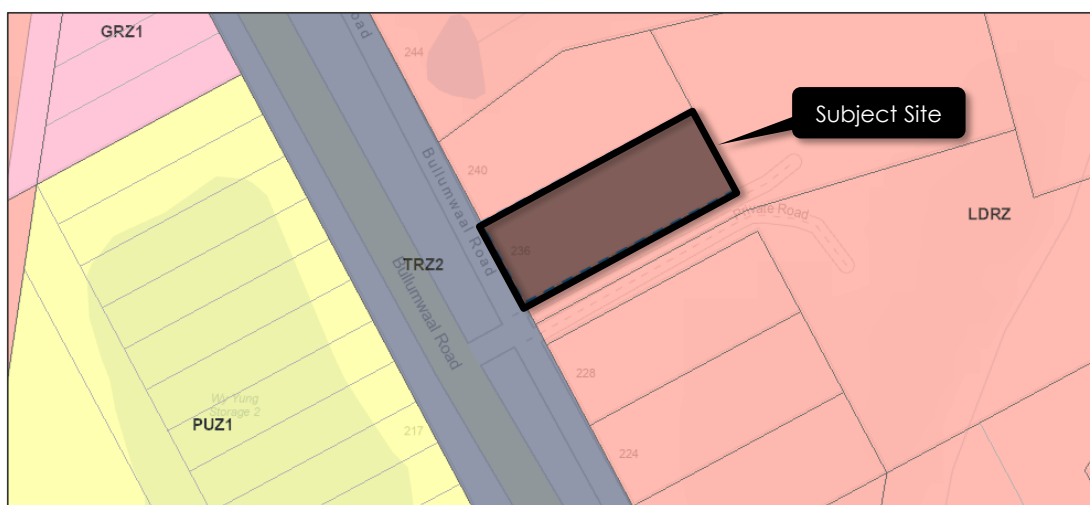


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## 2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Low Density Residential Zone (LDRZ). Additionally, the site abuts Bullumwaal Road Service Road, which is within a Transport Zone (TRZ2), designating the Principal Road Network.

**Figure 3 Planning Scheme Zones**





## 2.3 Road Network

### 2.3.1 Bullumwaal Road

Bullumwaal Road is an arterial road generally aligned north-south, running between Bairnsdale in the south and Wy Yung in the north. Bullumwaal Road provides a single traffic lane in each direction adjacent the site, with additional road widening provided to the northbound lane for an auxiliary right turn lane at the Service Road intersection. A 60 km/h speed limit applies to Bullumwaal Road in the vicinity of the site.

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

**Figure 4 Bullumwaal Road, looking both directions**



Image date: February 2026

### 2.3.2 Bullumwaal Road Service Road

Bullumwaal Road Service Road is a local road generally aligned north-south, for approximately 360 metres along the northeast side of Bullumwaal Road. The Bullumwaal Road Service Road provides an approximately 6-metre-wide two-way carriageway that provides access to 12 residential dwellings. The default 50 km/h speed limit applies to Bullumwaal Road Service Road.

The cross-section of Bullumwaal Road at the frontage of the site is shown in Figure 5 below.

**Figure 5 Bullumwaal Road Service Road, looking both directions**



Image date: February 2026





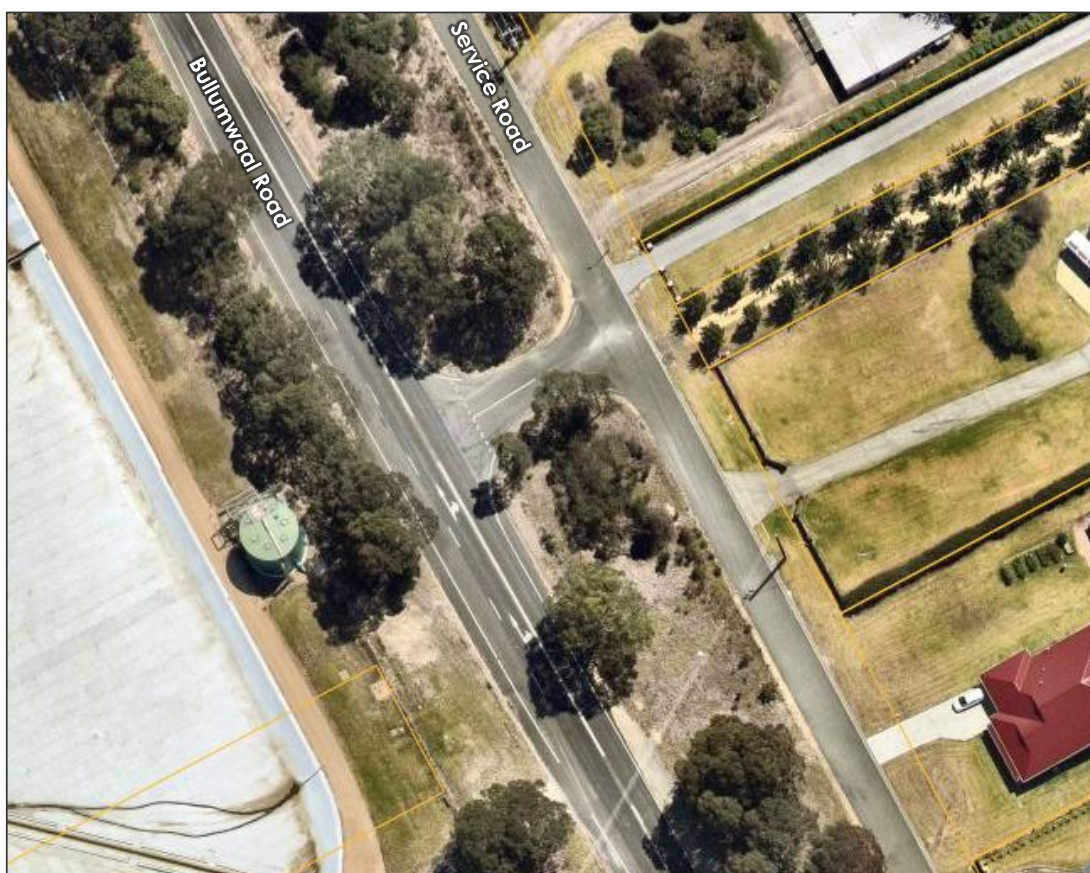
### 2.3.3 Service Road Intersection

The intersection with the service road is provided with an auxiliary right-turn lane on the southbound approach. This creates two through lanes in the lead up to and beyond the intersection, with the inside lane allowing for vehicles to turn or drive northbound along Bullumwaal Road, whilst the outside lane allows through vehicles to manoeuvre around vehicles turning right into the service road.

The service road forms a T-intersection with Bullumwaal Road on the western end and a T-intersection with the extended service road on the eastern end, forming an east-west length of approximately 20 metres.

A view of the intersection layout is provided in Figure 6 below for context.

**Figure 6 Bullumwaal Road Service Road Intersection**



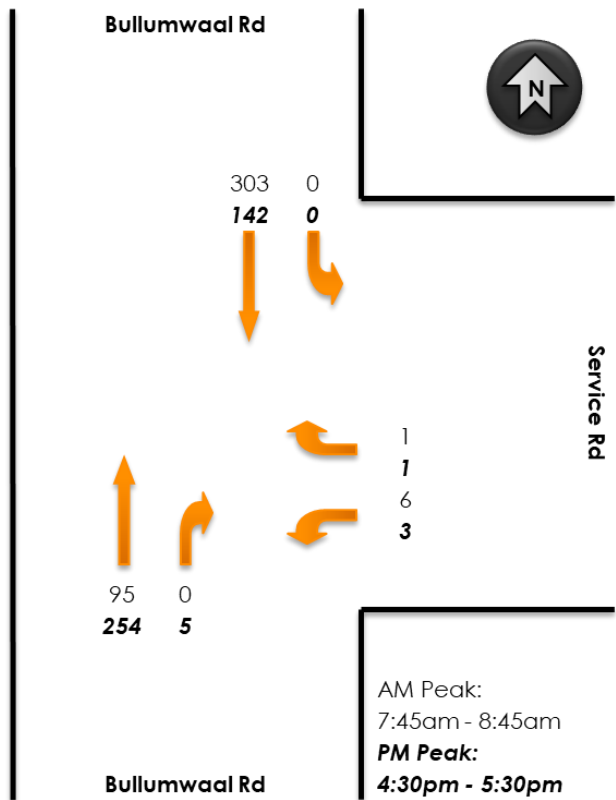


2.4 Traffic Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** at the intersection of Bullumwaal Road and the Service Road, on Wednesday 11<sup>th</sup> February 2026, between 6:30am and 9:30am, and between 3:30pm and 6:30pm.

The peak hour results of the surveys are shown in Figure 7 below.

Figure 7 Existing Traffic Volumes – Wednesday 11 February 2026



The results show that there is minimal vehicle movement in or out of the Service Road during the peak periods, with a maximum of 6 outbound left movements in the morning peak hour (1 movement every 10 minutes) and a maximum of 5 inbound right movements in the afternoon peak hour (1 movement every 12 minutes).



### 3 DEVELOPMENT PROPOSAL

#### 3.1 General

It is proposed to develop the subject site for the purposes of a medical centre specialised in the treatment of skin cancer. Alterations and additions to the existing dwelling will be undertaken to facilitate the proposed medical centre, which will provide a total internal building area of 306 m<sup>2</sup>.

The proposed medical centre will consist of six consulting rooms, two reception areas, two waiting rooms, bathrooms, managers office, staff room and utility areas/store rooms. The medical centre will consist of four medical practitioners, with an additional six staff members assisting the function of the facility.

The clinic will operate Monday to Friday from 8:30am to 5pm.

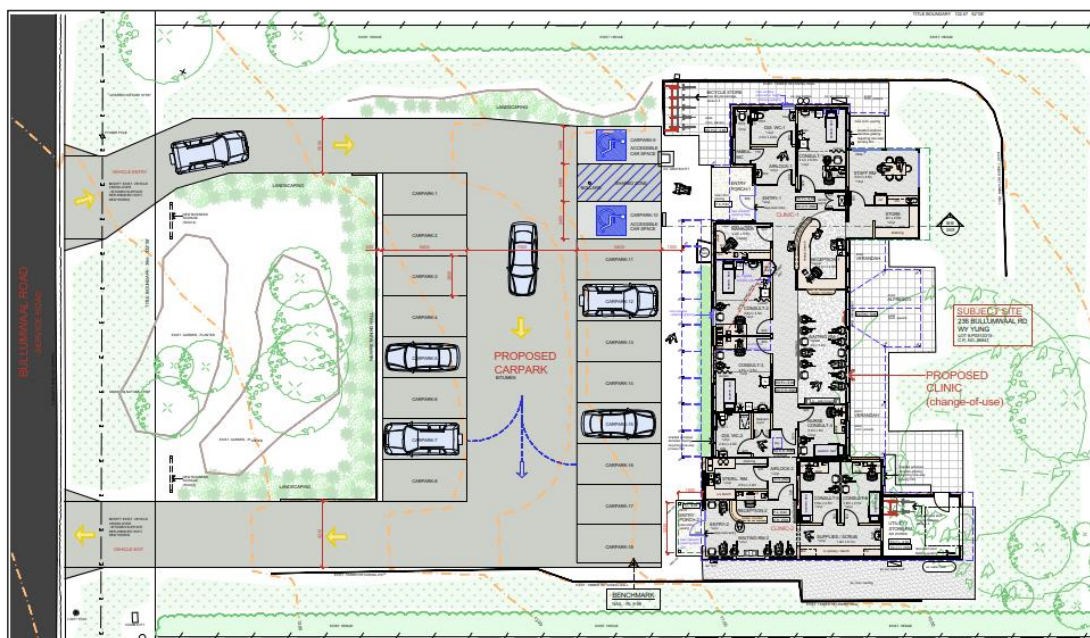
#### 3.2 Car Parking and Vehicle Access

The plans prepared by Sands Building Design (Job: 25932, Drawing: SK4 Rev A, dated 18.05.2026) include 18 car parking spaces (including 2 x DDA spaces) in a 90-degree parking configuration in front of the proposed medical centre building.

The car park configuration includes extended accessways between the site frontage and the parking spaces which allow for suitable grades to be adopted to achieve the required level difference between the site frontage and the building. Entry is from the northern crossover to the service road and exit via southern crossover.

The car parking and vehicle access layout is included as Appendix A, and shown in Figure 8.

**Figure 8 Car Park & Access Layout**



It is proposed to provide 5 bicycle parking spaces in the north-west of the building for visitor use, and 2 staff bicycle spaces are proposed in the secure utility/store room. The bicycle parking will be shifted to account for the car park design, noting that there is ample space to do so.





## 4 DESIGN ASSESSMENT

### 4.1 East Gippsland Planning Scheme – Clause 52.06

#### 4.1.1 General

**onemilegrid** has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

The design review is based on the alternative car parking layout prepared by **onemilegrid** and included as Appendix A.

#### 4.1.2 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 1 below.

**Table 1 Clause 52.06-9 Design Assessment – Design Standard 1**

| Requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Comments                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Be at least 3 metres wide.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Satisfied – minimum accessway width of 3.5 m is provided along the accessway.            |
| Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.                                                                                                                                                                                                                                                                                                                                                                                                           | Satisfied – changes of direction are between accessways of more than 4.2 m wide.         |
| Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.                                                                                                                                                                                                                                                                                                                                                                                         | N/A – no dead end.                                                                       |
| Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.                                                                                                                                                                                                                                                                                                                                                                                                  | N/A – no overhead obstructions.                                                          |
| If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.                                                                                                                                                                                                                                                                                                                         | Satisfied – all vehicles can enter and exit in a forward direction.                      |
| Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.                                                                                                                                                                                                                                                                               | N/A – accessway serves as a one-way arrangement, therefore not requiring a passing area. |
| Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900 mm in height. | Satisfied – splays are provided on both sides of the exit accessway.                     |
| If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.                                                                                                                                                                                                                                                                                                                                   | Satisfied                                                                                |



#### **4.1.3 Design Standard 2: Car Parking Spaces**

All standard car spaces on-site are proposed with a minimum width of 2.6 metres, length of 5.4 metres and are accessed from aisles of no less than 7.0 metres in excess of Design Standard 2 of the Planning Scheme.

A swept path assessment has been undertaken to demonstrate that a vehicle can comfortably reverse into the southeast corner space on entry and depart in a forward direction, with swept paths provide in Appendix A for all critical car parking spaces.

The accessible bays are provided with a length of 5.4 metres and a width of 2.4 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022).

#### **4.1.4 Design Standard 3: Gradients**

The first 5 metres at the top of both the entry and exit ramp will be provided with a grade of 1:10 while the maximum grade of the remainder of the ramp with no more than 1:4, in accordance with the requirements of Design Standard 3. Transitions are to be provided where changes of grade exceed 12.5%, and transition lengths have been designed to prevent potential scraping.

### **4.2 Bicycle Parking**

The bicycle hoops have been designed in accordance with the Australian Standard; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.



## 5 LOADING

Clause 65 (Decision Guidelines) of the East Gippsland Planning Scheme identifies that:

*"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."*

Given the size and type of the development (306 m<sup>2</sup> medical centre), it is not considered practical or necessary to provide an on-site loading bay. It is expected that the majority of deliveries will occur via small vans and utility vehicles, which can utilise the on-site parking provided.

In addition, swept paths have been prepared to demonstrate that a 95<sup>th</sup> percentile vehicle (B99) can comfortably access the site and circulate through the car park clear of all car parking spaces. If larger vehicles are required to access the site, then they would need to do so outside of operating hours when the car parking spaces on-site are unoccupied for greater manoeuvrability.

The loading arrangements for the proposed medical centre are therefore considered satisfactory.

## 6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the East Gippsland Planning Scheme, which specifies the following requirements for a medical centre development.

**Table 2 Clause 52.34 – Bicycle Parking Requirements**

| Component      | No/Area         | Requirement                               | Total    |
|----------------|-----------------|-------------------------------------------|----------|
| Medical centre | 4 practitioners | 1 space per 8 practitioners for employees | 1        |
|                |                 | 1 space per 4 practitioners for visitors  | 1        |
| <b>Total</b>   |                 | <b>Employees</b>                          | <b>1</b> |
|                |                 | <b>Visitors</b>                           | <b>1</b> |
|                |                 | <b>Total</b>                              | <b>2</b> |

Considering the above, the proposed provision of employee and visitor bicycle parking exceeds the requirements of the Planning Scheme and is therefore considered appropriate.



7 CAR PARKING

7.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the East Gippsland Planning Scheme, which provides different requirements depending on the public transport accessibility of the site. This can be determined from the land category, which is identified in the Car Parking Requirement Maps published by the Department of Transport and Planning.

As shown in Figure 9, the site is located within Category 1.

Figure 9 Car Parking Requirement Map

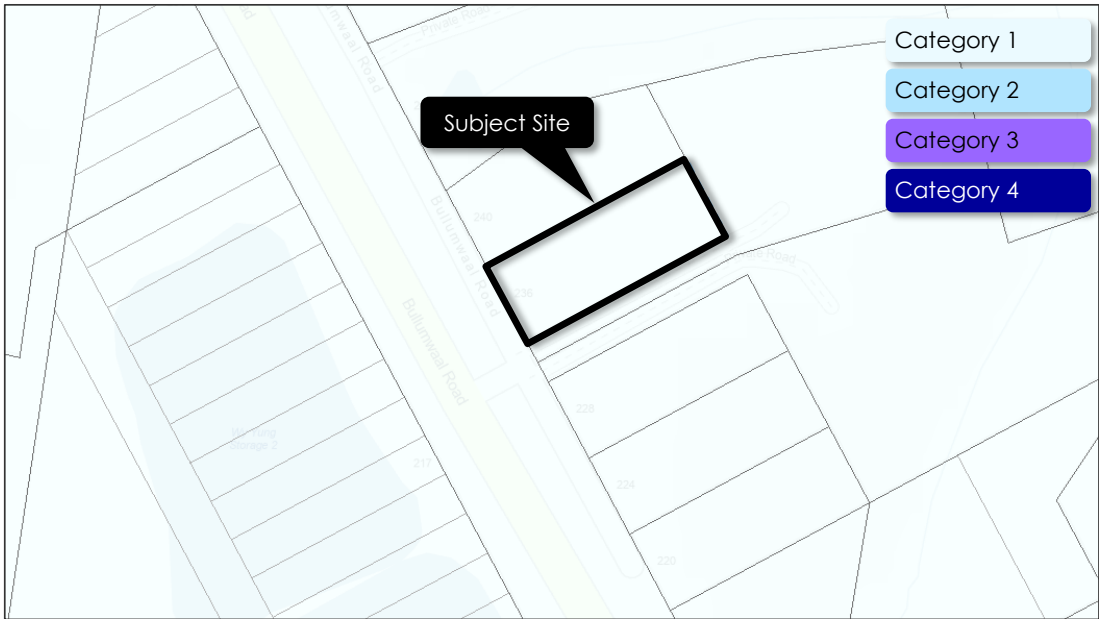


Table 3 Clause 52.06 – Car Parking Requirements

| Use            | No/Area            | Rate | Car Parking Measure                               | Total |
|----------------|--------------------|------|---------------------------------------------------|-------|
| Medical centre | 306 m <sup>2</sup> | 5    | to each 100 m <sup>2</sup> of leasable floor area | 15    |
| Total          |                    |      |                                                   | 15    |

It is proposed to provide a total of 18 car parking spaces to service the proposed development, which is in excess of the minimum Planning Scheme requirements outlined above.

The provision of car parking is therefore considered to be appropriate to satisfy the parking demands generated by the development.



7.2 Accessible Car Parking

The National Construction Code specifies the minimum requirements for provision of accessible car parking.

The proposed medical centre, classified as a Class 5 building, requires provision of one accessible car space for every 100 car parking spaces or part thereof.

Noting the proposed provision of 18 car spaces on-site, the National Construction Code (NCC) requires at least one accessible car space on-site.

The proposed provision of 2 accessible car parking spaces thus satisfies the NCC requirements.

8 TRAFFIC

8.1 Traffic Generation

Transport for New South Wales (TfNSW) produced the document "Guide to Transport Impact Assessment" dated September 2024 (Version 1.1), which aims to assist with the assessment and preparation of development applications. The guide identifies peak traffic rates for a variety of land uses based on surveys of existing facilities.

To determine appropriate traffic generation rates, surveys were undertaken in 2015 at 20 medical centres within greater Sydney and regional cities within New South Wales.

The Guide to Transport Impact Assessment provides an average of vehicle movements per medical centre for both the peak hour and daily movements. A further review of the study that the guidelines reference shows the following traffic generation rates based on practitioners.

Table 4 Medical Centre Traffic Generation

| Location     | Sites Surveyed | Movements / Practitioner |         |       |
|--------------|----------------|--------------------------|---------|-------|
|              |                | AM Peak                  | PM Peak | Daily |
| Metropolitan | 14             | 1.7                      | 1.9     | 30.8  |
| Regional     | 6              | 3.0                      | 2.4     | 38.6  |
| Average      |                | 2.1                      | 2.1     | 33.1  |

Given the site's location, the traffic generation of the regional medical centres in the TfNSW case study data will be adopted for the proposed medical centre. It will be further assumed that the majority of movements in the morning and afternoon peak hours will be staff arriving (morning) and departing (afternoon). As such, 75% of vehicle movements in the peak hours will be attributed to the staff access.

Based on the above, the anticipated traffic generated by the proposed medical centre is shown in Table 5 below.

Table 5 Anticipated Traffic Generation

| Period  | Inbound | Outbound | Total |
|---------|---------|----------|-------|
| AM Peak | 9       | 3        | 12    |
| PM Peak | 2       | 8        | 10    |
| Daily   | 77      | 77       | 154   |





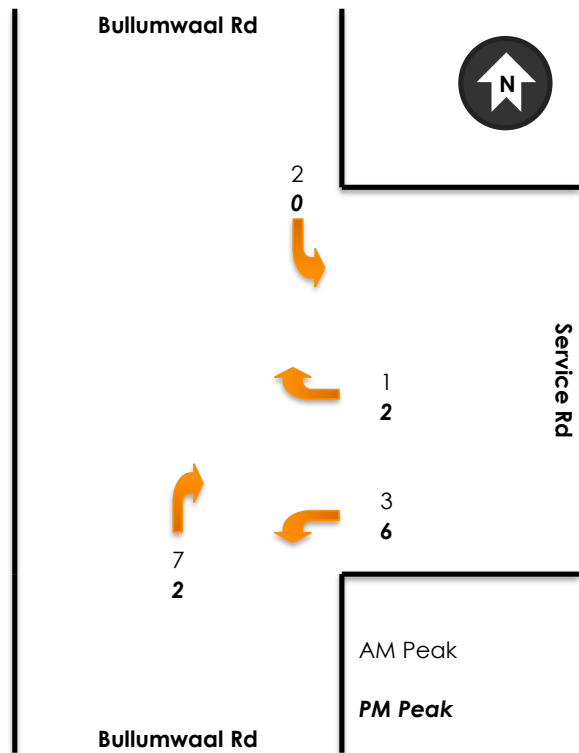
8.2 Traffic Distribution

Considering the location of the site in relation to the arterial road network, Bairnsdale town and surrounding residential catchments and the existing turning movements at the Bullumwaal Road intersection with the Service Road, it is anticipated that 80% of all vehicle movements will be to and from the south.

8.3 Generated Traffic Volumes

Based on the above, the following traffic volumes are expected to be generated by the proposed development at the intersection of Bullumwaal Road and the Service Road.

Figure 10 Generated Traffic Volumes





## 8.4 Traffic Impact

Reviewing the volumes above, it is noted that a maximum of seven vehicle movements per hour are expected for any one movement, equivalent to one vehicle trips every eight minutes. Even when focussed at the one intersection (Bullumwaal Road / Service Road), the traffic volumes generated by the proposed development are very low, and are expected to be easily absorbed into the surrounding road network.

Furthermore, the Bullumwaal Road / Service Road intersection is already provided with an auxiliary right turn treatment (see Section 2.3.3) to assist vehicle movements into the Service Road when approaching from the south. With the majority of vehicles generated by the site likely to approach from the south, the right turn treatment provided will assist those vehicles in accessing the site.

Regardless, to assess the operation of the Bullumwaal Road and Service Road intersection, the traffic volumes have been input into SIDRA Intersection, a traffic modelling software package.

The SIDRA Intersection software package has been developed to provide information on the capacity of an intersection with regard to a number of parameters. Those parameters considered relevant are, Degree of Saturation (DoS), 95th Percentile Queue, and Average Delay, as described in Table 6 below.

**Table 6 SIDRA Intersection Parameters**

| Parameter                      | Description                                                                                                                                                                                                                                             |           |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Degree of Saturation (DoS)     | The DoS represents the ratio of the traffic volume making a particular movement compared to the maximum capacity for that particular movement. The value of the DoS has a corresponding rating depending on the ratio as shown below.                   |           |
|                                | Degree of Saturation                                                                                                                                                                                                                                    | Rating    |
|                                | Up to 0.60                                                                                                                                                                                                                                              | Excellent |
|                                | 0.61 – 0.70                                                                                                                                                                                                                                             | Very Good |
|                                | 0.71 – 0.80                                                                                                                                                                                                                                             | Good      |
|                                | 0.81 – 0.90                                                                                                                                                                                                                                             | Fair      |
|                                | 0.91 – 1.00                                                                                                                                                                                                                                             | Poor      |
|                                | Above 1.00                                                                                                                                                                                                                                              | Very Poor |
| Average Delay (seconds)        | Average delay is the time delay that can be expected for all vehicles undertaking a particular movement in seconds. This includes time taken to accelerate or decelerate, time taken to undertake the manoeuvre, and delay at a hold line or stop line. |           |
| 95th Percentile (95%ile) Queue | 95%ile queue represents the maximum queue length in metres that can be expected in 95% of observed queue lengths in the peak hour.                                                                                                                      |           |

The results of the analysis are provided in Table 7 below.

**Table 7 Bullumwaal Road / Service Road – Future Conditions**

| Approach              | Movement | DoS  | Rating    | Avg. Delay (sec) | Queue (m) |
|-----------------------|----------|------|-----------|------------------|-----------|
| <b>AM Peak</b>        |          |      |           |                  |           |
| Bullumwaal Rd (south) | Through  | 0.04 | Excellent | 0                | 0.4       |
|                       | Right    | 0.04 | Excellent | 7                | 0.4       |
| Service Rd (east)     | Left     | 0.01 | Excellent | 5                | 0.3       |
|                       | Right    | 0.01 | Excellent | 7                | 0.3       |
| Bullumwaal Rd (north) | Left     | 0.17 | Excellent | 6                | 0         |
|                       | Through  | 0.17 | Excellent | 0                | 0         |
| <b>PM Peak</b>        |          |      |           |                  |           |
| Bullumwaal Rd (south) | Through  | 0.09 | Excellent | 0                | 0.4       |
|                       | Right    | 0.09 | Excellent | 6                | 0.4       |
| Service Rd (east)     | Left     | 0.01 | Excellent | 4                | 0.3       |
|                       | Right    | 0.01 | Excellent | 6                | 0.3       |
| Bullumwaal Rd (north) | Left     | 0.08 | Excellent | 6                | 0         |
|                       | Through  | 0.08 | Excellent | 0                | 0         |

As shown above, the intersection is expected to operate under excellent conditions during both the morning and afternoon peak hours, with minimal queues and delays experienced by motorists on all approaches.

Of particular note, the 95<sup>th</sup> percentile queue on the Service Road leg of the intersection is expected to be less than 1 metre, which could be rounded up to account for 1 vehicle. The length of the east-west portion of the Service Road that intersects with Bullumwaal Road is capable of accommodating up to 3 vehicles, and therefore the traffic generated by the proposed medical centre is not expected to have adverse impacts on queueing.



## 9 CONCLUSIONS

---

It is proposed to develop the subject site for the purposes of a medical centre, consisting of four medical practitioners, a building footprint of 306 m<sup>2</sup> and a total provision of 18 car parking spaces (including 2 accessible spaces), based on the car park layout and swept path assessment prepared by **onemilegrid** (Appendix A).

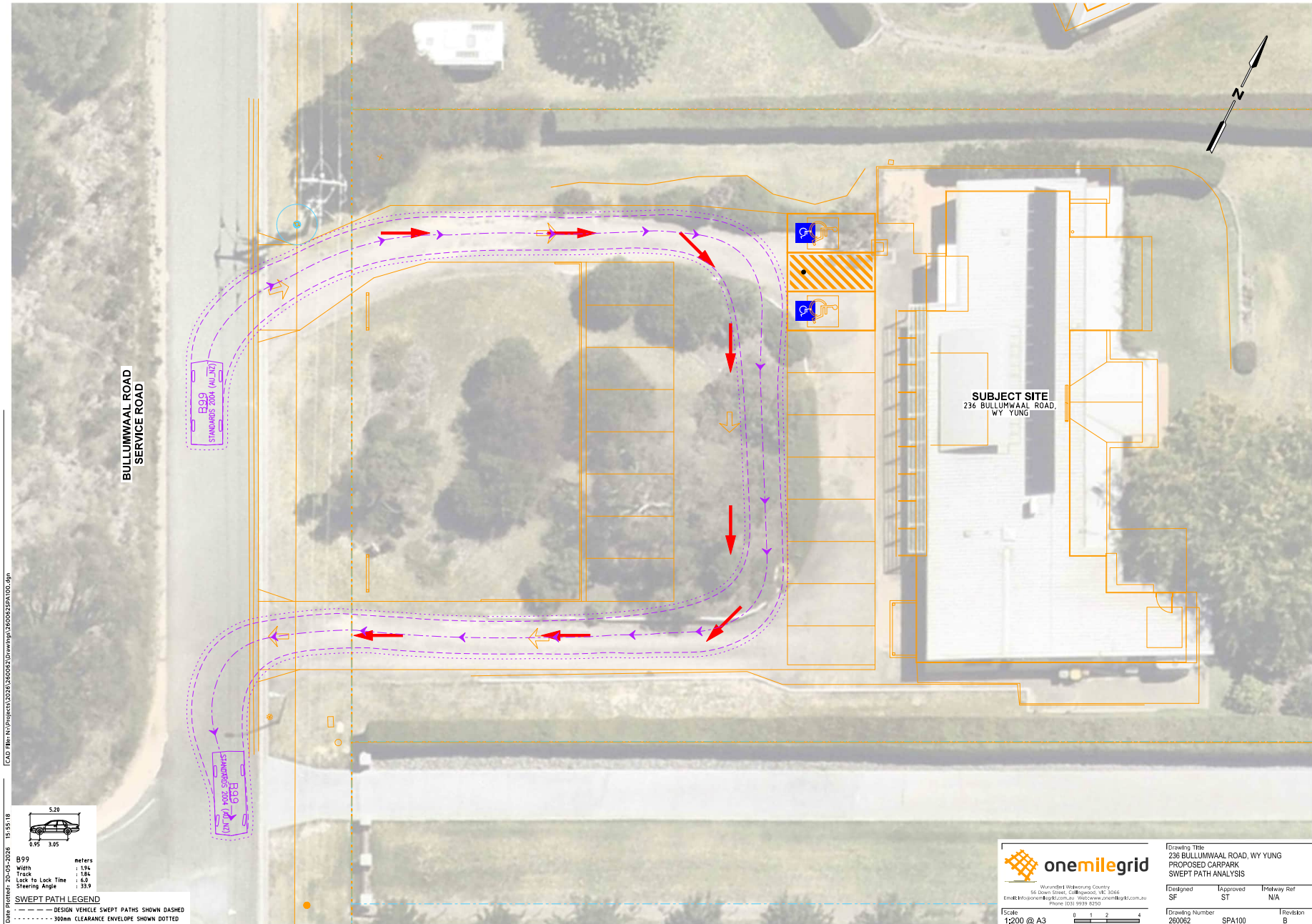
Considering the analysis presented above (based on the car park layout in Appendix A), it is concluded that:

- The proposed car parking, bicycle parking and access design (Appendix A) is considered appropriate;
- The proposed provision of employee and visitor bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate;
- The proposed supply of 18 car parking spaces is in excess of the statutory minimum requirement and is appropriate for the proposed development;
- The anticipated traffic volumes generated by the medical centre are expected to be comfortably catered for within the surrounding road network, with no noticeable impacts to queues at the Service Road intersection with Bullumwaal Road; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

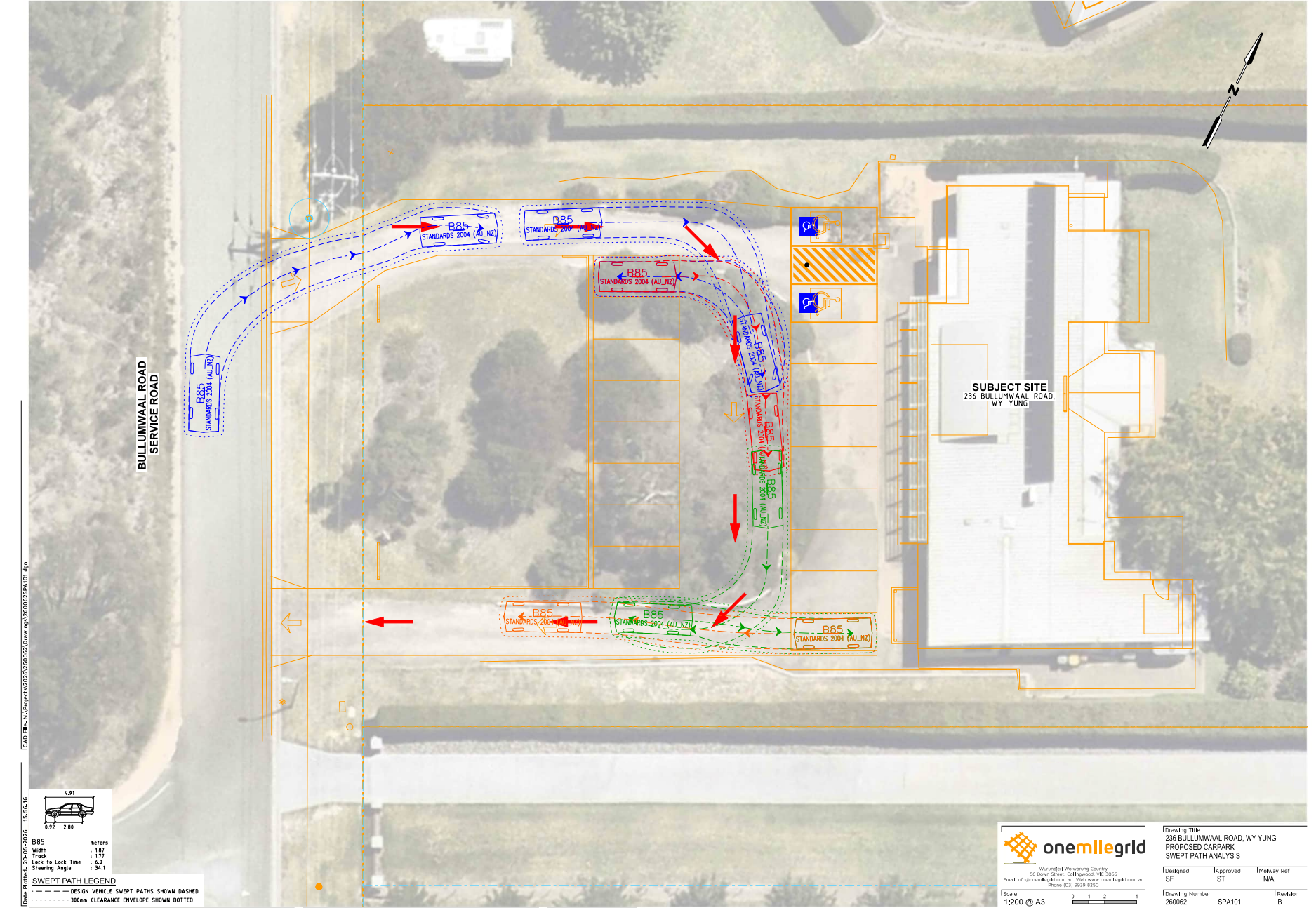


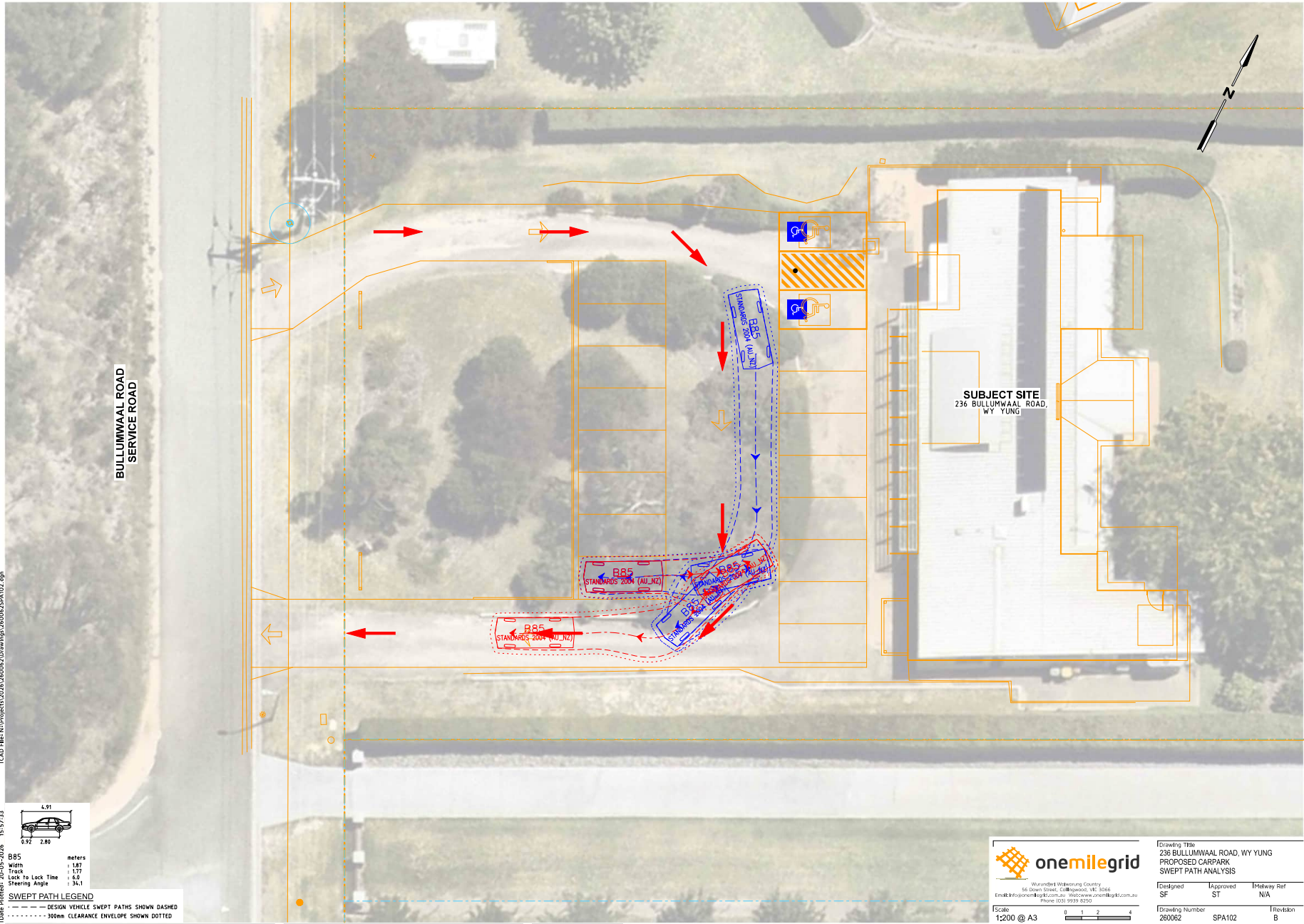
## ***Appendix A    Car Park Layout & Swept Path Analysis***









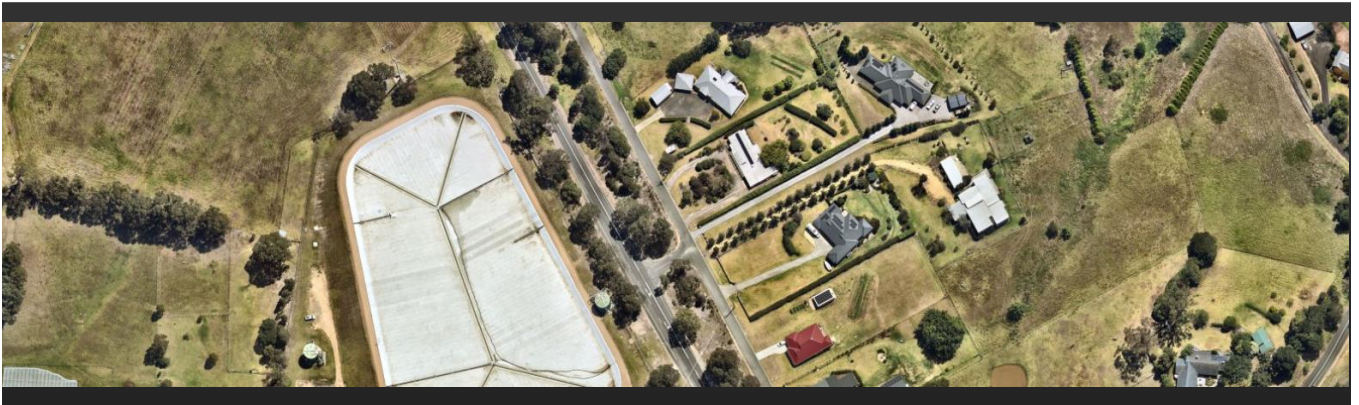






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21 May 2026



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**onemilegrid** operates from Wurundjeri Woiworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.

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## CONTENTS

|       |                                                    |    |
|-------|----------------------------------------------------|----|
| 1     | INTRODUCTION.....                                  | 5  |
| 2     | EXISTING CONDITIONS .....                          | 5  |
| 2.1   | Site Location .....                                | 5  |
| 2.2   | Planning Zones and Overlays.....                   | 6  |
| 2.3   | Road Network.....                                  | 7  |
| 2.3.1 | Bullumwaal Road.....                               | 7  |
| 2.3.2 | Bullumwaal Road Service Road.....                  | 7  |
| 2.3.3 | Service Road Intersection.....                     | 8  |
| 2.4   | Traffic Volumes.....                               | 9  |
| 3     | DEVELOPMENT PROPOSAL.....                          | 10 |
| 3.1   | General.....                                       | 10 |
| 3.2   | Car Parking and Vehicle Access.....                | 10 |
| 4     | DESIGN ASSESSMENT .....                            | 11 |
| 4.1   | East Gippsland Planning Scheme – Clause 52.06..... | 11 |
| 4.1.1 | General.....                                       | 11 |
| 4.1.2 | Design Standard 1: Accessways.....                 | 11 |
| 4.1.3 | Design Standard 2: Car Parking Spaces .....        | 12 |
| 4.1.4 | Design Standard 3: Gradients .....                 | 12 |
| 4.2   | Bicycle Parking .....                              | 12 |
| 5     | LOADING .....                                      | 13 |
| 6     | BICYCLE PARKING .....                              | 13 |
| 7     | CAR PARKING .....                                  | 14 |
| 7.1   | Statutory Car Parking Requirements.....            | 14 |
| 7.2   | Accessible Car Parking.....                        | 15 |
| 8     | TRAFFIC.....                                       | 15 |
| 8.1   | Traffic Generation .....                           | 15 |
| 8.2   | Traffic Distribution .....                         | 16 |
| 8.3   | Generated Traffic Volumes.....                     | 16 |
| 8.4   | Traffic Impact .....                               | 17 |
| 9     | CONCLUSIONS.....                                   | 19 |



## TABLES

|         |                                                            |    |
|---------|------------------------------------------------------------|----|
| Table 1 | Clause 52.06-9 Design Assessment – Design Standard 1 ..... | 11 |
| Table 2 | Clause 52.34 – Bicycle Parking Requirements .....          | 13 |
| Table 3 | Clause 52.06 – Car Parking Requirements .....              | 14 |
| Table 4 | Medical Centre Traffic Generation .....                    | 15 |
| Table 5 | Anticipated Traffic Generation .....                       | 15 |
| Table 6 | SIDRA Intersection Parameters .....                        | 17 |
| Table 7 | Bullumwaal Road / Service Road – Future Conditions .....   | 18 |

## FIGURES

|           |                                                             |    |
|-----------|-------------------------------------------------------------|----|
| Figure 1  | Site Location .....                                         | 5  |
| Figure 2  | Site Context (14 February 2026) .....                       | 6  |
| Figure 3  | Planning Scheme Zones .....                                 | 6  |
| Figure 4  | Bullumwaal Road, looking both directions .....              | 7  |
| Figure 5  | Bullumwaal Road Service Road, looking both directions ..... | 7  |
| Figure 6  | Bullumwaal Road Service Road Intersection .....             | 8  |
| Figure 7  | Existing Traffic Volumes – Wednesday 11 February 2026 ..... | 9  |
| Figure 8  | Car Park & Access Layout .....                              | 10 |
| Figure 9  | Car Parking Requirement Map .....                           | 14 |
| Figure 10 | Generated Traffic Volumes .....                             | 16 |

## APPENDICES

### APPENDIX A CAR PARK LAYOUT & SWEPT PATH ANALYSIS





# 1 INTRODUCTION

onemilegrid has been requested by Crowther & Sadler PTY LTD to undertake a Transport Impact Assessment of the proposed medical centre at 236 Bullumwaal Road, Wy Yung.

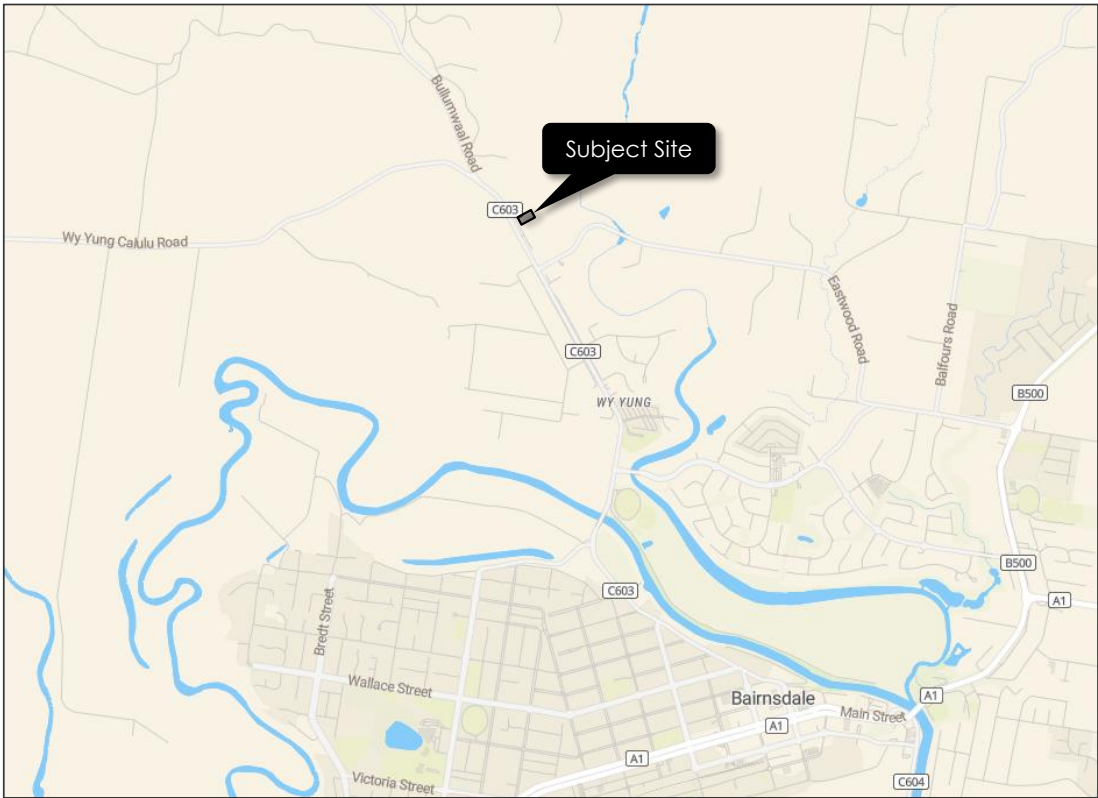
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

## 2 EXISTING CONDITIONS

### 2.1 Site Location

The subject site is addressed as 236 Bullumwaal Road, Wy Yung, and is located on the east side of the Bullumwaal Road Service Road, as shown in Figure 1 below.

Figure 1 Site Location



Source: Street-Directory

The site is currently occupied by residential building, with access via two crossovers to Bullumwaal Road Service Road.



Land use in the immediate vicinity of the site is generally residential on the east side of the Bullumwaal Road service road and a water storage facility on the west side of Bullumwaal Road.

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

**Figure 2 Site Context (14 February 2026)**

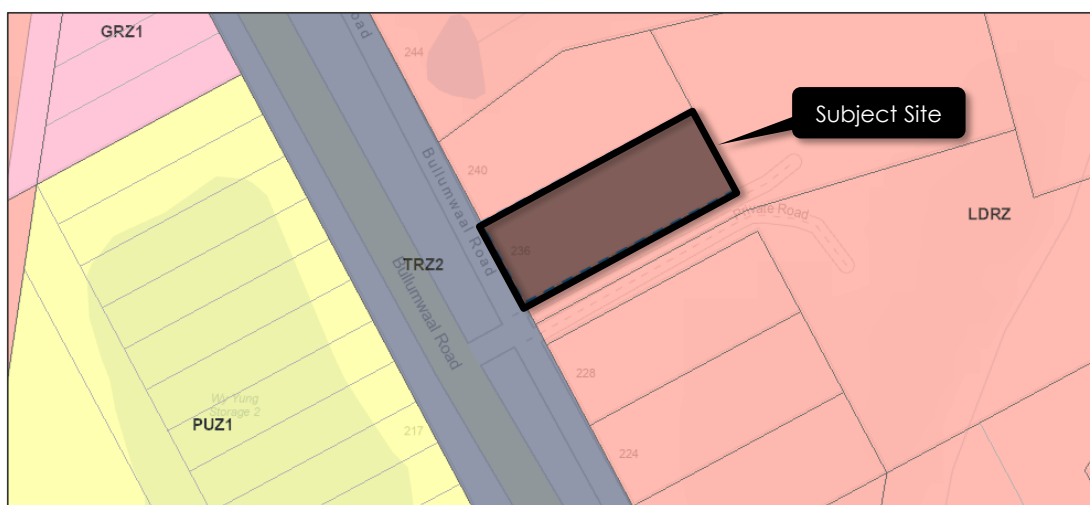


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## 2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Low Density Residential Zone (LDRZ). Additionally, the site abuts Bullumwaal Road Service Road, which is within a Transport Zone (TRZ2), designating the Principal Road Network.

**Figure 3 Planning Scheme Zones**





## 2.3 Road Network

### 2.3.1 Bullumwaal Road

Bullumwaal Road is an arterial road generally aligned north-south, running between Bairnsdale in the south and Wy Yung in the north. Bullumwaal Road provides a single traffic lane in each direction adjacent the site, with additional road widening provided to the northbound lane for an auxiliary right turn lane at the Service Road intersection. A 60 km/h speed limit applies to Bullumwaal Road in the vicinity of the site.

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

**Figure 4 Bullumwaal Road, looking both directions**



Image date: February 2026

### 2.3.2 Bullumwaal Road Service Road

Bullumwaal Road Service Road is a local road generally aligned north-south, for approximately 360 metres along the northeast side of Bullumwaal Road. The Bullumwaal Road Service Road provides an approximately 6-metre-wide two-way carriageway that provides access to 12 residential dwellings. The default 50 km/h speed limit applies to Bullumwaal Road Service Road.

The cross-section of Bullumwaal Road at the frontage of the site is shown in Figure 5 below.

**Figure 5 Bullumwaal Road Service Road, looking both directions**



Image date: February 2026





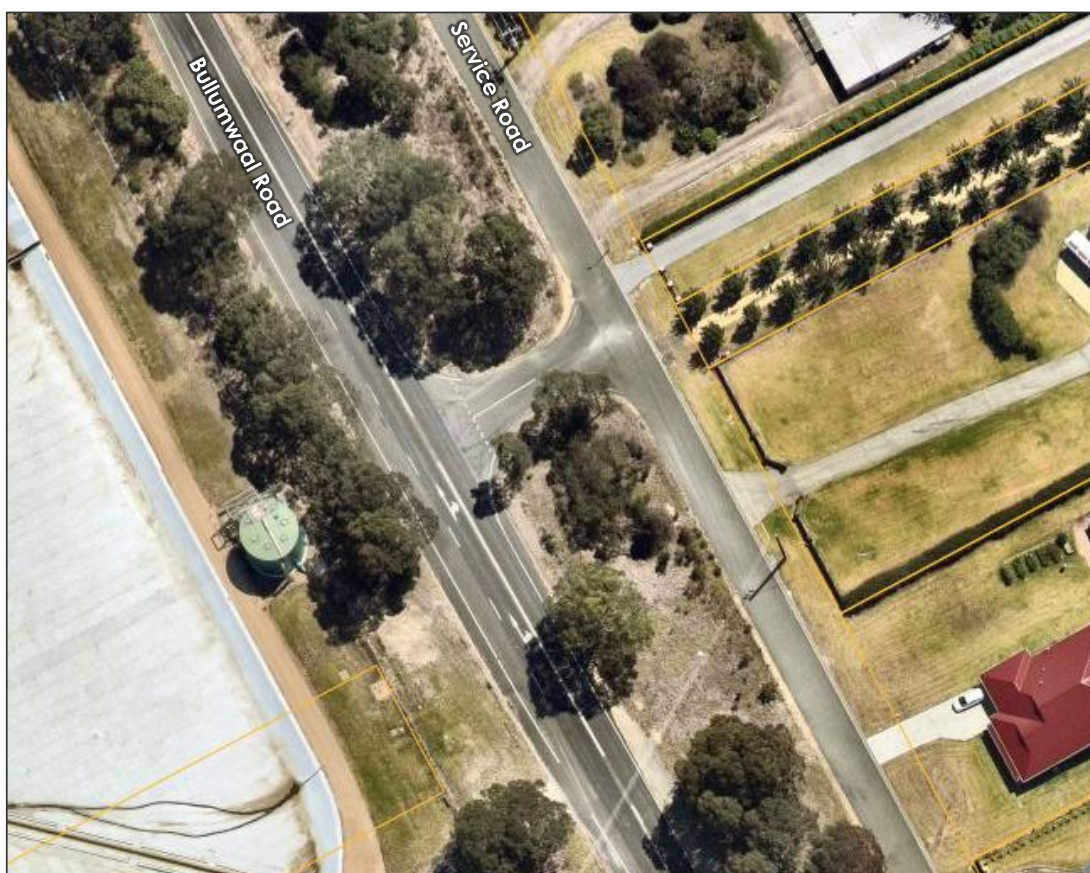
### 2.3.3 Service Road Intersection

The intersection with the service road is provided with an auxiliary right-turn lane on the southbound approach. This creates two through lanes in the lead up to and beyond the intersection, with the inside lane allowing for vehicles to turn or drive northbound along Bullumwaal Road, whilst the outside lane allows through vehicles to manoeuvre around vehicles turning right into the service road.

The service road forms a T-intersection with Bullumwaal Road on the western end and a T-intersection with the extended service road on the eastern end, forming an east-west length of approximately 20 metres.

A view of the intersection layout is provided in Figure 6 below for context.

**Figure 6 Bullumwaal Road Service Road Intersection**



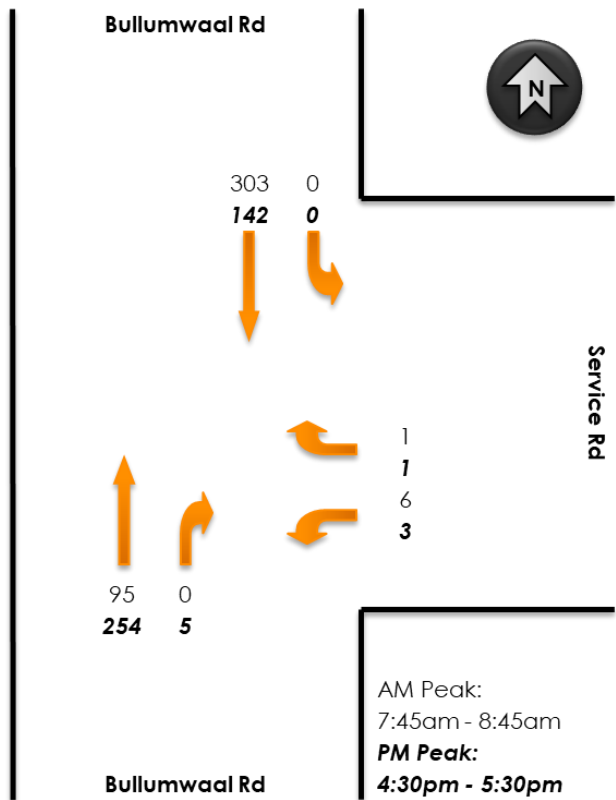


2.4 Traffic Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** at the intersection of Bullumwaal Road and the Service Road, on Wednesday 11<sup>th</sup> February 2026, between 6:30am and 9:30am, and between 3:30pm and 6:30pm.

The peak hour results of the surveys are shown in Figure 7 below.

Figure 7 Existing Traffic Volumes – Wednesday 11 February 2026



The results show that there is minimal vehicle movement in or out of the Service Road during the peak periods, with a maximum of 6 outbound left movements in the morning peak hour (1 movement every 10 minutes) and a maximum of 5 inbound right movements in the afternoon peak hour (1 movement every 12 minutes).



### 3 DEVELOPMENT PROPOSAL

#### 3.1 General

It is proposed to develop the subject site for the purposes of a medical centre specialised in the treatment of skin cancer. Alterations and additions to the existing dwelling will be undertaken to facilitate the proposed medical centre, which will provide a total internal building area of 306 m<sup>2</sup>.

The proposed medical centre will consist of six consulting rooms, two reception areas, two waiting rooms, bathrooms, managers office, staff room and utility areas/store rooms. The medical centre will consist of four medical practitioners, with an additional six staff members assisting the function of the facility.

The clinic will operate Monday to Friday from 8:30am to 5pm.

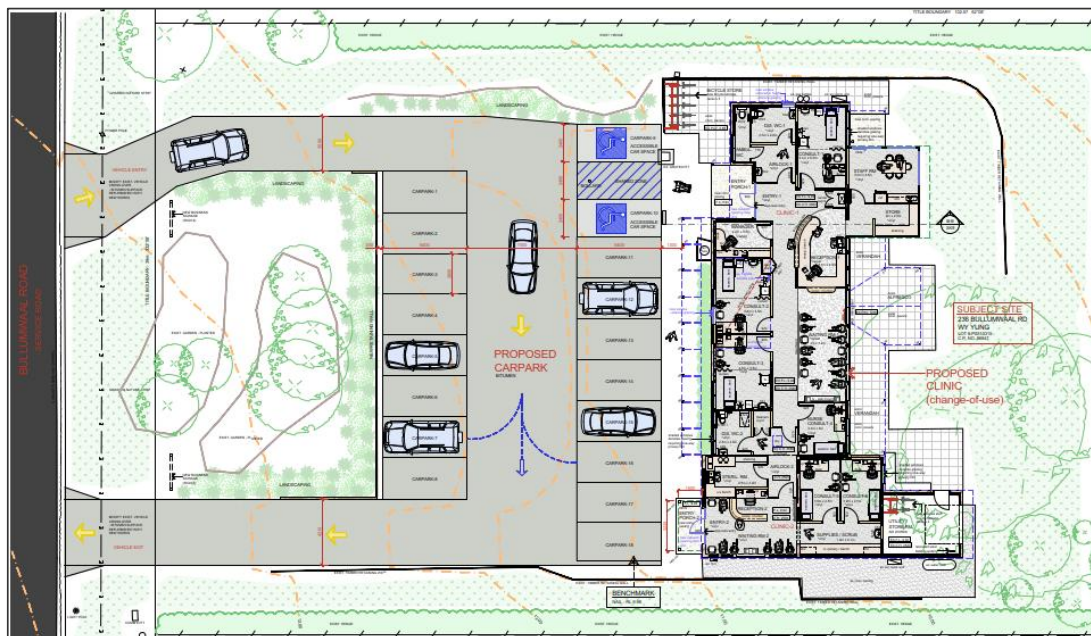
#### 3.2 Car Parking and Vehicle Access

The plans prepared by Sands Building Design (Job: 25932, Drawing: SK4 Rev A, dated 18.05.2026) include 18 car parking spaces (including 2 x DDA spaces) in a 90-degree parking configuration in front of the proposed medical centre building.

The car park configuration includes extended accessways between the site frontage and the parking spaces which allow for suitable grades to be adopted to achieve the required level difference between the site frontage and the building. Entry is from the northern crossover to the service road and exit via southern crossover.

The car parking and vehicle access layout is included as Appendix A, and shown in Figure 8.

**Figure 8 Car Park & Access Layout**



It is proposed to provide 5 bicycle parking spaces in the north-west of the building for visitor use, and 2 staff bicycle spaces are proposed in the secure utility/store room. The bicycle parking will be shifted to account for the car park design, noting that there is ample space to do so.





## 4 DESIGN ASSESSMENT

### 4.1 East Gippsland Planning Scheme – Clause 52.06

#### 4.1.1 General

**onemilegrid** has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

The design review is based on the alternative car parking layout prepared by **onemilegrid** and included as Appendix A.

#### 4.1.2 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 1 below.

**Table 1 Clause 52.06-9 Design Assessment – Design Standard 1**

| Requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Comments                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Be at least 3 metres wide.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Satisfied – minimum accessway width of 3.5 m is provided along the accessway.            |
| Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.                                                                                                                                                                                                                                                                                                                                                                                                           | Satisfied – changes of direction are between accessways of more than 4.2 m wide.         |
| Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.                                                                                                                                                                                                                                                                                                                                                                                         | N/A – no dead end.                                                                       |
| Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.                                                                                                                                                                                                                                                                                                                                                                                                  | N/A – no overhead obstructions.                                                          |
| If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.                                                                                                                                                                                                                                                                                                                         | Satisfied – all vehicles can enter and exit in a forward direction.                      |
| Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.                                                                                                                                                                                                                                                                               | N/A – accessway serves as a one-way arrangement, therefore not requiring a passing area. |
| Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900 mm in height. | Satisfied – splays are provided on both sides of the exit accessway.                     |
| If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.                                                                                                                                                                                                                                                                                                                                   | Satisfied                                                                                |



#### **4.1.3 Design Standard 2: Car Parking Spaces**

All standard car spaces on-site are proposed with a minimum width of 2.6 metres, length of 5.4 metres and are accessed from aisles of no less than 7.0 metres in excess of Design Standard 2 of the Planning Scheme.

A swept path assessment has been undertaken to demonstrate that a vehicle can comfortably reverse into the southeast corner space on entry and depart in a forward direction, with swept paths provide in Appendix A for all critical car parking spaces.

The accessible bays are provided with a length of 5.4 metres and a width of 2.4 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022).

#### **4.1.4 Design Standard 3: Gradients**

The first 5 metres at the top of both the entry and exit ramp will be provided with a grade of 1:10 while the maximum grade of the remainder of the ramp with no more than 1:4, in accordance with the requirements of Design Standard 3. Transitions are to be provided where changes of grade exceed 12.5%, and transition lengths have been designed to prevent potential scraping.

### **4.2 Bicycle Parking**

The bicycle hoops have been designed in accordance with the Australian Standard; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.



## 5 LOADING

Clause 65 (Decision Guidelines) of the East Gippsland Planning Scheme identifies that:

*"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."*

Given the size and type of the development (306 m<sup>2</sup> medical centre), it is not considered practical or necessary to provide an on-site loading bay. It is expected that the majority of deliveries will occur via small vans and utility vehicles, which can utilise the on-site parking provided.

In addition, swept paths have been prepared to demonstrate that a 95<sup>th</sup> percentile vehicle (B99) can comfortably access the site and circulate through the car park clear of all car parking spaces. If larger vehicles are required to access the site, then they would need to do so outside of operating hours when the car parking spaces on-site are unoccupied for greater manoeuvrability.

The loading arrangements for the proposed medical centre are therefore considered satisfactory.

## 6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the East Gippsland Planning Scheme, which specifies the following requirements for a medical centre development.

**Table 2 Clause 52.34 – Bicycle Parking Requirements**

| Component      | No/Area         | Requirement                               | Total    |
|----------------|-----------------|-------------------------------------------|----------|
| Medical centre | 4 practitioners | 1 space per 8 practitioners for employees | 1        |
|                |                 | 1 space per 4 practitioners for visitors  | 1        |
| <b>Total</b>   |                 | <b>Employees</b>                          | <b>1</b> |
|                |                 | <b>Visitors</b>                           | <b>1</b> |
|                |                 | <b>Total</b>                              | <b>2</b> |

Considering the above, the proposed provision of employee and visitor bicycle parking exceeds the requirements of the Planning Scheme and is therefore considered appropriate.



7 CAR PARKING

7.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the East Gippsland Planning Scheme, which provides different requirements depending on the public transport accessibility of the site. This can be determined from the land category, which is identified in the Car Parking Requirement Maps published by the Department of Transport and Planning.

As shown in Figure 9, the site is located within Category 1.

Figure 9 Car Parking Requirement Map

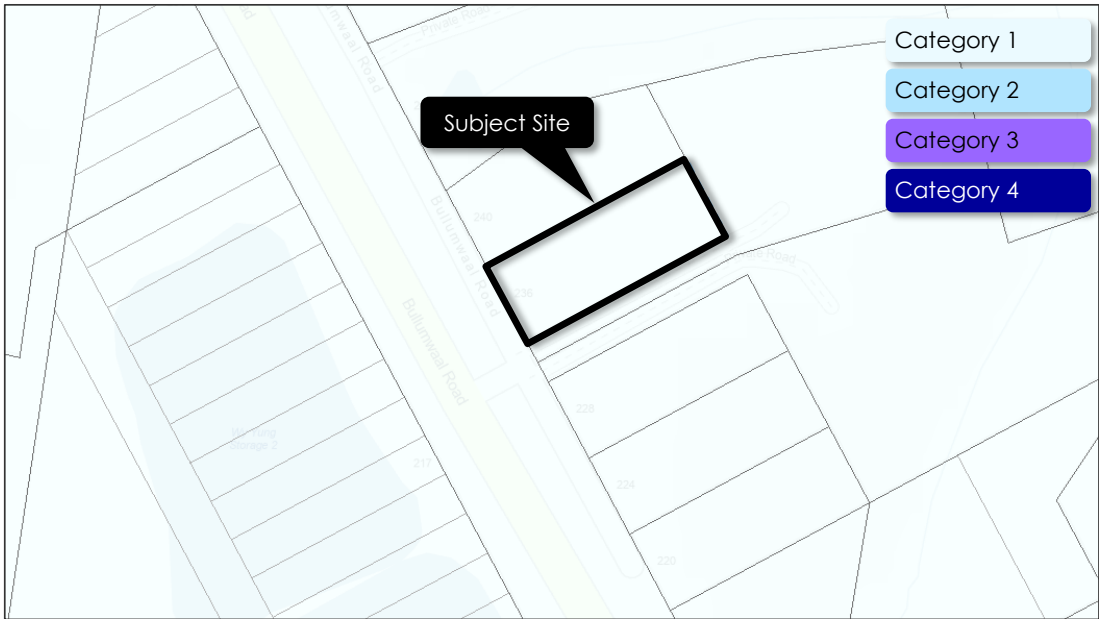


Table 3 Clause 52.06 – Car Parking Requirements

| Use            | No/Area            | Rate | Car Parking Measure                               | Total |
|----------------|--------------------|------|---------------------------------------------------|-------|
| Medical centre | 306 m <sup>2</sup> | 5    | to each 100 m <sup>2</sup> of leasable floor area | 15    |
| Total          |                    |      |                                                   | 15    |

It is proposed to provide a total of 18 car parking spaces to service the proposed development, which is in excess of the minimum Planning Scheme requirements outlined above.

The provision of car parking is therefore considered to be appropriate to satisfy the parking demands generated by the development.



## 7.2 Accessible Car Parking

The National Construction Code specifies the minimum requirements for provision of accessible car parking.

The proposed medical centre, classified as a Class 5 building, requires provision of one accessible car space for every 100 car parking spaces or part thereof.

Noting the proposed provision of 18 car spaces on-site, the National Construction Code (NCC) requires at least one accessible car space on-site.

The proposed provision of 2 accessible car parking spaces thus satisfies the NCC requirements.

## 8 TRAFFIC

### 8.1 Traffic Generation

Transport for New South Wales (TfNSW) produced the document "Guide to Transport Impact Assessment" dated September 2024 (Version 1.1), which aims to assist with the assessment and preparation of development applications. The guide identifies peak traffic rates for a variety of land uses based on surveys of existing facilities.

To determine appropriate traffic generation rates, surveys were undertaken in 2015 at 20 medical centres within greater Sydney and regional cities within New South Wales.

The Guide to Transport Impact Assessment provides an average of vehicle movements per medical centre for both the peak hour and daily movements. A further review of the study that the guidelines reference shows the following traffic generation rates based on practitioners.

**Table 4 Medical Centre Traffic Generation**

| Location       | Sites Surveyed | Movements / Practitioner |            |             |
|----------------|----------------|--------------------------|------------|-------------|
|                |                | AM Peak                  | PM Peak    | Daily       |
| Metropolitan   | 14             | 1.7                      | 1.9        | 30.8        |
| Regional       | 6              | 3.0                      | 2.4        | 38.6        |
| <b>Average</b> |                | <b>2.1</b>               | <b>2.1</b> | <b>33.1</b> |

Given the site's location, the traffic generation of the regional medical centres in the TfNSW case study data will be adopted for the proposed medical centre. It will be further assumed that the majority of movements in the morning and afternoon peak hours will be staff arriving (morning) and departing (afternoon). As such, 75% of vehicle movements in the peak hours will be attributed to the staff access.

Based on the above, the anticipated traffic generated by the proposed medical centre is shown in Table 5 below.

**Table 5 Anticipated Traffic Generation**

| Period  | Inbound | Outbound | Total |
|---------|---------|----------|-------|
| AM Peak | 9       | 3        | 12    |
| PM Peak | 2       | 8        | 10    |
| Daily   | 77      | 77       | 154   |





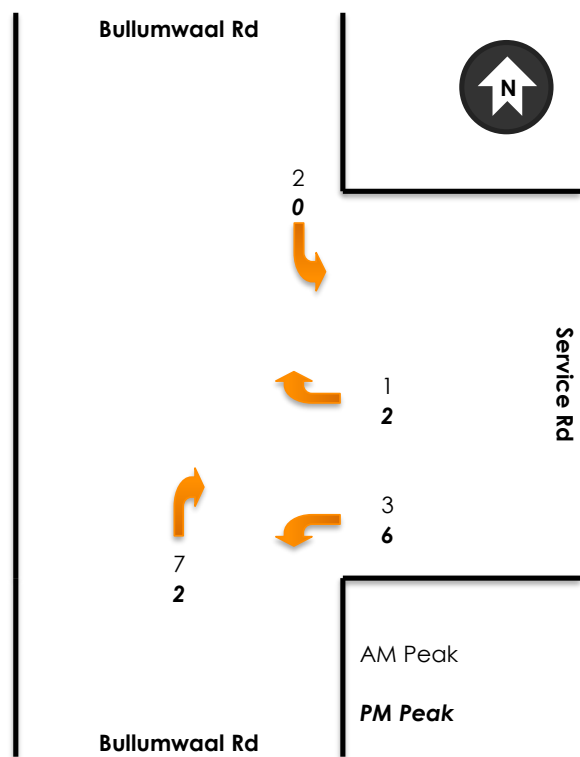
8.2 Traffic Distribution

Considering the location of the site in relation to the arterial road network, Bairnsdale town and surrounding residential catchments and the existing turning movements at the Bullumwaal Road intersection with the Service Road, it is anticipated that 80% of all vehicle movements will be to and from the south.

8.3 Generated Traffic Volumes

Based on the above, the following traffic volumes are expected to be generated by the proposed development at the intersection of Bullumwaal Road and the Service Road.

Figure 10 Generated Traffic Volumes





## 8.4 Traffic Impact

Reviewing the volumes above, it is noted that a maximum of seven vehicle movements per hour are expected for any one movement, equivalent to one vehicle trips every eight minutes. Even when focussed at the one intersection (Bullumwaal Road / Service Road), the traffic volumes generated by the proposed development are very low, and are expected to be easily absorbed into the surrounding road network.

Furthermore, the Bullumwaal Road / Service Road intersection is already provided with an auxiliary right turn treatment (see Section 2.3.3) to assist vehicle movements into the Service Road when approaching from the south. With the majority of vehicles generated by the site likely to approach from the south, the right turn treatment provided will assist those vehicles in accessing the site.

Regardless, to assess the operation of the Bullumwaal Road and Service Road intersection, the traffic volumes have been input into SIDRA Intersection, a traffic modelling software package.

The SIDRA Intersection software package has been developed to provide information on the capacity of an intersection with regard to a number of parameters. Those parameters considered relevant are, Degree of Saturation (DoS), 95th Percentile Queue, and Average Delay, as described in Table 6 below.

**Table 6 SIDRA Intersection Parameters**

| Parameter                      | Description                                                                                                                                                                                                                                             |           |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Degree of Saturation (DoS)     | The DoS represents the ratio of the traffic volume making a particular movement compared to the maximum capacity for that particular movement. The value of the DoS has a corresponding rating depending on the ratio as shown below.                   |           |
|                                | Degree of Saturation                                                                                                                                                                                                                                    | Rating    |
|                                | Up to 0.60                                                                                                                                                                                                                                              | Excellent |
|                                | 0.61 – 0.70                                                                                                                                                                                                                                             | Very Good |
|                                | 0.71 – 0.80                                                                                                                                                                                                                                             | Good      |
|                                | 0.81 – 0.90                                                                                                                                                                                                                                             | Fair      |
|                                | 0.91 – 1.00                                                                                                                                                                                                                                             | Poor      |
|                                | Above 1.00                                                                                                                                                                                                                                              | Very Poor |
| Average Delay (seconds)        | Average delay is the time delay that can be expected for all vehicles undertaking a particular movement in seconds. This includes time taken to accelerate or decelerate, time taken to undertake the manoeuvre, and delay at a hold line or stop line. |           |
| 95th Percentile (95%ile) Queue | 95%ile queue represents the maximum queue length in metres that can be expected in 95% of observed queue lengths in the peak hour.                                                                                                                      |           |

The results of the analysis are provided in Table 7 below.

**Table 7 Bullumwaal Road / Service Road – Future Conditions**

| Approach              | Movement | DoS  | Rating    | Avg. Delay (sec) | Queue (m) |
|-----------------------|----------|------|-----------|------------------|-----------|
| <b>AM Peak</b>        |          |      |           |                  |           |
| Bullumwaal Rd (south) | Through  | 0.04 | Excellent | 0                | 0.4       |
|                       | Right    | 0.04 | Excellent | 7                | 0.4       |
| Service Rd (east)     | Left     | 0.01 | Excellent | 5                | 0.3       |
|                       | Right    | 0.01 | Excellent | 7                | 0.3       |
| Bullumwaal Rd (north) | Left     | 0.17 | Excellent | 6                | 0         |
|                       | Through  | 0.17 | Excellent | 0                | 0         |
| <b>PM Peak</b>        |          |      |           |                  |           |
| Bullumwaal Rd (south) | Through  | 0.09 | Excellent | 0                | 0.4       |
|                       | Right    | 0.09 | Excellent | 6                | 0.4       |
| Service Rd (east)     | Left     | 0.01 | Excellent | 4                | 0.3       |
|                       | Right    | 0.01 | Excellent | 6                | 0.3       |
| Bullumwaal Rd (north) | Left     | 0.08 | Excellent | 6                | 0         |
|                       | Through  | 0.08 | Excellent | 0                | 0         |

As shown above, the intersection is expected to operate under excellent conditions during both the morning and afternoon peak hours, with minimal queues and delays experienced by motorists on all approaches.

Of particular note, the 95<sup>th</sup> percentile queue on the Service Road leg of the intersection is expected to be less than 1 metre, which could be rounded up to account for 1 vehicle. The length of the east-west portion of the Service Road that intersects with Bullumwaal Road is capable of accommodating up to 3 vehicles, and therefore the traffic generated by the proposed medical centre is not expected to have adverse impacts on queueing.



## 9 CONCLUSIONS

---

It is proposed to develop the subject site for the purposes of a medical centre, consisting of four medical practitioners, a building footprint of 306 m<sup>2</sup> and a total provision of 18 car parking spaces (including 2 accessible spaces), based on the car park layout and swept path assessment prepared by **onemilegrid** (Appendix A).

Considering the analysis presented above (based on the car park layout in Appendix A), it is concluded that:

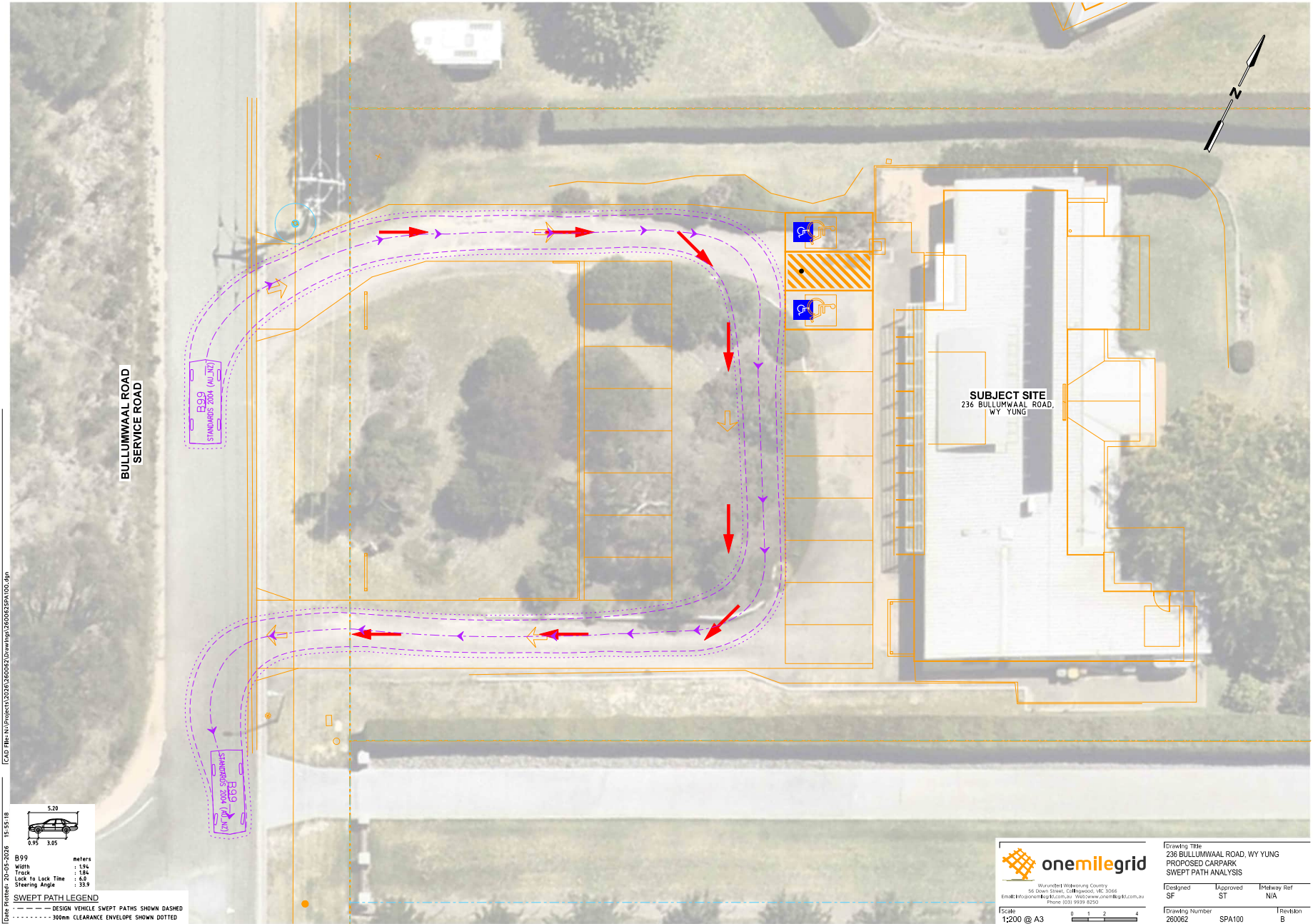
- The proposed car parking, bicycle parking and access design (Appendix A) is considered appropriate;
- The proposed provision of employee and visitor bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate;
- The proposed supply of 18 car parking spaces is in excess of the statutory minimum requirement and is appropriate for the proposed development;
- The anticipated traffic volumes generated by the medical centre are expected to be comfortably catered for within the surrounding road network, with no noticeable impacts to queues at the Service Road intersection with Bullumwaal Road; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

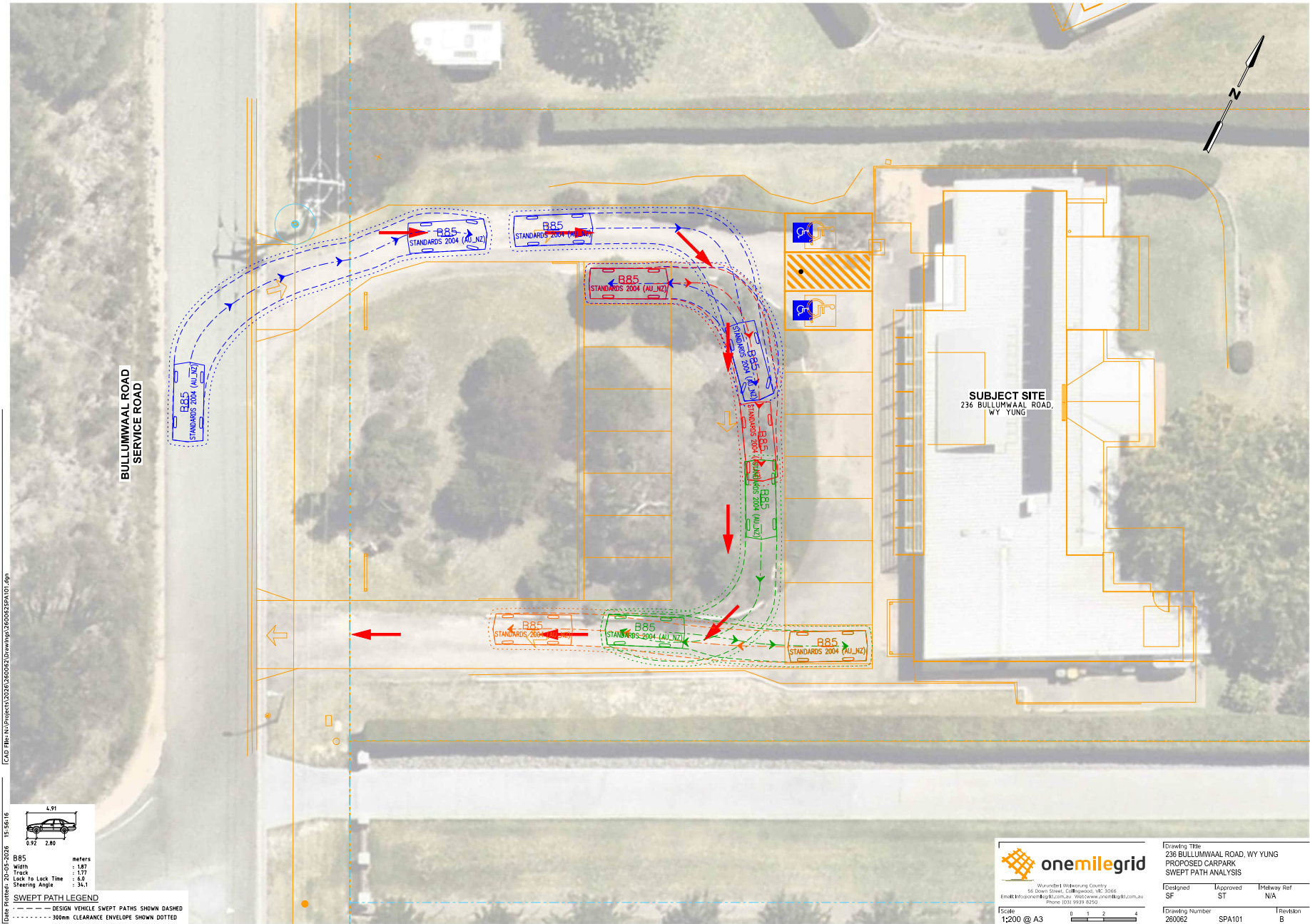


## ***Appendix A    Car Park Layout & Swept Path Analysis***

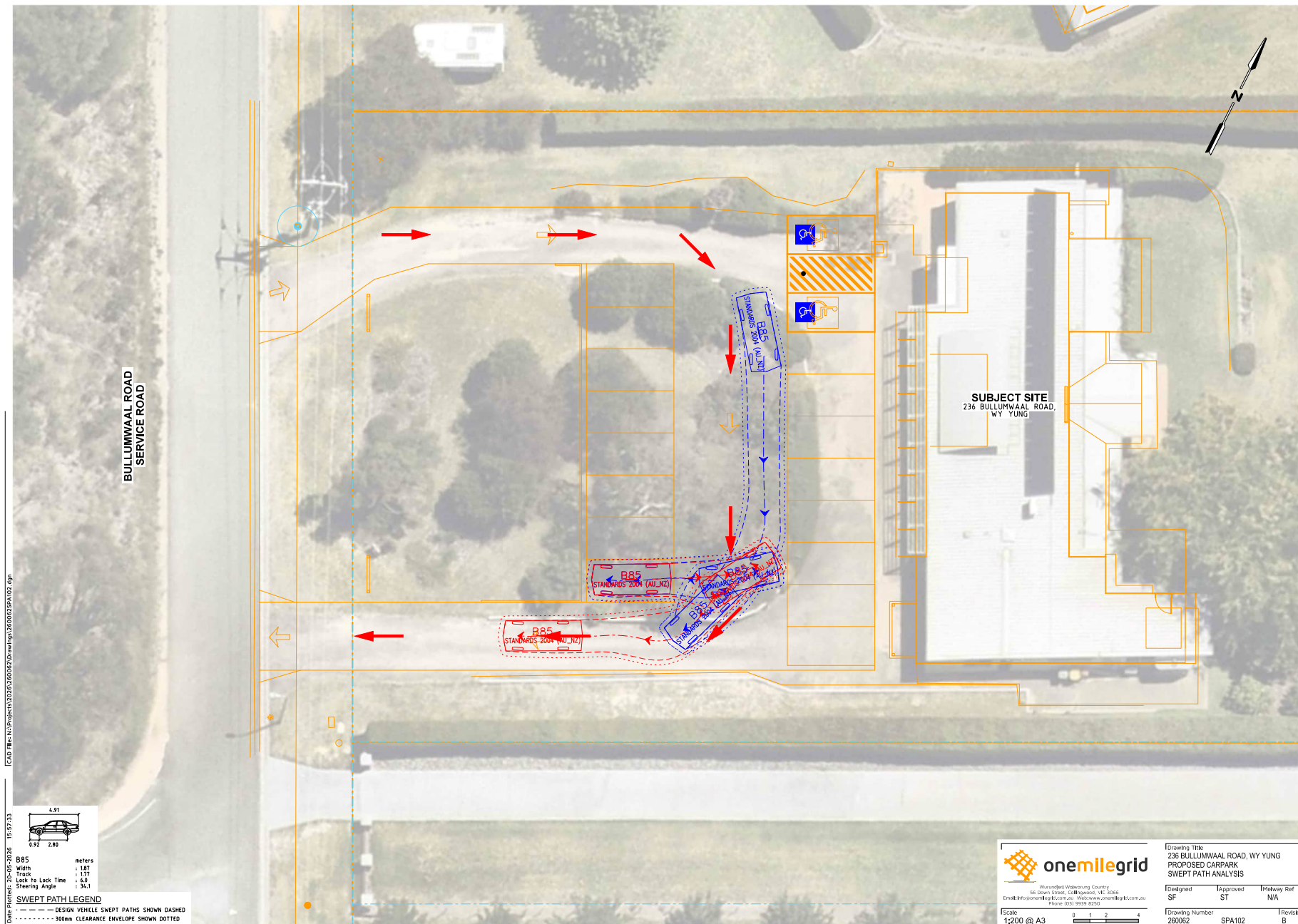














## Department of Energy, Environment and Climate Action

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Statutory Planner  
East Gippsland Shire Council  
PO Box 1618  
BAIRNSDALE VIC 3875

Ref: CMS 00011594

[planning@egipps.vic.gov.au](mailto:planning@egipps.vic.gov.au)

Dear Mr Buckmaster

**PLANNING APPLICATION NUMBER:** 5.2025.361.1  
**PROPOSAL:** USE AND DEVELOPMENT OF A MEDICAL CENTRE,  
REMOVAL OF NATIVE VEGETATION AND CREATION  
OF ACCESS TO A ROAD IN A TRANSPORT ROAD  
ZONE 2  
**ADDRESS:** 236 BULLUMWAAL ROAD WY YUNG VIC 3875  
**DEECA RESPONSE:** NO OBJECTION

Thank you for your correspondence dated 11 November 2025 for the above application, under Section 52 of the *Planning and Environment Act 1987*.

The application is for development of a medical centre, creation of access to a road and removal of native vegetation. The subject land is zoned Low Density Residential Zone and is affected by Schedule 1 to the Vegetation Protection Overlay (VPO1) under the East Gippsland Planning Scheme.

The Department of Energy, Environment and Climate Action (DEECA) has received notice of the above application as required by the East Gippsland Planning Scheme and has considered the application in accordance with Section 52(1)(c) of the *Planning and Environment Act 1987*.

### Comments

#### Schedule 1 to the Vegetation Protection Overlay (VPO1)

The subject land is partly covered by the VPO1 which refers to the Tambo-Bairnsdale Roadside Vegetation Protection Network. However, no native vegetation along the roadside or within the Government Road reserves will be impacted.

It is proposed to use and develop the subject land for the purpose of a medical centre. Alterations and additions to the existing dwelling will be undertaken to facilitate the proposed medical centre, with most of the works focusing on the internal rearrangement of the building.

The application states that the proposed development will have no impact on the existing roadside vegetation within the Bullumwaal Road corridor, which will be retained without change. DEECA, however, recommend that the responsible authority ensure that there are no impacts to native vegetation during construction including encroachment to Tree Protection Zones. If native vegetation is deemed to be removed, destroyed or lost within the road reserve, a referral to DEECA pursuant to clause 66.02-2 would be required.

#### Flora and Fauna Guarantee Act 1988

Some plants, fish and plant communities are protected under the *Victorian Flora and Fauna Guarantee Act 1988* (FFG Act). Please check the current listings for threatened species and communities, as well as the protected flora list to ensure you obtain all necessary approvals before starting works on public land. Should the responsible authority grant a permit to remove, destroy or lop native vegetation from

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Privacy and Data Protection Act 2014*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to [foi.unit@deeca.vic.gov.au](mailto:foi.unit@deeca.vic.gov.au) or FOI Unit, Department of Energy, Environment and Climate Action, PO Box 500, East Melbourne, Victoria 8002.



OFFICIAL

within public land, the permit holder will need to obtain a permit to take protected flora under the FFG Act. To submit a FFG permit application or for further information, please contact the Gippsland Natural Environment Program on [Gippsland.Environment@deeca.vic.gov.au](mailto:Gippsland.Environment@deeca.vic.gov.au).

**Response**

DEECA has considered this application and does not object to the grant of a permit.

If you require further information in relation to this matter, please contact Rebekah O'Reilly, A/Senior Planning Officer at [pe.assessment@deeca.vic.gov.au](mailto:pe.assessment@deeca.vic.gov.au)

Yours sincerely



**Rebekah O'Reilly**

A/Senior Planning Officer, Planning Services Central East Hub  
Planning and Environment Assessment

21/11/2025

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Friday, 16 January 2026 2:11 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Michael & Marion Anderson

**Impacted Address:** Wy Yung VIC, Australia

**Email address:**

**Preferred phone numbe**

**Secondary phone numb**

**address proposal:** 236 Bullumwaal Rd Wy Yung Victoria

**What has been proposed?:** development of medical centre

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** The Street will be come congested and a thoroughfare. Parking will be a nightmare and cause traffic to become even more harder to get out of our street. The value of the area would go down.

**How will you be affected by the granting of this permit?:** AS above. As well as an overload of cars parking in the street and trying to get out of our own driveway.

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes



**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Friday, 23 January 2026 7:06 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Gary Keys

**Impacted Address:** Wy Yung VIC, Australia

**Email address:**

**Preferred phone number:**

**Secondary phone numbe**

**address proposal:** 236 Bullumwaal Road, Wy Yung, 3875

**What has been proposed?:** Use and Development of a Medical Centre, Removal of Vegetation, Display of Business Identification Signs and Creation of Access to a Road in a Transport Road Zone 2.

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** Inappropriate use in a Low Density Residential Zone Traffic & Carparking (require a Traffic Impact Assessment) Drainage and Wastewater Issues Vegetation Removal (Indigenous vegetation in Front yard to make way for Car Parking) Detrimental Impact to Neighbourhood Character

**How will you be affected by the granting of this permit?:** This location is classed as a Low Density Residential Zone, which implies exactly what it says - Residential. The proposed conversion of the existing residence to a Medical Centre is neither conducive to this description, nor appropriate within the area. The additional traffic within the confines of the existing service road may also create a danger to the local traffic, pedestrians walking their pets and cyclists using this quiet roadway, including traffic entering and leaving the service road into the busy Bullumwaal Road. The increase in traffic associated with all the development in Wy Yung will only exacerbate this danger.

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Sunday, 25 January 2026 11:06 AM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Michael Mann

**Impacted Address:** Wy Yung VIC, Australia

**Email address:**

**Preferred phone number**

**address proposal:** 236 Bullumwaal Rd Wy Yung 3875

**What has been proposed?:** Use and development of a medical centre, removal of vegetation, display of business identification signs and creation of access to a road in transport road zone

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** - The volume of traffic in a no through road in a rural setting. The service road turn off is subject to creating dangerous traffic conditions due to significantly increased traffic. The number of car parks planned demonstrates a large increase in traffic. We have not received a traffic impact report. - The proposed commercial operation of two separate medical centres should be located in a commercial environment not a rural low density residential street. The signage, lighting and business activity is not conducive to the intended purpose of the street. The precedent set by approving this project would be detrimental to the neighbourhood character - The soil and undulation of landscape is prone to significant water run-off; two medical centres will increase the run-off significantly including the risk of medical waste. The environmental impact to the Clifton Creek water way is of concern. - We have noted the distress this application has caused the residents of the street within a very short timeframe.

**How will you be affected by the granting of this permit?:** - The traffic conditions will change significantly - The setting of our rural street will change with the first building visible when entering our street being a commercial business with carparking, traffic, signage and lighting to suit - The

environmental waste and increased utilisation of septic systems is an unnecessary risk to the environment, especially when there is excess commercial properties available in Bairnsdale - We are unsure of the cultural impact, we cannot find anything detailing this in the submission

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Sunday, 25 January 2026 11:22 AM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Nicole Mann

**Impacted Address:** Wy Yung VIC, Australia

**Email address:**

**Preferred phone number:**

**Secondary phone number:**

**address proposal:** 236 Bullumwaal Road Bairsndale

**What has been proposed?:** Use and Development of a Medical Center, removal of vegetation, display of business identification signs and creation of access to a road in a Transport Zone 2.

**Who has applied for the permit?:** Crowther And Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** - The volume of traffic in a no through road in a rural setting. The service road turn off is subject to creating dangerous traffic conditions due to significantly increased traffic. The number of car parks planned demonstrates a large increase in traffic. We have not received a traffic impact report. - The proposed commercial operation of two separate medical centres should be located in a commercial environment not a rural low density residential street. The signage, lighting and business activity is not conducive to the intended purpose of the street. The precedent set by approving this project would be detrimental to the neighbourhood character - The soil and undulation of landscape is prone to significant water run-off; two medical centres will increase the run-off significantly including the risk of medical waste. The environmental impact to the Clifton Creek water way is of concern. - We have noted the distress this application has caused the residents of the street within a very short timeframe.



**How will you be affected by the granting of this permit?:** - The traffic conditions will change significantly - The setting of our rural street will change with the first building visible when entering our street being a commercial business with carparking, traffic, signage and lighting to suit - The environmental waste and increased utilisation of septic systems is an unnecessary risk to the environment, especially when there is excess commercial properties available in Bairnsdale - We are unsure of the cultural impact, we cannot find anything detailing this in the submission

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Sunday, 25 January 2026 11:29 AM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Bailey Mann

**Impacted Address** Wy Yung VIC, Australia

**Email address**

**Preferred phone number**

**address proposal:** 236 Bullumwaal Rd Wy Yung 3875

**What has been proposed?:** Use and Development of a Medical Centre, Removal of Vegetation, Display of Business Identification Signs and Creation of Access to a Road in a Transport Zone 2

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** - The volume of traffic in a no through road in a rural setting. The service road turn off is subject to creating dangerous traffic conditions due to significantly increased traffic. The number of car parks planned demonstrates a large increase in traffic. We have not received a traffic impact report. - The proposed commercial operation of two separate medical centres should be located in a commercial environment not a rural low density residential street. The signage, lighting and business activity is not conducive to the intended purpose of the street. The precedent set by approving this project would be detrimental to the neighbourhood character - The soil and undulation of landscape is prone to significant water run-off; two medical centres will increase the run-off significantly including the risk of medical waste. The environmental impact to the Clifton Creek water way is of concern. - We have noted the distress this application has caused the residents of the street within a very short timeframe.

**How will you be affected by the granting of this permit?:** - The traffic conditions will change significantly - The setting of our rural street will change with the first building visible when entering our street being a commercial business with carparking, traffic, signage and lighting to suit - The

environmental waste and increased utilisation of septic systems is an unnecessary risk to the environment, especially when there is excess commercial properties available in Bairnsdale - We are unsure of the cultural impact, we cannot find anything detailing this in the submission

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Sunday, 25 January 2026 11:32 AM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Charlie Mann

**Impacted Address:** Wy Yung VIC, Australia

**Email address**

**Preferred phone number:**

**address proposal:** 236 Bullumwaal Rd Wy Yung 3875

**What has been proposed?:** Use and Development of a Medical Centre, Removal of Vegetation, Display of Business Identification Signs and Creation of Access to a Road in a Transport Zone 2

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** - The volume of traffic in a no through road in a rural setting. The service road turn off is subject to creating dangerous traffic conditions due to significantly increased traffic. The number of car parks planned demonstrates a large increase in traffic. We have not received a traffic impact report. - The proposed commercial operation of two separate medical centres should be located in a commercial environment not a rural low density residential street. The signage, lighting and business activity is not conducive to the intended purpose of the street. The precedent set by approving this project would be detrimental to the neighbourhood character - The soil and undulation of landscape is prone to significant water run-off; two medical centres will increase the run-off significantly including the risk of medical waste. The environmental impact to the Clifton Creek water way is of concern. - We have noted the distress this application has caused the residents of the street within a very short timeframe.

**How will you be affected by the granting of this permit?:** - The traffic conditions will change significantly - The setting of our rural street will change with the first building visible when entering our street being a commercial business with carparking, traffic, signage and lighting to suit - The

environmental waste and increased utilisation of septic systems is an unnecessary risk to the environment, especially when there is excess commercial properties available in Bairnsdale - We are unsure of the cultural impact, we cannot find anything detailing this in the submission

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Sunday, 25 January 2026 1:43 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
**Attachments:** Objection to Applic Ref 5.2025.361.1.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Valerie Keys

**Impacted Address:** Wy Yung VIC, Australia

**Email address**

**Preferred phone number:**

**Secondary phone numbe**

**address proposal:** 236 Bullumwaal Road Wy Yung 3875 Lot: 6 PS: 513315

**What has been proposed?:** Use and development a Medical Centre, removal of vegetation, display of business identification signs and creation of access to a road in a transport road zone 2

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** Refer attached

**How will you be affected by the granting of this permit?:** Refer attached

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes



**Attach any further information:** [Objection to Applic Ref 5.2025.361.1.pdf](#)

Application Reference: 5.2025.361.1

Use and Development of a Medical Centre, Removal of  
Vegetation, Display of Business Identification Signs and  
Creation of Access to a Road in a Transport Road Zone 2  
236 Bullumwaal Road WY YUNG VIC 3875

Lot: 6 PS: 513315

Objection to Application

Please find below my objections to the above request for a Planning Permit for the development of a Medical Centre at 236 Bullumwaal Road, Wy Yung.

1. The proposed development is a commercial-scale medical clinic incorporating day procedures, significant staff and patient turnover, the generation of medical waste, and the provision of 20 on-site car spaces. The scale and intensity of these activities introduce commercial impacts more characteristic of a non-residential use, and are fundamentally incompatible with the purpose, intent and amenity expectations of the Low Density Residential Zoning.
2. The installation of enlarged sewerage systems required to service the scale of the development may result in adverse impacts on the Clifton Springs Creek and neighbours at the rear of the property. These impacts raise serious environmental concerns, leading to sedimentation and long term degradation of the creek's ecological function.
3. Approval of the proposal would set an inappropriate and undesirable precedent for further commercial development in the LDRZ, undermining my amenity of this quiet residential pocket.

4. The scale and intensity of the use will generate frequent staff, patient, service and emergency vehicle movements, causing traffic intrusion and congestion that will adversely affect my amenity, safety and the quiet enjoyment of the area.
5. The plans for the building alterations clearly show two separate entrances, and the designation of Clinic 1 and Clinic 2, effectively enabling the premises to function as two distinct medical clinics. This configuration would significantly increase patient throughput, intensity and operational impacts of the use.
6. Whilst stated operating hours are designated as 8:30 am to 5:00 pm, these hours can be extended to after-hours operation without notice or further approval once the use is established, thus increasing amenity impacts on me and surrounding residents.
7. The removal of established vegetation to make way for car parking will degrade the visual and ecological character of the site and my home, reducing habitat values, increasing storm water runoff, and eroding the leafy character of the surrounding residential area.
8. I would also like to address the indication of the proposed second dwelling on the site. This additional building significantly increases the overall density of the development, compounding traffic, parking demand and activity levels. In combination with the dual medical clinics, the second dwelling further undermines the residential character, amenity and openness of the area. Its inclusion represents a form of development that is inconsistent with the objectives of LDRZ, and exacerbates environmental pressures, including further vegetation removal, loss of biodiversity, and increased erosion risk.

9. With the huge developments further north of this location, Clifton Waters, Wy Yung Acres and others, the increased traffic flow and volume along Bullumwaal Road will create an even greater risk of accidents associated with the traffic entry and exit from the narrow Service Road access. This risk is underscored by a recent fatal traffic accident that occurred approximately 500 metres from this access point on Bullumwaal Road.
  
10. The Bairnsdale city centre contains numerous vacant commercial spaces that would be suited for a medical clinic than a location in this LDRZ. Additionally, there has been a decline in the occupancy of commercial properties within the Bairnsdale commercial/shopping area, and utilising these spaces more effectively would support economic activity whilst reducing long-term vacancies.

Kind Regards,

Valerie Keys

Wy Yung 3875

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Monday, 26 January 2026 12:16 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** David Cray

**Impacted Address:** Wy Yung VIC, Australia

**Postal address** Bairnsdale

**Email address:**

**Preferred phone numl**

**address proposal:** 236 Bullumwaal Wy Yung 3875

**What has been proposed?:** Use and Development of a Medical Centre, REMOVAL of VEGETATION, Business Identification Signs and Creation of Access to a road in a Transport Road Zone 2.

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** This proposal would weaken the planning framework for the Low-Density Residential Zone. The Build form, parking provision and operational layout enable a higher intensity of use than currently described, creating a risk of incremental expansion without further public notice.

**How will you be affected by the granting of this permit?:** The daily impact of the extra traffic and parking will create a safety risk for local residents that use the service road for exercising and walking dogs. The potential risk of, environmental, residential amenity, third-party harm and home security. No VicRoads impact statement for traffic movement. No Vegetation statement for any VicRoads or Parking for potential vegetation removal.

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes



**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Monday, 26 January 2026 2:00 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
**Attachments:** Objections to the Proposed New Business at 236 Bullumwaal Rd Wy Yung.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Margaret Cary

**Impacted Address:** Wy Yung 3875

**Postal address :** Bairnsdale

**Email address:**

**Preferred phon**

**address proposal:** 236 Bullumwaal Road Wy yung 3875 Victoria Australia

**What has been proposed?:** use and develop a medical Display of business sign, Creation of access to a road in a transport road zone 2

**Who has applied for the permit?:** Crowther & Sadler PTty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** as per attached

**How will you be affected by the granting of this permit?:** Traffic, parking, safety, illegal use of dirt crossover that washes into my property, real and preceived security risks, noise, ability to walk with the dog safely, air pollustion and enjoyment of my nature leafy environmment as it stands now,

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

**Attach any further information:** [Objections to the Proposed New Business at 236 Bullumwaal Rd Wy Yung.docx](#)

### **Objections to the Proposed New Business at 236 Bullumwaal Rd Wy Yung**

#### **Increased Traffic, Parking and Safety Issues**

- The service road is not wide enough or designed to safely accommodate commercial traffic. Additional traffic increases the risk of accidents, Cars parking on private property. Only one legal entry and exit to the service rd and a huge risk to the many people who exercise and walk dogs along the safety of the service rd at present due to no footpaths.
- The use of the illegal dirt cutting to enter and exit the service rd will majorly increase the direct impact already felt by properties as dirt washes down driveways and dust covers their houses. The council are already aware of this issue. They need to be closed and revegetated for everyone's safety.
- Accidents and 'near miss' are already taking place as residents attempt to turn left into the service road without the use of a turn lane.
- The service road in a residential area is not suitable to the increased need for Emergency response vehicles and the obstacles created by added traffic creating a real risk to residents and those using the centre.
- Understated need for parking. Staff will fill the proposed parking before patients arrive.
- No traffic impact assessment completed by Vic Roads

#### **Environmental Impact**

- This business will directly and negatively impact the lifestyle and sense of community that residents value. Removal of established vegetation, loss of green space and aesthetics, run off to nearby waterways and dams, noise, lighting and air pollution, delivery trucks and services vehicles, litter and waste issues.
- The building plan has the potential for many services not just a skin clinic with many consulting rooms and staff which can increase without notification to anyone. This again exacerbates the issues already raised.
- The proposed second dwelling is not consistent with the low-density character of the area will have to have septic and waste run off/ removal.
- It sets a precedent for overdevelopment in what is intended as low-impact residential zone with by attracting further medical business to the area.
- A commercial business changes the visual and social character of the neighbourhood.

- It undermines the quiet, residential nature of the street.
- It opens the door for further commercial development.

**Location/ Town Planning**

- There are many more appropriate sites for a medical centre that would better meet the needs of the broader community.
- The town centre where other like businesses are located
- Many vacant spaces in and close to the town centre giving better access to the wider community.
- In the town centre overflow of parking is absorbed by existing parking spaces and there is room for delivery trucks and emergency services vehicles without risk to residence or the environment.
- The proposed location only meets the needs of those with the resources to attend and those making the proposal. There is no public transport, no other services to combine visits with, limited footpath and a long distance to walk therefore limiting access to only those that have a car and can afford the visit. Medical Centre should be accessible to all our community.
- Planning decisions need to be made for net community benefit.

**Cumulative Risk**

- Individually, each issue may appear manageable, however as a collective of unsewered land, the slope of the land, close to a creek with downstream dwellings, day procedures, clinical waste, excessive parking and commercial intensity, all combine to create a level of cumulative risk that renders the proposed site unsuitable for a Medical Centre.

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Thursday, 29 January 2026 2:07 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Yuan and Joanna Ding

**Impacted Address** Wy Yung VIC, Australia

**Email address**

**Preferred phone numbe**

**address proposal:** 236 Bullumwaal Road, Wy Yung VIC 3875

**What has been proposed?:** Use and development of a medical centre, removal of vegetation, display of business identification signs and creation of access to a road in a transport road zone 2

**Who has applied for the permit?:** Crowther and Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** This planning permit is in contravention to the covenant on this land, which is in effect until 31/12/2030. Section 1a permits only one dwelling and "the usual outbuildings" to be on the lot. Without a dwelling in place, this medical centre could not be said to be an outbuilding, and in any case is not a "usual outbuilding" for a dwelling. Section 2a permits extraction of soil, gravel, or earth materials only for the purpose of excavation for the foundations of a building, swimming pool or garden landscaping. This block is sloped and the circular driveway is surrounding in sections by a retaining wall. Construction of the car park will require removal of this retaining wall and further removal of earth. Construction of a car park is not an allowable reason for removal of earth materials under section 2a of the covenant. The removal of earth for this carpark is also likely to affect erosion on the site. While the native vegetation may be planted, it is well established and should be protected.

**How will you be affected by the granting of this permit?:** This medical center is likely to increase traffic flow significantly into a small service road. The access for the service street for traffic coming from Bairnsdale and most of the populated towns of East Gippsland including Lakes Entrance, Swan

Reach, Johnsonville, Nicholson, Metung, Orbost and more, is via a right hand turn from a small turning lane. This turning lane is likely to be backed up with the increased traffic, increasing the risk of traffic accidents, which we have already experienced at this intersection. The car park is planned to have 20 spaces. With a total of 10 staff members, this only leaves 10 car parking spaces. The medical center will have 4 people providing health services, or 2.5 remaining car parking spaces per person providing health services. This is likely to be insufficient and will lead to excess cars being parked outside the premises, impacting on traffic flow on the service road and general enjoyment of the area for residents, both of which will affect us.

**Declare True:** Yes

**Accept Privacy:** Yes



**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Thursday, 29 January 2026 6:26 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
**Attachments:** Objection submission.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Janeen Sharp

**Impacted Address:** Wy Yung VIC, Australia

**Postal address** BAIRNSDALE VIC 3875

**Email address:**

**Preferred phone number:**

**Secondary phone numbe**

**address proposal:** 236 Bullumwaal Road, Wy Yung

**What has been proposed?:** Use and Development of a Medical Centre, Removal of Vegetation, Display of Business Identification Signs and Creation of Access to a Road in a Transport Road Zone 2

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** Refer to attached submission document

**How will you be affected by the granting of this permit?:** Refer to attached submission document

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

**Attach any further information:** [Objection submission.pdf](#)

Mr elderly parents live at 228 Bullumwaal Road, and whilst I do not live with my parents I do visit them on an almost daily basis and enjoy the amenity of their property which has been structured to optimise privacy in such a way that neighbours cannot see into their property. I object to the Planning Permit Application on a number of grounds. My first objection relates to the resultant *increase* in vehicular traffic which would need to access the service lane from Bullumwaal Road to attend at the proposed clinics. These vehicles would need to use the access cross over from Bullumwaal Road into the service lane to access the proposed clinics, and this access cross over is already dangerous due to a blackspot. A short overtaking lane has been added to the approach to the cross over access point to allow vehicles travelling North along Bullumwaal Road to swerve around vehicles turning right into the service lane cross over access. This short overtaking lane is still insufficient to make turning into the cross over access point safe for the current traffic load.

Visitors to the proposed clinics would be mostly travelling in a Northerly direction from Bairnsdale and would need to turn right across oncoming southbound traffic travelling on Bullumwaal Road, into the service lane access cross over. Immediately before the southern approach to the cross over access point, the oncoming south bound traffic heading to Bairnsdale, is travelling through a dip/blackspot where vehicles cannot be seen by traffic waiting to turn into the service lane access point. Southbound vehicles travelling towards Bairnsdale through this dip blackspot cannot see the traffic turning across Bullumwaal Road into the service lane access point from that direction either.

To further add to this treacherous situation, vehicles travelling North along Bullumwaal Road from Bairnsdale regularly fail to see stationary vehicles waiting to turn across the oncoming Southbound traffic into the service lane cross over access point, until the last second. This situation results in northbound vehicles swerving recklessly around a stationary vehicle(s) at the last moment. Case in point, I had a close call with my father in my vehicle last Friday at the turning lane into the service lane access point, where we were returning to his home when a northbound vehicle travelling at speed swerved around my stationary vehicle with centimetres to spare as I waited stationary with my right hand indicator on to turn across the oncoming traffic into the cross over access point. If you inquire with the other residents who use the service lane to access their properties, you will hear that this is not an uncommon experience. The common consensus is that you sit with your indicator on, watching in the rear vision mirror while holding your breath and hoping the traffic swerves around you in time to avoid collision.

With the amount of additional Northbound traffic which would be turning right across Bullumwaal Road into the service lane access point to access the proposed clinics, it is likely that there may be multiple vehicles queuing to turn into the access point at the same time, which leaves drivers travelling North along Bullumwaal road from Bairnsdale, inadequate time to manoeuvre around stationary vehicles waiting for clear passage to turn right across the oncoming traffic into the service lane access point. This is a dangerous access point even without the blind spot in the form of a dip in the road. Council is aware of this black spot, hence why the short overtaking lane was created in the first place. I believe Council should not even be assessing this planning application without a formal traffic impact assessment having been prepared. There has already been at least one fatality I know of on the subject section of Bullumwaal Road and the volume of traffic travelling on Bullumwaal Road is now significant and constantly increasing due to the population growth in the area. With at least two more significant subdivisions in progress further along Bullumwaal Road, and no doubt more to

come, traffic will only increase in future and the safety of vehicles accessing the Bullumwaal Road service lane will be further compromised by the increase in traffic.

To add further to traffic and pedestrian safety, it appears to me that the proposed parking is inadequate for the proposed development despite meeting the quoted formula. I do not see how the formula is relevant in this case given there is no run-off parking available outside of the proposed carpark. Given the ten staff the proposed medical centre plans to employ would take up ten car parks on their own, this would leave nine spaces plus one disabled space available for visitors. Consultations with doctors are generally of 10-15 minutes duration and there is proposed to be four practitioners who would typically have at any one time one patient in consultation, one waiting and one leaving at any one time. This equates to 3 patients per practitioner at any one time is likely, assuming practitioners are running to time with their patient appointments i.e. another 12 car spaces required equating to a required total spaces of 22 not 19 + 1 disabled. This shortfall in parking would force visitors to the proposed clinic to park in the Bullumwaal Road service lane, given there is no overflow parking, and if a practitioner is running behind schedule with patient appointments, as often happens due to the nature of their work, the parking situation worsens and more vehicles will be forced to park in the service lane and on nature strips along which pedestrians commute (given there is no footpath). And what about deliveries and patient inquiries to the proposed clinic? Assuming the dimensions quoted, the proposed parking area will be tight to navigate making it very likely that some patients will choose to park in the Bullumwaal Road service lane and nature strips out the front of the proposed clinic, rather than negotiate the car park. I work with elderly clients and from my own experience I know this to be true.

It is also relevant to mention that there are a large number of people who use the service lane as a walking path given there is no footpath along the Bullumwaal Road service lane. Vehicles accessing the service lane already need to negotiate through any pedestrians, often with dogs and children in tow, and increasing the traffic in the service lane would reduce the amenity of the residents and inhibit the wider community to utilise this area for exercise or passage.

Vehicles parking in the service lane and on nature strips further restrict safe access and passage for both residential vehicular and pedestrian traffic. Given the proposed clinic access is just adjacent to the service lane cross over access point, any vehicles parking in the service lane would impede visibility and could impede vehicular access from the cross over access point into the service lane itself. Parked vehicles would also reduce visibility for residents accessing their properties.

Given the small size of the property on which the proposed development would be situated, and the lack of runoff parking options, I don't believe that adequate parking could be provided which would benefit the requirements of the proposed development and operations and prevent visitors parking in the service lane. Car parking provisions must ensure that public car parking is not relied upon by visitors to the proposed clinics and must minimise the potential for road congestion Clause 18.02-4S Roads. Given there is no public car parking options nearby and the unsafe situation with the cross over and service lane accesses, it seems that minimising potential for road congestion is not possible. I object to the application proposed based on the proposed parking being inadequate for the purpose proposed and further impacting safe access, and reduced amenity for the surrounding residents, their visitors, and the wider local community.

Medical Centres are a particularly concerning business to have as a neighbour, given once established, hours and patient types can be changed. Whilst the applicant has stated that the clinics will be for the purpose of skin cancer treatment and only operate Monday to Friday, there is nothing stopping the applicant if successful from setting up a drug and alcohol centre or even in the future the possibility of a 24 hour clinic. Medical Centres stock drugs which require appropriate security and significant security lighting. Such lighting would further reduce the amenity of neighbouring and nearby property owners and would impinge on the visual amenity of my parents' property and create light pollution which would undesirably illuminate their property and flood into their home. I object to the application proposed based on the operations of the proposed clinics unacceptably reducing the amenity for the surrounding residents, their visitors, and the wider local community.

I object to the application on the basis that it seeks permission to convert the existing dwelling into a medical centre however the plans show two separate medical centres, consequently the application should be amended to reflect same. The first medical centre being the new construction closest to the road access and the second being the conversion of the existing dwelling into a medical centre. The conversion means that the building is no longer a residence.

The application states that twenty car and five bike parking spaces form part of the proposed development. Given the topography of the proposed site of the car park, and the fact that there is no stormwater system available, where will all this water go when it rains and what impact will the run-off have on septic systems and neighbouring properties? Given the "Very poor" permeability of the soil, as tested by the consultants utilised, and the relatively small area available for sub-surface dispersal has consideration been given to inevitable run off and where it will end up, particularly in light of poor soil permeability? Given the slope of the land size of the car park, two clinics and the wastewater treatment area, there isn't much area to cope with run off and sub-surface irrigation. The report provided by Simon Anderson consultants also provides some concerning information regarding the suitability of soil permeability for subsurface irrigation with high-risk environmental impact identified. I object to the planning application based on the identified high risk environmental impact. A development of such size on the subject land should only be considered where sewerage and stormwater services are available to guarantee the most minimal environmental impact.

The subject land is zoned low density residential and medical centres are not in keeping with this zoning. In particular the developmental density proposed when considering the size of the buildings and car parks as a whole on the 4,000 sqm size of the property is not in keeping with the surrounding residences and would reduce the amenity of the surrounding properties.

The surrounding residents have built significant homes and developed their properties at significant cost to enjoy what is an almost semi-rural lifestyle given the sizes of these land parcels and the outlook across Clifton Creek Valley. Issuance of a permit to develop medical centres on the subject property will set precedent for other such developments on the surrounding properties between Eastwood Road and Lanteris Lane. Surely the residents of the land between the roads deserve to have the amenity of their land preserved in alignment with the current low density residential zoning. I object that the proposed development is not in keeping with the surrounding residential properties, is not residential in nature and reduces the amenity of neighbouring properties.

According to the consultant's recommendations, the applicant would also need to remove the hedge vegetation bordering along the boundary lines of the property to ensure root systems do

not interfere with water treatment and septic systems. The original owner of the property planted those hedges and gardens to provide privacy both for and from neighbouring properties. If a permit to develop is granted, the applicant not only needs to remove the vegetation but build further forward/east on the property which will remove even more amenity and privacy currently afforded to the neighbouring properties beside and below them. These neighbouring properties built their homes and developed their properties with consideration of the applicant's property's current dwelling position. If the application is granted, the proposed medical centre will be built east of or in front of the existing dwelling (further from the road) forward of my parents' home at 228 Bullumwaal Road, reducing the amenity of their property. The current dwelling is positioned in such a way that it does not impinge on the amenity of my parents' outlook. My parents' home at 228 Bullumwaal Road is effectively the neighbouring property to 236 Bullumwaal Road separated only by the two access lanes to the axe-head properties which sit below 236 and 228 Bullumwaal Road. I object to the proposed development reducing the amenity and privacy afforded to my parents' property. The proposed development will reduce the value of the neighbouring properties given the loss of privacy and increased pollution (light, traffic, noise and sewerage and storm water).

"Proposed Dwelling" (which is not a dwelling) in relation to 228 Bullumwaal Road.



Figure 2: Aerial view of subject site (approximate title boundaries shown)



**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Thursday, 29 January 2026 6:37 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
**Attachments:** Planning objection submission - BJH.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Bruce Hall

**Impacted Address:** , Wy Yung VIC, Australia

**Postal address :** BAIRNSDALE VIC 3875

**Email address:** bruce@

**Preferred phone number**

**Secondary phone numbe**

**address proposal:** 236 Bullumwaal Road WY YUNG VIC 3875

**What has been proposed?:** Use and Development of a Medical Centre, Removal of Vegetation, Display of Business Identification Signs and Creation of Access to a Road in a Transport Road Zone 2

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** Refer to attached submission document

**How will you be affected by the granting of this permit?:** Refer to attached submission document

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

**Attach any further information:** [Planning objection submission - BJH.pdf](#)

I object to the Planning Permit Application on a number of grounds. My first objection relates to the resultant *increase* in vehicular traffic which would need to access the service lane from Bullumwaal Road to attend at the proposed clinics. These vehicles would need to use the access cross over from Bullumwaal Road into the service lane to access the proposed clinics, and this access cross over is already dangerous due to a blackspot. A short overtaking lane has been added to the approach to the cross over access point to allow vehicles travelling North along Bullumwaal Road to swerve around vehicles turning right into the service lane cross over access. This short overtaking lane is still insufficient to make turning into the cross over access point safe for the current traffic load.

Visitors to the proposed clinics would be mostly travelling in a Northerly direction from Bairnsdale and would need to turn right across oncoming southbound traffic travelling on Bullumwaal Road, into the service lane access cross over. Immediately before the Southern approach to the cross over access point, the oncoming Southbound traffic heading to Bairnsdale, is travelling through a dip/blackspot where vehicles cannot be seen by traffic waiting to turn into the service lane access point. Southbound vehicles travelling toward Bairnsdale through this dip blackspot cannot see the traffic turning across Bullumwaal Road into the service lane access point from that direction either.

To further add to this treacherous situation, vehicles travelling North along Bullumwaal Road from Bairnsdale regularly fail to see stationary vehicles waiting to turn across the oncoming Southbound traffic into the service lane cross over access point, until the last second. This situation results in northbound vehicles swerving recklessly around a stationary vehicle(s) at the last moment. As an example my daughter and I had a close call last Friday at the turning lane into the service lane access point. My daughter was driving and we were returning home when a Northbound vehicle travelling at speed swerved around our stationary vehicle with centimetres to spare as we waited stationary with her right hand indicator on to turn across the oncoming traffic into the cross over access point. If you inquire with the other residents who use the service lane to access their properties, you will hear that this is not an uncommon experience. The common consensus is that you sit with your indicator on, watching in the rear vision mirror while holding your breath and hoping the traffic swerves around you in time to avoid collision.

With the amount of additional Northbound traffic which would be turning right across Bullumwaal Road into the service lane access point to access the proposed clinics, it is likely that there may be multiple vehicles queuing to turn into the access point at the same time, which leaves drivers travelling North along Bullumwaal road from Bairnsdale, inadequate time to manoeuvre around stationary vehicles waiting for clear passage to turn right across the oncoming traffic into the service lane access point. This is a dangerous access point even without the blind spot in the form of a dip in the road. Council is aware of this black spot, hence why the short overtaking lane was created in the first place. I believe Council should not even be assessing this planning application without a formal traffic impact assessment having been prepared. There has already been at least one fatality I know of on the subject section of Bullumwaal Road and the volume of traffic travelling on Bullumwaal Road is now significant and constantly increasing due to the population growth in the area. With at least two more significant subdivisions in progress further along Bullumwaal Road, and no doubt more to come, traffic will only increase in future and the safety of vehicles accessing the Bullumwaal Road service lane will be further compromised by the increase in traffic.

To add further to traffic and pedestrian safety, it appears to me that the proposed parking is inadequate for the proposed development despite meeting the quoted formula. I do not see

how the formula is relevant in this case given there is no run-off parking available outside of the proposed carpark. Given the ten staff the proposed medical centre plans to employ would take up ten car parks on their own, this would leave nine spaces plus one disabled space available for visitors. Consultations with doctors are generally of 10-15 minutes duration and there is proposed to be four practitioners who would typically have at any one time one patient in consultation, one waiting and one leaving at any one time. This equates to 3 patients per practitioner at any one time is likely, assuming practitioners are running to time with their patient appointments i.e. another 12 car spaces required equating to a required total spaces of 22 not 19 + 1 disabled. This shortfall in parking would force visitors to the proposed clinic to park in the Bullumwaal Road service lane, given there is no overflow parking, and if a practitioner is running behind schedule with patient appointments, as often happens due to the nature of their work, the parking situation worsens and more vehicles will be forced to park in the service lane and on nature strips along which pedestrians commute (given there is no footpath). And what about deliveries and patient inquiries to the proposed clinic? Assuming the dimensions quoted, the proposed parking area will be tight to navigate making it very likely that some patients will choose to park in the Bullumwaal Road service lane and nature strips out the front of the proposed clinic, rather than negotiate the car park.

It is also relevant to mention that there are a large number of people who use the service lane as a walking path given there is no footpath along the Bullumwaal Road service lane. Vehicles accessing the service lane already need to negotiate through any pedestrians, often with dogs and children in tow, and increasing the traffic in the service lane would reduce the amenity of the residents and inhibit the wider community to utilise this area for exercise or passage.

Vehicles parking in the service lane and on nature strips further restrict safe access and passage for both residential vehicular and pedestrian traffic. Given the proposed clinic access is just adjacent to the service lane cross over access point, any vehicles parking in the service lane would impede visibility and could impede vehicular access from the cross over access point into the service lane itself. Parked vehicles would also reduce visibility for residents accessing their properties, particularly pulling out of their driveways into the service lane.

Given the small size of the property on which the proposed development would be situated, and the lack of runoff parking options, I don't believe that adequate parking could be provided which would befit the requirements of the proposed development and operations and prevent visitors parking in the service lane. Car parking provisions must ensure that public car parking is not relied upon by visitors to the proposed clinics and must minimise the potential for road congestion Clause 18.02-4S Roads. Given there is no public car parking options nearby and the unsafe situation with the cross over and service lane accesses, it seems that minimising potential for road congestion is not possible. I object to the application proposed based on the proposed parking being inadequate for the purpose proposed and further impacting safe access, and reduced amenity for the surrounding residents, their visitors, and the wider local community.

Medical Centres are a particularly concerning business to have as a neighbour, given once established, hours and patient types can be changed. Whilst the applicant has stated that the clinics will be for the purpose of skin cancer treatment and only operate Monday to Friday, there is nothing stopping the applicant if successful from setting up a drug and alcohol centre or even in the future the possibility of a 24 hour clinic. Medical Centres stock drugs which require appropriate security and significant security lighting. Such lighting would further reduce the amenity of neighbouring and nearby property owners and would impinge on the visual amenity

of our property and create light pollution which would undesirably illuminate our property and flood into our home. I object to the application proposed based on the operations of the proposed clinics unacceptably reducing the amenity for the surrounding residents, their visitors, and the wider local community.

I object to the application on the basis that it seeks permission to convert the existing dwelling into a medical centre however the plans show two separate medical centres, consequently the application should be amended to reflect same. The first medical centre being the new construction closest to the road access and the second being the conversion of the existing dwelling into a medical centre. The conversion means that the building is no longer a residence.

The application states that twenty car and five bike parking spaces form part of the proposed development. Given the topography of the proposed site of the car park, and the fact that there is no stormwater system available, where will all this water go when it rains and what impact will the run-off have on septic systems and neighbouring properties? Given the "Very poor" permeability of the soil, as tested by the consultants utilised, and the relatively small area available for sub-surface dispersal has consideration been given to inevitable run off and where it will end up, particularly in light of poor soil permeability? Given the slope of the land size of the car park, two clinics and the wastewater treatment area, there isn't much area to cope with run off and sub-surface irrigation. The report provided by Simon Anderson consultants also provides some concerning information regarding the suitability of soil permeability for subsurface irrigation with high-risk environmental impact identified. I object to the planning application based on the identified high risk environmental impact. A development of such size on the subject land should only be considered where sewerage and stormwater services are available to guarantee the most minimal environmental impact.

The subject land is zoned low density and residential and medical centres are not in keeping with this zoning. In particular the developmental density proposed when considering the size of the buildings and car parks as a whole on the 4,000 sqm size of the property is not in keeping with the surrounding residences and would reduce the amenity of the surrounding properties.

The surrounding residents have built significant homes and developed their properties at significant cost to enjoy what is an almost semi-rural outlook given the sizes of these land parcels and the outlook across Clifton Creek Valley. Issuance of a permit to develop medical centres on the subject property will set precedent for other such developments on the surrounding properties between Eastwood Road and Lanteris Lane. Surely the residents of the land between the roads deserve to have the amenity of their land preserved in alignment with the current low density residential zoning. I object that the proposed development is not in keeping with the surrounding residential properties, is not residential in nature and reduces the amenity of neighbouring properties.

According to the consultant's recommendations, the applicant would also need to remove the hedge vegetation bordering along the boundary lines of the property to ensure root systems do not interfere with water treatment and septic systems. The original owner of the property planted those hedges and gardens to provide privacy both for and from neighbouring properties. If a permit to develop is granted, the applicant not only needs to remove the vegetation but build further forward/east on the property which will remove even more amenity and privacy currently afforded to the neighbouring properties beside and below them. These neighbouring properties built their homes and developed their properties with consideration of the applicant's property's current dwelling position. If the application is granted, the proposed medical centre will be built

east of or in front of the existing dwelling (further from the road) forward of our home at 228 Bullumwaal Road, reducing the amenity of our property. The current dwelling is positioned in such a way that it does not impinge on the amenity of the outlook from our property. Our home at 228 Bullumwaal Road is effectively the neighbouring property to 236 Bullumwaal Road separated only by the two access lanes to the axe-head properties which sit below 236 and 228 Bullumwaal Road. I object to the proposed development reducing the amenity and privacy afforded to our property. The proposed development will reduce the value of the neighbouring properties given the loss of privacy and increased pollution (light, traffic, noise and sewerage and storm water).

“Proposed Dwelling” /medical clinic in relation to 228 Bullumwaal Road.



Figure 2: Aerial view of subject site (approximate title boundaries shown)

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Thursday, 29 January 2026 6:41 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application  
**Attachments:** Planning objection submission - AMH.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Adrienne Hall

**Impacted Address:** Wy Yung VIC, Australia

**Postal address :** BAIRNSDALE VIC 3875

**Email address:**

**Preferred phone number**

**Secondary phone number**

**address proposal:** 236 Bullumwaal Road WY YUNG VIC 3875

**What has been proposed?:** Use and Development of a Medical Centre, Removal of Vegetation, Display of Business Identification Signs and Creation of Access to a Road in a Transport Road Zone 2

**Who has applied for the permit?:** Crowther & Sadler Pty Ltd

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** Refer to attached submission document

**How will you be affected by the granting of this permit?:** Refer to attached submission document

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes



**Accept Privacy:** Yes

**Attach any further information:** [Planning objection submission - AMH.pdf](#)

I wish to formally object to the Planning Permit Application on several significant grounds. My primary concern relates to the expected increase in vehicle traffic accessing the service lane from Bullumwaal Road to attend the proposed medical clinics. The current crossover from Bullumwaal Road into the service lane is already hazardous due to an existing blackspot, and additional traffic will further compromise safety. Although a short overtaking lane has been added for northbound vehicles to manoeuvre around cars waiting to turn right into the crossover, this measure remains inadequate for current traffic volumes, let alone the substantial increase anticipated.

Most visitors to the proposed clinics would be travelling northbound from Bairnsdale and would be required to turn right across oncoming southbound traffic to enter the service lane. This is particularly dangerous as southbound vehicles approach through a dip in the road—a known blackspot—which obstructs visibility for both drivers turning right and vehicles travelling towards Bairnsdale. As a result, southbound drivers often cannot see vehicles waiting to turn, and northbound drivers regularly fail to notice stationary vehicles until the last moment. This has already created numerous near-miss situations. For example, only last Friday my daughter and husband narrowly avoided a collision when a speeding northbound vehicle swerved around their stationary car with only centimetres to spare. Other residents will confirm that this is a frequent and alarming occurrence.

If the proposed development proceeds, the number of vehicles queuing to turn right into the access point will increase, creating even greater risks. Multiple stationary vehicles will leave approaching northbound drivers with insufficient time to safely manoeuvre around them. Given the history of accidents—including a fatality on this section of Bullumwaal Road—and ongoing population growth generating more traffic, it is unacceptable for Council to assess this application without a comprehensive traffic impact assessment.

Parking is another significant concern. Although the application claims to meet the prescribed parking formula, the actual number of spaces appears inadequate for the proposed operations, especially given the absence of overflow or on-street parking. With ten staff occupying ten of the twenty car spaces, only nine standard spaces and one accessible space remain for patients. With four practitioners consulting at any given time, and patients arriving, waiting, and leaving in overlapping cycles, at least twelve patient spaces would be required—exceeding the remaining capacity. This mismatch will inevitably force vehicles to park in the service lane or on nature strips, which pedestrians already rely on due to the absence of a footpath. The tight layout of the car park further increases the likelihood that patients will avoid it and instead park in unsafe locations in the service land and on surrounding nature reserves and strips.

Pedestrian safety is also at risk. The service lane is commonly used for walking, often by families with children and/or pets. Increasing vehicle traffic and encouraging overflow parking in the service lane will significantly reduce safety and residential amenity. Parked vehicles will obstruct sightlines for both residents entering their properties and drivers attempting to navigate the crossover access point.

The proposed development also raises environmental concerns. The site has poor soil permeability, as confirmed by the applicant's consultants, and there is no stormwater system available. With a large paved car park, two clinic buildings and a wastewater

treatment area on a relatively small site, stormwater runoff will have limited dispersal options, increasing the likelihood of impacts on neighboring septic systems and properties. The consultants have identified the soil as posing a high-risk environmental impact for subsurface irrigation. Development of this scale should only be considered where sewerage and stormwater infrastructure is available.

The low-density residential zoning of the land is inconsistent with the scale and intensity of the proposed medical centres. The density of the buildings and car park on a 4,000 sqm lot is not in keeping with surrounding residential properties. Nearby residents have invested significantly to establish homes that maintain a semi-rural residential character and enjoy the Clifton Creek Valley outlook. Approving this application would set a concerning precedent for similar developments between Eastwood Road and Lanteris Lane, diminishing the amenity and intended character of the area.

Advice provided by the applicant's consultants recommends that existing hedge vegetation is removed due to concerns with root systems and wastewater infrastructure. These hedges were intentionally planted to create privacy for neighboring properties. Locating the new building further east on the block will place it more prominently in front of our home at 228 Bullumwaal Road, whereas the existing residence is positioned behind our home, diminishing privacy, views and amenity. The proposed development will reduce property values due to increased noise, light, traffic and environmental impacts.

Finally, while the applicant states the clinic will operate Monday to Friday for skin cancer treatment, there is no guarantee that operations will not change or expand over time. Once approved, the site could accommodate more intensive medical uses, extended opening hours, additional security lighting, and increased traffic. This is contrary to the expectations of residents in a low-density residential zone.

For these reasons—including traffic safety risks, inadequate parking, environmental concerns, loss of residential amenity, and inconsistency with zoning—I strongly object to the proposed development and request that Council refuse the application.

"Proposed Dwelling" /proposed medical clinic in relation to 228 Bullumwaal Road.



Figure 2: Aerial view of subject site (approximate title boundaries shown)

**Kerry Stow**

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**From:** Snapforms Notifications <no-reply@snapforms.com.au>  
**Sent:** Thursday, 29 January 2026 8:05 PM  
**To:** Planning Unit Administration  
**Subject:** Objection to a Planning Permit Application

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Objection to a Planning Permit Application**

An 'Objection to a Planning Permit Application' has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

**Objector Name:** Michael Chippindall

**Impacted Address:** Wy Yung VIC, Australia

**Postal address :** as above

**Email address**

**Preferred phone number:**

**Secondary phone number:** None

**address proposal:** 236 Bullumwaal rs

**What has been proposed?:** Develop a medical Clinic

**Who has applied for the permit?:** Crowther & Sadler

**Planning permit number:** 5.2025.361.1

**What are the reasons for your objection?:** Traffic Management. Environmental impact Zoning of the land Sewer and wastewater retention Property devaluation.

**How will you be affected by the granting of this permit?:** we live directly below the property and will be directly impacted by this decision.

**Declare True:** Yes

**Phone declare:** Yes

**Email authorisation:** Yes

**Accept Privacy:** Yes

Kerry Stow

**From:** EGSC Feedback  
**Sent:** Friday, 30 January 2026 8:46 AM  
**To:** Planning Unit Administration  
**Subject:** FOR ACTION: Objection to Planning Permit at 236 Bullumwaal Rd Wy Yung 5.2025.361.1 - Johnston  
**Attachments:** Susan Johnston Objection to Planning Permit 236 Bullumwaal Rd Wy Yung .docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

OFFICIAL

FOR ACTION: Objection to Planning Permit at 236 Bullumwaal Rd Wy Yung 5.2025.361.1 – Johnston

■ Brianna Thewma ■ Information Management Administrative Officer

 Please consider the environment before printing this e-mail.

**From:** Susan Johnston  
**Sent:** Thursday, 29 January 2026 8:08 PM  
**To:** EGSC Feedback <feedback@egipps.vic.gov.au>  
**Subject:** Objection to Planning Permit at 236 Bullumwaal Rd Wy Yung

You don't often get email fro

**EXTERNAL EMAIL:** This email has originated from outside of the East Gippsland Shire Council network. Do not click links or open attachments unless you recognise the sender and know the content is safe. Contact ICT ServiceDesk if you are unsure.

Attention Planning Department, objection to planning permit at 236 Bullumwaal Rd Wy Yung.

Unofficial



RESPECT



COLLABORATION



INTEGRITY



ACCOUNTABILITY

**East Gippsland Shire Council**

Creating a great place to work that delivers quality services to our customers and community.

To: Statutory Planning  
East Gippsland Shire Council

Re: Objection – Planning Permit Application for Medical Centre (including day procedures), vegetation removal, signage and access works.  
Site: 236 Bullumwaal Road, Wy Yung  
Zone: Low Density Residential Zone

Dear Planning Department- East Gippsland Shire Council,

I write to formally object to the above planning permit application on the basis that the subject land is fundamentally unsuitable for the proposed use due to the cumulative environmental, residential, visual and public health risks associated with the site and the intensity of the proposed development.

This objection is made on planning, environmental and land-use suitability grounds, and not in opposition to medical services generally.

**1. Unsuitable land use in a Low Density Residential Zone**

The proposal is for a commercial-scale medical centre, including consulting rooms, day procedures, staff, patients, clinical waste generation and a 20-space car park, within a Low Density Residential Zone intended to provide a low-intensity, high-amenity residential environment.

The Planning Scheme provides no exemption for medical uses from consideration of site suitability, protection of residential amenity, land capability constraints, or avoidance of environmental and third-party harm. The scale and operational intensity of the proposal exceed what can reasonably be accommodated on land intended for low density residential purposes.

**2. Prior Council advice and consistency**

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- Vegetation removal reducing natural buffering and filtration

Unofficial



Individually, these matters may appear capable of management. Collectively, they create a foreseeable and unacceptable risk of off-site environmental and third-party harm that cannot be adequately mitigated through permit conditions.

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Against this context, the proposed commercial medical centre, including day procedures, clinical waste, extensive sealed areas and reliance on onsite wastewater treatment, represents a substantial intensification of use within a sensitive catchment.

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Unofficial

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**11. Conclusion**

When assessed holistically, the proposal represents an inappropriate commercial land use on constrained residential land, where cumulative environmental, visual and public health risks are foreseeable, significant and unacceptable.

Approval would be inconsistent with the objectives of the Planning and Environment Act 1987, the intent of the Low Density Residential Zone, and principles of precautionary and orderly planning.

For these reasons, the application should be refused.

Yours sincerely,

Susan Johnston

Wy Yung

Unofficial

**Kerry Stow**

**From:** EGSC Feedback  
**Sent:** Friday, 30 January 2026 3:56 PM  
**To:** Planning Unit Administration  
**Subject:** FOR ACTION: Objection Planning Permit 236 Bullumwaal Road - Susan Johnston - 5.2025.361.1  
**Attachments:** Susan Johnston Objection to Planning Permit 236 Bullumwaal Rd Wy Yung .docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

OFFICIAL

FOR ACTION: Objection Planning Permit 236 Bullumwaal Road - Susan Johnston - 5.2025.361.1

■ **Brianna Thewma** ■ *Information Management Administrative Officer*

 Please consider the environment before printing this e-mail.

**From:** Susan Johnston  
**Sent:** Friday, 30 January 2026 2:41 PM  
**To:** EGSC Feedback <feedback@egipps.vic.gov.au>  
**Subject:** Objection Planning Permit 236 Bullumwaal Road WyYung 3875

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Please find attached a letter of objection to planning permit for 236 Bullumwaal Road, WyYung 3875

kind regards

Susan Johnston



**RESPECT**



**COLLABORATION**



**INTEGRITY**



**ACCOUNTABILITY**

**East Gippsland Shire Council**

Creating a great place to work that delivers quality services to our customers and community.

To: Statutory Planning  
East Gippsland Shire Council

Re: Objection – Planning Permit Application for Medical Centre (including day procedures), vegetation removal, signage and access works.  
Site: 236 Bullumwaal Road, Wy Yung  
Zone: Low Density Residential Zone

Dear Planning Department- East Gippsland Shire Council,

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This objection is made on planning, environmental and land-use suitability grounds, and not in opposition to medical services generally.

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Unofficial

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Unofficial

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Yours sincerely,

Susan Johnston

Wy Yung

Unofficial

**Kerry Stow**

---

**From:** EGSC Feedback  
**Sent:** Friday, 30 January 2026 9:44 AM  
**To:** Planning Unit Administration  
**Subject:** FOR ACTION: Objection to Planning Permit 236 Bullumwaal Road Wy Yung 5.2025.361.1 - Johnston  
**Attachments:** Peter Johnston Objection to Planning Permit 236 Bullumwaal Rd Wy Yung .docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

OFFICIAL

FOR ACTION: Objection to Planning Permit 236 Bullumwaal Road Wy Yung 5.2025.361.1 – Johnston

■ **Brianna Thewma** ■ *Information Management Administrative Officer*

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**From:** Susan Johnston  
**Sent:** Thursday, 29 January 2026 8:11 PM  
**To:** EGSC Feedback <feedback@egipps.vic.gov.au>  
**Subject:** Objection Planning Permit 236 Bullumwaal Rd - Peter Johnston

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Please find attached a letter of objection to planning permit for 236 Bullumwaal Rd Wy Yung.

Regards,

Peter Johnston



**RESPECT**



**COLLABORATION**



**INTEGRITY**



**ACCOUNTABILITY**

**East Gippsland Shire Council**

Creating a great place to work that delivers quality services to our customers and community.



To: Statutory Planning  
East Gippsland Shire Council

Re: Objection – Planning Permit Application for Medical Centre (including day procedures), vegetation removal, signage and access works.  
Site: 236 Bullumwaal Road, Wy Yung  
Zone: Low Density Residential Zone

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Unofficial

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Yours sincerely,

Peter Johnston

Wy Yung

Unofficial

**Kerry Stow**

**From:** EGSC Feedback  
**Sent:** Friday, 30 January 2026 3:56 PM  
**To:** Planning Unit Administration  
**Subject:** FOR ACTION: Objection Planning Permit 236 Bullumwaal Road - Peter Johnston - 5.2025.361.1  
**Attachments:** Peter Johnston Objection to Planning Permit 236 Bullumwaal Rd Wy Yung .docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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FOR ACTION: Objection Planning Permit 236 Bullumwaal Road - Peter Johnston - 5.2025.361.1

■ **Brianna Thewma** ■ *Information Management Administrative Officer*

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**From:** Peter Johnstor  
**Sent:** Friday, 30 January 2026 2:33 PM  
**To:** EGSC Feedback <feedback@egipps.vic.gov.au>  
**Subject:** Objection Planning Permit 236 Bullumwaal Road - Peter Johnston

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Please find attached a letter of objection to planning permit for 236 Bullumwaal Road, WyYung 3875

Regards,

Peter Johnston



**RESPECT**



**COLLABORATION**



**INTEGRITY**



**ACCOUNTABILITY**

**East Gippsland Shire Council**

Creating a great place to work that delivers quality services to our customers and community.

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Site: 236 Bullumwaal Road, Wy Yung  
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Unofficial

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Yours sincerely,

Peter Johnston

*Ny Yung*

Unofficial



**Kerry Stow**

---

**From:** EGSC Feedback  
**Sent:** Tuesday, 27 January 2026 1:19 PM  
**To:** Planning Unit Administration  
**Subject:** 5.2025.361.1 objection 236 Bullumwaal Road - Leemon  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

OFFICIAL

For your information, received via Feedback.

Regards,  
 Lynette Johnston  
 Information Management Officer

---

**From:** Kerry Leemon ·  
**Sent:** Sunday, January 25, 2026 4:00 PM  
**To:** EGSC Feedback <feedback@egipps.vic.gov.au>  
**Subject:** OBJECTION - Planning Permit Application 5.2025.361.1 - 236 Bullumwaal Road

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To the Planning Officer,

Please find below my formal objection to the proposed medical centre which conflicts with the East Gippsland Planning Scheme and undermines the Victorian Protection I have a vested interest in this area and this plan represents a significant overdevelopment which will cause irreversible harm to the local environment and residential amenity. My objection is expanded below:

#### 1. Inappropriate Commercial Intrusion & Economic Fragmentation

The East Gippsland Planning Scheme directs commercial services toward the Bairnsdale CBD. This proposal bypasses established commercial zones where vacant shopfronts are already available. Allowing a 6-consulting room medical centre in a Low Density Residential Zone (LDRZ) undermines the economic viability of Bairnsdale's town centre and creates unnecessary "ribbon development" in a quiet, outer-suburban area.

#### 2. Breach of Vegetation Protection Overlay (VPO)

The application documentation explicitly lists "Removal of Vegetation" as a permit requirement. This contradicts the low-impact nature of the LDRZ. The removal of native trees to accommodate car

parking and a second dwelling directly threatens the wildlife corridor at the base of the property. This corridor is essential for local biodiversity and loss which cannot be offset by tokenistic landscaping.

### **3. Hydrological Risk and Stormwater Runoff**

The addition of a medical clinic, patient parking and an additional dwelling significantly increases the impermeable surface area.

The base of this property is a natural drainage point. Increased runoff poses a high risk of erosion and siltation to the native vegetation corridor.

There is no evidence that the site can manage this volume of water. This creates a direct risk of flooding and water damage to adjoining residential properties during heavy rain events. A perfect example - infrastructural changes at Flemington Racecourse.

### **4. Overdevelopment of a Low Density Lot**

The LDRZ is intended for a single dwelling on a large, leafy lot. Crowding this 4,000 square metre site with a commercial clinic plus a second dwelling exceeds the reasonable capacity of the land. This is a de-facto subdivision that bypasses the intent of the zone and sets a dangerous precedent for the Wy Yung area.

### **5. Dangerous Traffic Risks**

The scale of this proposal is entirely inconsistent with the infrastructure of a residential service road.

Based on the practitioner count, this site will generate upwards of 100 vehicle movements per day. This is a staggering increase for a quiet LDRZ pocket and far exceeds the "low-intensity" expectation of the zone.

Forcing this high volume of commercial traffic to negotiate the service road entry near the Bullumwaal Road corner creates significant danger. Elderly, distressed or unwell patients will be forced to perform complex manoeuvres at a site already known for poor sight and high speed traffic.

To accommodate the 16+ vehicles required for staff and patients, the property would essentially need to be paved over. This sea of bitumen is a direct violation of the LDRZ requirement to maintain a leafy, permeable and residential landscape.

### **6. Signage**

The introduction of Business Identification commercial lighting, and constant mechanical noise systems will permanently degrade the quiet suburban character of the area. This represents a visual pollutant that is fundamentally at odds with the lifestyle of existing residents

### **7. Undermining the Bairnsdale CBD Activity Centre**

Clause 11.93-1L of the East Gippsland Planning Scheme seeks to reinforce Bairnsdale as the primary regional service centre. This proposal represents out-of-centre development which fragments medical services. There is no demonstrated community need that cannot be met by existing vacant commercial stock in the Bairnsdale CBD. Approving this permit would allow a significant commercial enterprise to bypass the strategic intent of the CBD, ultimately detrimental to the Net Community Benefit of the Shire.

8. Inefficient Infrastructure Use and Car Dependency

Unlike the Bairnsdale commercial precinct, which is supported by integrated transport and pedestrian links, 236 Bullumwaal Road requires 100% car-based access for its 10 staff and dozens of daily patients. This is an economically regressive model that increases the maintenance burden on local roads and contradicts the Council’s objectives for sustainable, consolidated urban growth.

This application is an attempt to force a high-impact commercial operation onto a site that is ecologically and logistically unfit for such use. I urge the Council to refuse this permit to protect the integrity of the Wy Yung residential buffer and the safety of the Bullumwaal Road corridor.

Kind regards

Kerry Leemon



RESPECT



COLLABORATION



INTEGRITY



ACCOUNTABILITY

**East Gippsland Shire Council**

Creating a great place to work that delivers quality services to our customers and community.

**Robert Buckmaster**

---

**From:** Andrew Bates  
**Sent:** Monday, 1 June 2026 2:58 PM  
**To:**  
**Cc:** Planning Unit Administration; Robert Buckmaster  
**Subject:** FW: Amenity and General Observations. I didn't read this in the meeting on Wednesday.

OFFICIAL

Hi Stuart,

I have emailed Nicole, as discussed but in the meantime please see the latest submission – I have highlighted the pertinent bit for you.

Cheers

Andrew

■ **Andrew Bates** ■ *Statutory Planning Coordinator*

 Please consider the environment before printing this e-mail.



**From:** Nicole Mann  
**Sent:** Monday, 1 June 2026 1:20 PM  
**To:** Andrew Bates  
**Subject:** Amenity and General Observations. I didn't read this in the meeting on Wednesday.

You don't often get email from [redacted]

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**Amenity and General Observations**

Since January, I have been involved in numerous discussions and interactions in an effort to better understand this proposal and what it may mean for our lives and our community. From the initial planning submission — in which residents were given two weeks to object — through to discussions with planning lawyers, engineers, Planning Solutions, and meetings with the Shire and neighbours, I have come to appreciate just how much process, regulation and compliance is involved in planning applications.

With the unique viewpoint as a resident, I can read and respect the documents and reports presented in support of the proposal for what they offer, while also recognising, through first-hand experience, the aspects that have not been mentioned or adequately considered.

Ironically, in the 20 years we have lived in this street, we have consistently adhered to the covenants and regulations that govern this area. We respected the intent and purpose of the zoning and subdivision requirements. We did not seek to overdevelop our properties or add additional dwellings, even for aging parents or extended family.

Now, however, it appears those same guidelines can be reinterpreted or redefined if an existing building is “repurposed.”

Over many years, and at considerable personal expense, we have created and maintained what is now a beautiful small ecosystem. That environment is suddenly under threat from a development proposal that appears to have several alternative locations available to it.

All it takes is one individual choosing this location as a pathway for their own future and financial gain. The applicant has not lived here. He has not experienced the rural stillness that exists despite the constant movement along Bullumwaal Road. While the road hums in the background, our street itself remains quiet and peaceful. The wildlife recognises this too — we have an abundance of native birds and a resident wombat that regularly inhabits the area.

The environmental considerations are too many to mention now but are a substantial concern.

For many years, our address has remained relatively anonymous, often requiring explanation when giving directions. This proposal would fundamentally change that and advertise it.

It is difficult not to feel emotional, frustrated and angry toward an individual who appears to have shown little regard for the pioneers who have done the right thing by the zoning and intent of this area. We have not interfered with the purpose for which this subdivision was created. We have nurtured it, protected it and enhanced it.

The countless reports, phone calls and correspondence involved in this process often fail to capture the true human impact of what is being proposed.

For example, traffic reports submitted state there have been no accidents at the entrance to our street. This is simply inconsistent with my lived experience. My husband and I have personally attended two accidents there and assisted emergency services. There was also a major collision approximately 100 metres from the entrance that I attended myself. In 2021, a young woman tragically lost her life directly opposite our home. In December 2024, my neighbour was rear-ended while entering the street.

These incidents may not appear in formal reports, but they form a very real and significant part of the existing danger associated with this road — even before any additional traffic load is introduced.

Also, the lack of infrastructure within the street itself is not adequately acknowledged. We regularly have to give way to pedestrians because the road functions as a major thoroughfare and we also cannot avoid the extra traffic because we cannot enter or exit from another point due to it being a no through road. This reality is not properly reflected in the impact assessments.

Time and again, I have left meetings feeling that the human impact of this proposal is either underestimated or discussed in a way that does not respectfully acknowledge the nature of this location and the deliberate lifestyle choices residents made when choosing to live here.

Simply because a proposal can be submitted does not mean it is appropriate or that it will function well within its setting.

The potential toll this development may take on our lifestyle, privacy, safety and amenity will be significantly impacted in a negative way.

At its core, the purpose of this zone should remain the guiding principle. This area is not zoned for general or mixed use development like other medical precincts within Bairnsdale. That distinction matters and should continue to be respected.

Thank you.

Regards  
Nicole Mann.

**Robert Buckmaster**

---

**From:** Andrew Bates  
**Sent:** Monday, 1 June 2026 4:00 PM  
**To:** Stuart F Fenech (DTP)  
**Cc:** Robert Buckmaster; Planning Unit Administration  
**Subject:** FW: Bullumwaal Road

OFFICIAL

Hi Stuart,

Thanks for your email regarding accidents. Please see the below response from Nicole to the questions posed earlier today.

Kind regards

Andrew

■ **Andrew Bates** ■ *Statutory Planning Coordinator*

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**From:** Nicole Mann  
**Sent:** Monday, 1 June 2026 3:56 PM  
**To:** Andrew Bates  
**Subject:** Re: Bullumwaal Road

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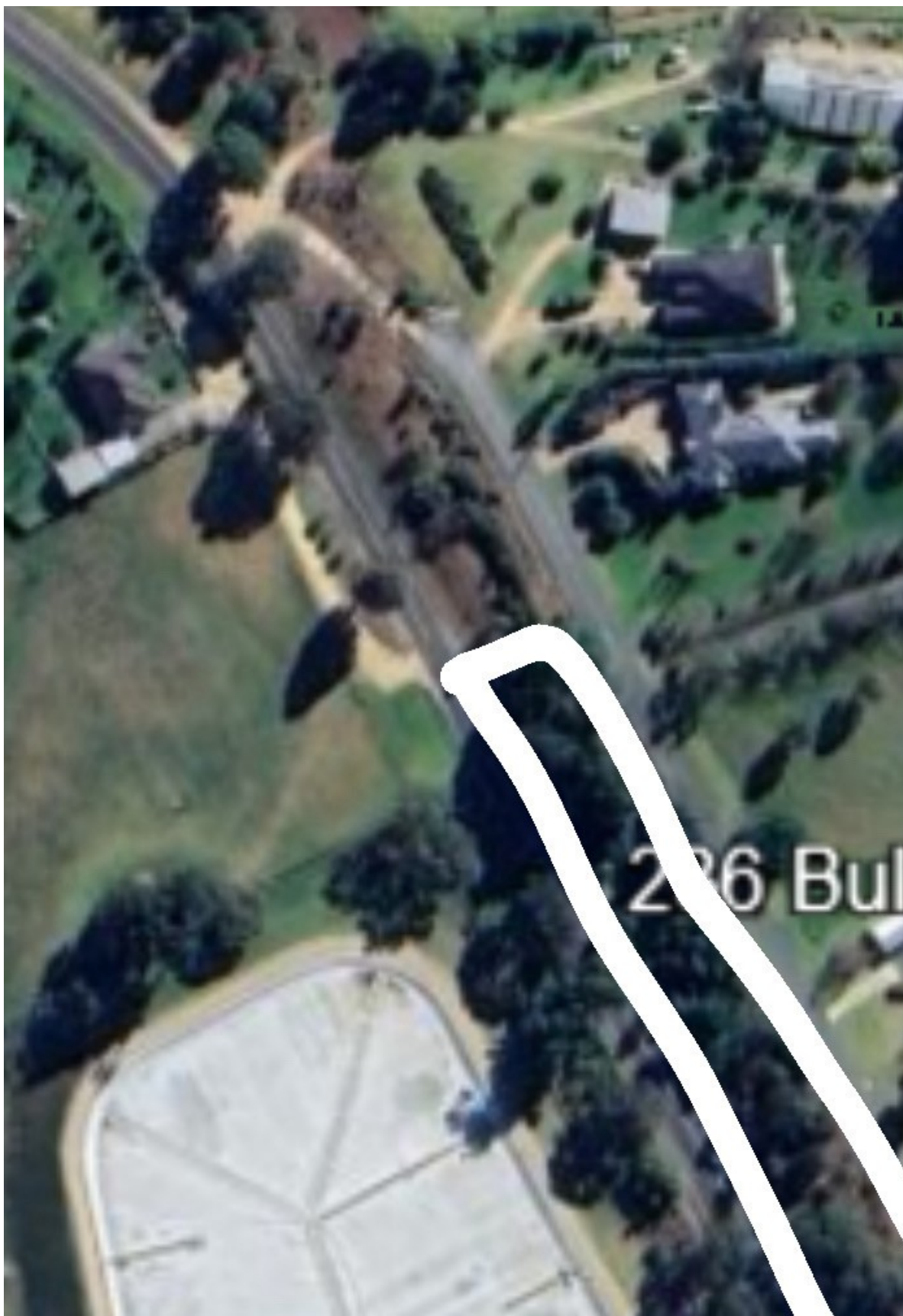
Hi

Basically the service road and Bullumwaal road medium strip that separates us is significantly overgrown.

We cope with it with local traffic but we are constantly stopping to allow pedestrians to step off the road onto the grass because there is no footpath.







The crashes are directly outside my address 252 Bullumwaal but extend a rough distance from Eastwood road to Wy Yung Calulu road turn off.  
Thanks

Regards  
Nicole Mann.

On 1 Jun 2026, at 2:56 pm, Andrew Bates

wrote:

OFFICIAL

Hi Nicole,

I have spoken with Stuart Fenech and he will further investigate crash data in DTP's RCIS system. In order to assist him please could you mark on the attached aerial image roughly where the crashes took place.

Would it also be possible for you to highlight where there are issues with visibility due to overgrown vegetation ?

Thanks

Andrew

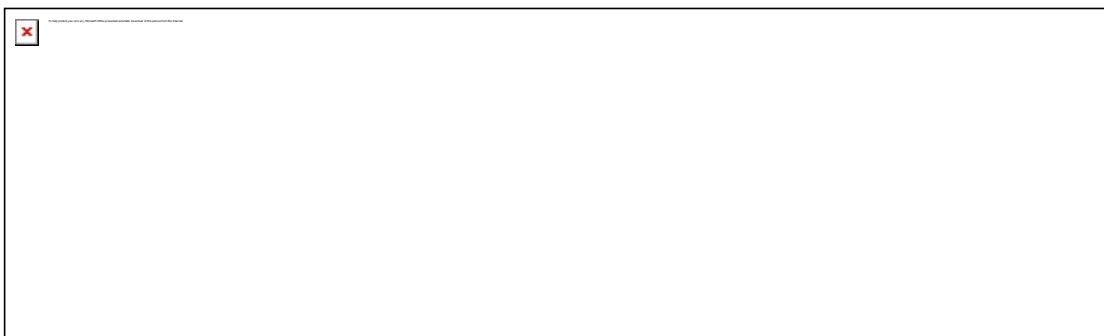
**Andrew Bates** ■ Statutory Planning Coordinator ■ [East Gippsland Shire Council](#)

■ P: 03 5153 9500

■ PO Box 1618, Bairnsdale, Vic 3875

■ **Have Your Say:** Find information about our projects and strategies, and give feedback as part of our consultation process.

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East Gippsland Shire Council acknowledges the Gunaikurnai, Monero and the Bidawal people as the Traditional Custodians of the land that encompasses East Gippsland Shire.

We pay our respects to all Aboriginal and Torres Strait Islander people living in East Gippsland, their Elders past and present.

**Robert Buckmaster**

---

**From:** Stuart F Fenech (DTP)  
**Sent:** Monday, 1 June 2026 3:55 PM  
**To:** Andrew Bates  
**Cc:** Planning Unit Administration; Robert Buckmaster  
**Subject:** [SEC=UNOFFICIAL] RE: Amenity and General Observations. I didn't read this in the meeting on Wednesday.

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Hi Andrew,

Further to my previous advice, a review of the accidents around the area show that I was wrong. Must have hit a wrong button. However the results are showing 1 fatality (2021) and 2 other crashes (2019,2023). All crashes were not located at the intersection (as I searched) trying to enter or exit the service road, they were either closer to Eastwood rd or further to the north. The fatality was a run off road in rain and one other was a run off road in the rain as well. The third was a speeding vehicle trying to u-turn and ran off road. My initial advice may be incorrect however the crashes themselves are not associated with the entrance. I have also been advised that your traffic team have the ability to search in RCIS but I will send through some report once I get it. Happy to discuss further.

Regards

**Stuart Fenech**  
 Team Leader Statutory Planning  
 Transport Strategy ( Regional Transport Gippsland)  
 Department of Transport and Planning

120 Kay Street (P.O Box 158)  
 Traralgon VIC 3844

[dtp.vic.gov.au](http://dtp.vic.gov.au)



*I acknowledge all Traditional Owners across Victoria, their Elders past and present. I recognise their continued connection to the land and waters which the Victorian Transport and Planning systems operate on. I am committed to building genuine partnerships with Traditional Owners and the First Peoples community to progress and achieve their aspirations and meet their expectations*

**From:** Andrew Bates  
**Sent:** Monday, 1 June 2026 2:58 PM  
**To:** Stuart F Fenech (DTP)  
**Cc:** Planning Unit Administration <Planning@egipps.vic.gov.au>; Robert Buckmaster  
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---

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Thank you.

Regards

Nicole Mann.



**OBJECTIONS RECEIVED**

| <b>ISSUE RAISED IN SUBMISSION</b>                                                     | <b>SUMMARY OF OBJECTOR CONCERNS</b>                                                                                                                                                                                                                                               | <b>OFFICER RESPONSE</b>                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Traffic safety at Bullumwaal Rd / service-lane crossover                           | Objectors describe the right-turn into the service lane as hazardous due to a dip/"blackspot," inadequate overtaking lane, and history of near-misses. A fatal accident nearby is referenced. Increased turning movements are said to heighten collision risk and create queuing. | The TIA finds that the combination of existing right-turn infrastructure, very low additional traffic volumes, and strong intersection performance results means that increased turning movements will not materially increase collision risk or create problematic queuing.                                                                                                                           |
| 2. Car parking adequacy & overflow into service road                                  | 20 spaces are considered inadequate once accounting for 10 staff and overlapping patient appointments, with overflow expected into the service lane and nature strips. Safety and visibility concerns for residents are highlighted.                                              | On site parking provision exceeds Planning Scheme requirements; The TIA finds demand assumptions (including staff and patients) are already embedded in those standards; and Low overall traffic and parking demand means overflow into the service road is unlikely. Accordingly, the safety and visibility impacts associated with potential overflow parking are not expected to arise in practice. |
| 3. LDRZ suitability, intensity & neighbourhood character                              | Objectors state the proposal operates at a commercial scale inconsistent with LDRZ expectations. Plans showing "Clinic 1" and "Clinic 2" are cited as evidence of higher-than-stated intensity. Concerns about precedent, commercial appearance, signage, and lighting.           | A medical centre is an as of right use in this zone. It is the floor area of this particular medical centre, together with buildings and works and signage that triggers the need for a planning permit. The proposal is a comparatively modest facility with operations limited to business hours during weekdays. The scale and intensity of operation may be capped through permit conditions.      |
| 4. Wastewater, stormwater, poor soils & environmental risk (Clifton Creek catchment). | The site is unsewered, sloping and said to have "very poor" permeability. Objectors raise concerns about wastewater migration to downslope residences and the Clifton Creek catchment. Day procedures and clinical waste increase                                                 | The Land Capability Assessment which accompanied the application acknowledged environmental risks but concluded that the site is capable of supporting development through the installation and maintenance of a carefully designed,                                                                                                                                                                   |

5.2025.361.1

236 Bullumwaal Road WY YUNG VIC 3875

| ISSUE RAISED IN SUBMISSION                                         | SUMMARY OF OBJECTOR CONCERNS                                                                                                                                                                                                                     | OFFICER RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                    | perceived environmental risk.                                                                                                                                                                                                                    | highly managed wastewater system.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5. Pedestrian safety (no footpaths)                                | The service lane is used as a de-facto pedestrian route. Increased traffic and overflow parking would heighten conflict with pedestrians, families and dogs.                                                                                     | The Traffic Impact Assessment (TIA) must address pedestrian movement and conflict points. Conditions may require on-site pedestrian paths, separation from vehicles, and measures preventing overflow parking into pedestrian areas.                                                                                                                                                                                                                                                                                                                                                                    |
| 6. Vegetation removal, privacy & visual amenity                    | Removal of established vegetation (including hedging along property boundaries) is said to reduce visual screening, privacy and the leafy residential character. Concerns also relate to increased lighting spill.                               | A <b>Landscape Plan</b> will be required to provide screening and maintain neighbourhood character. Lighting must be designed to prevent spill beyond boundaries. Vegetation removal must be minimised and offset where possible.                                                                                                                                                                                                                                                                                                                                                                       |
| 7. Cumulative risk & intensity creep (two clinics, future changes) | Fears that two entrances and labelled "Clinic 1/Clinic 2" will allow intensification over time. Concern that hours, procedures and security lighting could expand beyond the stated proposal.                                                    | The permit stipulates operating hours and practitioner numbers. Any future intensification would require a new planning permit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8. Covenant restrictions                                           | A covenant (to 31/12/2030) on the land is cited by nearby owners as restricting development to one dwelling and "usual outbuildings," and limiting earthworks. They submit that a medical centre and carpark are inconsistent with the covenant. | The restrictive covenant affecting the land is a separate legal matter that operates independently of the planning process, and a planning permit cannot authorise a breach of that covenant. Based on the information available, the covenant does not expressly prohibit the proposed use; however, its precise operation has not been confirmed by independent legal advice. Should any inconsistency arise, it would be a matter for the applicant to address through the appropriate legal processes, including variation or removal if required, prior to development being lawfully carried out. |

5.2025.361.1

236 Bullumwaal Road WY YUNG VIC 3875

| ISSUE RAISED IN SUBMISSION                       | SUMMARY OF OBJECTOR CONCERNS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | OFFICER RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9. Alternative locations / net community benefit | Several submissions argue the activity is better suited to commercial land in Bairnsdale with existing services and appropriate zoning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | While applicants may choose their site, Council must ensure the proposal achieves orderly planning and net community benefit. If impacts cannot be acceptably mitigated within the LDRZ context, refusal may be warranted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 10. Property value & amenity                     | Increased noise, traffic, lighting, vegetation loss and privacy impacts are said to reduce amenity and property values.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Property value is not a planning consideration; however, amenity impacts are. Conditions will be applied to manage noise, lighting, siting and landscaping. The applicant must demonstrate acceptable amenity outcomes for neighbours.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 11. Traffic accidents in the immediate vicinity  | Objectors describe specific crash events and perceived ongoing near-misses to argue that the intersection operates in a hazardous manner and is not suitable for additional traffic generated by the proposal. They refer to a fatal accident in 2021 and other crashes in the vicinity. These incidents are cited as evidence that the road is constrained and unsafe, particularly for vehicles turning right into the service lane. They contend that poor road conditions (including a dip), limited overtaking opportunities, and traffic behaviour contribute to this risk, and that any increase in turning movements associated with the proposal would exacerbate collision risk and lead to queuing and further safety issues. In summary: the objectors rely on both | Crash data provided by the Department of Transport and Planning confirms that there have been three recorded incidents in the broader area (one fatality in 2021 and two other crashes in 2019 and 2023); however, none of these incidents occurred at, or were associated with, the service road access or right-turn movement. The recorded crashes instead occurred at locations further north or closer to Eastwood Road and primarily involved run-off-road events in wet conditions and one incident involving a speeding vehicle undertaking a U-turn. Accordingly, while earlier advice suggested a possible safety issue at the access point, the reviewed data indicates that there is no evidence of a crash history linked to the subject intersection itself. |

A total of 17 written objections were received from surrounding landowners and residents of Bullumwaal Road and the service lane. The issues raised are consistent and relate primarily to traffic safety, parking impacts, wastewater and environmental

5.2025.361.1

236 Bullumwaal Road WY YUNG VIC 3875

risk, neighbourhood character and intensity of use, and covenant restrictions. The matters raised have been assessed in detail below.

### 7.1 Traffic Safety and Access

Objectors consistently describe the existing right-turn movement from Bullumwaal Road into the service lane as hazardous due to a perceived dip/“blackspot,” limited overtaking opportunities and a history of near-miss events. Submissions also refer to a number of incidents along this section of Bullumwaal Road, including a fatality in 2021 and other crashes within the general vicinity of the access point, leading to concern that even modest increases in turning movements would exacerbate an already constrained and unsafe situation.

The submissions highlight a clear perception of safety risk based on local experience, as well as concern about the constrained nature of the road environment, pedestrian activity within the service lane and limited alternative access arrangements associated with the no-through road.

### 7.2 Car Parking and Overflow Impacts

Objectors argue that the 20 proposed car spaces are inadequate once 10 staff and typical patient turnover for four consulting practitioners are considered. Submissions highlight likely overflow into the narrow service lane and nature strips, creating safety and visibility issues for residents accessing their properties.

The applicant must demonstrate that parking is sufficient using realistic operational assumptions, not minimum statutory rates alone. If the parking demand cannot be satisfied on-site—particularly given the absence of public parking in the vicinity—Council may need to impose conditions limiting the number of practitioners, revising carpark layout, and prohibiting parking within the service lane. Overflow parking into the road reserve is unacceptable from both a safety and amenity perspective.

### 7.3 Suitability of the Use within the Low Density Residential Zone (LDRZ)

Submissions argue the proposal represents a commercial-scale medical operation in a zone intended for low-intensity residential use. The plans indicate “Clinic 1” and “Clinic 2,” which objectors interpret as enabling a higher level of intensity than stated. Residents express concern that the built form, carparking, signage and lighting would present as a commercial facility, undermining the quiet, leafy residential character and setting a precedent for future commercial encroachment.

The LDRZ expressly seeks to protect residential amenity and low-scale character. To remain consistent with these objectives, any approval would require substantial conditioning to limit intensity—for example, one clinic only, capped consulting rooms, controlled hours, subdued signage, landscaping buffers and stringent lighting restrictions. If the use cannot reasonably be scaled to a level compatible with LDRZ amenity, refusal on character and compatibility grounds may be justified under Clause 15 and the decision guidelines of the zone.

### 7.4 Wastewater Management, Stormwater and Environmental Risk

Multiple objectors emphasise that the site is unsewered, located on sloping land with “very poor” soil permeability, and drains toward a downslope dwelling and the Clifton Creek catchment. The introduction of sealed surfaces (carpark and access), medical wastewater loads associated with day procedures, and clinical waste management elevate environmental risk. Submissions cite previous advice that development in this locality reliant on on-site wastewater treatment raises long-standing concerns.

5.2025.361.1

236 Bullumwaal Road WY YUNG VIC 3875

Given the site constraints, a medical use of this scale may not be appropriate without compelling evidence that environmental risks can be contained entirely on-site. An independent Land Capability Assessment (LCA) will be required, together with a stormwater management plan demonstrating zero off-site discharge. If such evidence cannot confirm the site's ability to safely cater for peak wastewater and stormwater loads, the proposal would not meet the intent of Clause 13 (environmental risks) or the LDRZ decision guidelines concerning land capability.

#### 7.5 Pedestrian Safety

The service lane functions as a de-facto pedestrian corridor due to the absence of footpaths. Increased vehicle movements and potential parking spillover would intensify conflict between vehicles and pedestrians, including families with children and pets. These concerns are relevant to Clause 18.02 (active transport) and local amenity considerations.

A revised site layout and TIA must resolve these concerns before support can be considered. Conditions may require internal pedestrian paths, barriers, and measures preventing vehicle encroachment into pedestrian areas.

#### 7.6 Vegetation Removal, Screening and Visual Amenity

Objectors identify that removal of established vegetation—including boundary hedges—would reduce privacy, increase visibility of built form and carparking areas, and erode the “leafy” character valued by the neighbourhood. Lighting concerns are also raised, particularly relating to commercial-style illumination and spill into adjoining properties.

To maintain neighbourhood character and amenity, any approval must include a detailed Landscape Plan, retention of vegetation where feasible, new screening plantings and lighting designed to achieve zero spill beyond boundaries. If the scale of vegetation removal is fundamental to the development's operation, this may indicate that the site is not well-suited to the proposed use.

#### 7.7 Cumulative Risk, Intensity Creep and Long-Term Operations

Many objectors express concern that the plans enable future intensification (e.g., after-hours operations, increased patient types, or expanded procedures). Given this, any permit would require binding conditions clearly limiting the scope of activities—such as hours of operation, number of practitioners, procedures permitted, lighting levels and signage scale. A management plan may also be required.

Absent strong enforceable limits, there is a risk that the development would incrementally transition toward a more intensive commercial facility, inconsistent with the land's zoning and residential amenity.

#### 7.8 Covenant Restrictions

One objection refers to a restrictive covenant (expiring 31/12/2030) limiting the land to one dwelling and “usual outbuildings,” and restricting the removal of earth except for building foundations, pools or landscaping. A medical centre and carpark would likely fall outside these parameters.

A planning permit cannot override or authorise a breach of a restrictive covenant. The applicant must resolve any covenant issues—potentially via variation/removal—before development may lawfully proceed. This is a significant threshold issue and may restrict the site's suitability for the proposed use regardless of planning considerations.

#### 7.9 Alternative Locations and Net Community Benefit

Several objectors argue that commercial-zoned land in Bairnsdale, with reticulated sewer and suitable access, would better accommodate a medical centre. While applicants may choose their site, Council must ensure orderly planning and assess the

5.2025.361.1

236 Bullumwaal Road WY YUNG VIC 3875

Page 24 of 41

net community benefit. Where a development introduces significant risk or amenity impacts into a residential zone, it may be more appropriate in a commercial setting.

#### 7.10 Amenity Impacts and Property Values

Objectors cite increased traffic, noise, lighting, and loss of privacy as likely amenity impacts, as well as perceived property value reduction. Although property value is not a planning consideration, amenity impacts are. Any approval must therefore impose strict controls to prevent unreasonable detriment.

#### 7.11 Conclusion on Submissions

The objections raise a number of valid planning considerations, particularly in relation to traffic safety, parking, wastewater management and neighbourhood character, and these matters have been carefully considered. In relation to traffic and access, the submitted Traffic Impact Assessment demonstrates that the proposal will generate only low traffic volumes, that the existing intersection will continue to operate at a high level of service with negligible queuing, and that on-site parking provision exceeds statutory requirements and is capable of accommodating anticipated demand. While the issues identified by objectors are substantive, the available technical evidence indicates that these matters have either been satisfactorily addressed through the design response or can be appropriately managed through permit conditions. On this basis, the proposal has the capacity to achieve an acceptable planning outcome within the Low Density Residential Zone.

5.2025.361.1  
236 Bullumwaal Road WY YUNG VIC 3875

Authorised by General Manager Projects and Planning

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### Confidentiality Notice

The information contained in **Confidential Attachment 1 – Contract Award Summary and Confidential Attachment 2 -Tender Evaluation Report** is confidential under section 3(1) of the *Local Government Act 2020* because it relates to: (g) Private Commercial Information, being information provided by a business, commercial or financial undertaking that if released, would unreasonably expose the business, commercial or financial undertaking that—(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

Pursuant to section 66(5)(b) of the *Local Government Act 2020*, if released, the information discussed or considered in relation to this agenda item would unreasonably expose the business, commercial or financial undertaking to disadvantage, by disclosing financial information to competitors.

### Purpose

To seek Council approval to award the contract for the replacement of the timber pedestrian bridge in Howitt Park with a steel and concrete pedestrian bridge.

### Recommendation

#### *That Council:*

- 1. accepts the tender for CON2026 1786 Howitt Park Pedestrian Bridge Replacement to the tenderer identified as the preferred tenderer in the Contract Award Summary provided at Confidential Attachment 1, for the contract amount specified in that attachment;**
- 2. authorises the General Manager Projects and Planning to approve variations to the contract up to the contingency amount specified in the Contract Award Summary provided at Confidential Attachment 1, subject to the conditions specified in that attachment;**
- 3. authorises the Chief Executive Officer or delegate to finalise the terms and to execute the necessary contract documents for the contract awarded under clause 1;**
- 4. authorises the Chief Executive Officer or delegate to approve a Deed of variation, if required for the contract awarded under clause 1, to provide for fuel cost recovery in accordance with Road Transport Contractual Chain Order made under Part3B-2 of the Fair Work Act 2009;**
- 5. notes that the successful tenderer and contract amount will be published on Council's website following execution of the contract documents and after unsuccessful tenderers have been formally notified; and**
- 6. resolves that the Confidential Attachments to this report and all discussions relating to them remain confidential.**



## Key Points

As a part of Council's inspection requirements, a level 2 inspection was carried out on the Howitt Park Pedestrian bridge in late 2024, at which time inspecting engineers advised that due to the age and poor condition of the bridge, it would require a detailed structural assessment.

This structural assessment was carried out in May 2025 by Pitt & Sherry Engineering, who advised the immediate installation of signage restricting the number of pedestrians using the bridge at any one time to fewer than 20. The requirement for load limitation was due to the structural degradation of major timber components that provide structural stability to the bridge.

Concerns that Council had no practical means of controlling the number of pedestrians using the bridge and that failure, due to overloading presents a high risk.

The final report given by the Inspecting Engineers show that:

- columns and piles require replacement.
- girders and stringers require replacement.
- crossbeams and floor beams require replacing.
- bridge kerb replacement needs to be programmed.
- the approach slab needs to be regularly monitored, and its replacement programmed.

Initial estimates of repair were between \$350,000 and \$400,000, however these repairs would not bring the bridge into line with current pedestrian bridge requirements. The new bridge will have a 100-year life and has been designed to meet all disabled access requirements, while ensuring impacts on existing land-based infrastructure is kept to a minimum.

## Discussion

A public Request for Tender was advertised on 29 April 2026 seeking responses from VicRoads pre-qualified level B1 contractors, with tenders closing on 27 May 2026. Submissions were assessed by a Tender Evaluation Panel of Council officers using a value for money approach against Council's weighted evaluation criteria, with the process reviewed and confirmed by the Procurement Coordinator as fair and proper.

The recommended tenderer achieved the highest overall evaluation score, submitted the lowest tendered price, and was unanimously assessed by the Panel as representing the best value for money for Council. A financial assessment returned a strong result, well above the minimum threshold required under Council's Procurement Procedure.

Full details of the tender submissions, evaluation outcomes, tendered prices and the TEP recommendation are provided in the CON2026 1786 Contract Award Summary **Confidential Attachment 1** and the Tender Evaluation Report **Confidential Attachment 2**.

## Strategic Alignment

This report has been prepared and aligned with the following theme in the Council Plan 2025-2029:

*Theme 4: Managing Council well*

Outcome – Decision-making is streamlined, efficient, and responsive to community needs

## Collaborative Procurement

Pursuant to section 109(2) of the *Local Government Act 2020*, this procurement has not been prepared in collaboration with other councils or agencies given the bespoke nature of the contract.

## Consultation/Community Engagement/Impacts

The Project Supervisor for the works has been responsible for providing initial engagement with the local community and this relationship will continue throughout the duration of the project.

As part of the construction methodology, the Contractor will communicate regularly with all stakeholders regarding any impact throughout delivery of the project.

## Opportunities and Risks

This project addresses the significant risk of escalating maintenance costs and the safety risk associated with the potential overloading of the existing structure, through the replacement of an aging timber bridge. The new steel and concrete bridge has a 100-year design life.

The risks of this proposal have been considered and are minimal, due to the simplicity of the design and previous experience of the contractor in constructing this type of bridge. The risk of inclement weather affecting the project has been reduced by programming the onsite construction works to be completed during the dryer months of the year.

## **Climate Change**

This report considers potential climate change risks and impacts relevant to the Officer recommendation and aligns with the applicable climate change functions, categories, and legislative obligations, as detailed below:

### *Legislation*

*Local Government Act 2020* (including ss. 8-9)

### *Category*

Asset Management: Climate change is considered in the design and maintenance of assets and includes responses to direct and indirect impacts.

## **Conflicts of Interest**

Officers preparing this report have no conflict of interest to declare.

## **Attachments**

1. CONFIDENTIAL - Contract Award Summary - CON2026 1786 [5.1.2.1 - 2 pages]
2. CONFIDENTIAL - CON2026 1786 - Tender Evaluation Report [5.1.2.2 - 10 pages]

**5.1.3 CON2026 1784, CON2026 1785, CON2026 1787 Bridge Replacements Contracts - Lees Road Mossiface, Hollands O'Briens Road Swifts Creek and Healeys Road Marlo**

Authorised by Acting Chief Executive Officer

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### **Confidentiality Notice**

The information contained in **Confidential Attachment 1 – Contract Award Summary and Confidential Attachments 2, 3 and 4 – Tender Evaluation Reports** is confidential under section 3(1) of the *Local Government Act 2020* because it relates to: (g) Private Commercial Information, being information provided by a business, commercial or financial undertaking that—(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

Pursuant to section 66(5)(b) of the *Local Government Act 2020*, if released, the information discussed or considered in relation to this agenda item would unreasonably expose the business commercial or financial undertaking to disadvantage by disclosing financial information to competitors.

### **Purpose**

This report seeks Council approval to award contracts for the replacement of three ageing timber bridges across the Shire with new steel and concrete structures, being:

- CON2026 1784 Lees Road Bridge Replacement, Mossiface;
- CON2026 1785 Hollands O'Briens Road Bridge Replacement, Swifts Creek; and
- CON2026 1787 Healeys Road Bridge Replacement, Marlo.

### **Recommendation**

#### ***That Council:***

- 1. awards the tender for CON2026 1784 – Lees Road Mossiface Bridge Replacement to the tenderer identified as the preferred tenderer in the Contract Award Summary provided at Confidential Attachment 1, for the contract amount specified in that attachment;***
- 2. awards the tender for CON2026 1785 – Hollands O'Briens Road Bridge Replacement, Swifts Creek to the tenderer identified as the preferred tenderer in the Contract Award Summary provided at Confidential Attachment 1, for the contract amount specified in that attachment;***
- 3. awards the tender for CON2026 1787 – Healeys Road Marlo Bridge Replacement to the tenderer identified as the preferred tenderer in the Contract Award Summary provided at Confidential Attachment 1, for the contract amount specified in that attachment;***
- 4. authorises the General Manager Projects and Planning to approve variations to each contract up to the contingency amount specified for that contract in the Contract Award Summary provided at Confidential Attachment 1, subject to the conditions specified in that attachment;***

5. ***authorises the Chief Executive Officer or delegate to finalise the terms and to execute the necessary contract documents for each contract awarded under clauses 1 to 3;***
6. ***authorises the Chief Executive Officer or delegate to approve a Deed of Variation, if required, for each contract awarded under clauses 1 to 3, to provide for fuel cost recovery in accordance with the Road Transport Contractual Chain Order made under Part 3B-2 of the Fair Work Act 2009;***
7. ***notes that the successful tenderer and contract amount for each contract will be published on Council's website following execution of the contract documents and after unsuccessful tenderers have been formally notified; and***
8. ***resolves that the Confidential Attachments to this report and all discussions relating to them remain confidential.***

### **Key Points**

- Council is asked to approve the award of three contracts to replace ageing timber bridges across the Shire.
- All three bridges have reached the end of their serviceable life after multiple structural repairs and strengthening works spanning 15 to 30 years.
- Replacement with new steel and concrete structures is required to provide safe, non-load restricted access for users and to address escalating maintenance costs.
- Each replacement bridge has been designed to current bridge loading standards with a 100-year design life
- The three projects are:

| <b>Contract</b> | <b>Bridge / Location</b>                             | <b>Access Served</b>                                           | <b>History</b>                            |
|-----------------|------------------------------------------------------|----------------------------------------------------------------|-------------------------------------------|
| CON2026 1784    | Lees Road,<br>Mossiface (over rail trail)            | Residents, primary producers                                   | Strengthened multiple times over 25 years |
| CON2026 1785    | Hollands O'Brien Road, Swifts Creek (on Tambo River) | Residents, primary producers, forestry machinery, school buses | Strengthened multiple times over 30 years |
| CON2026 1787    | Healeys Road, Marlo (Lake Curlip tributary)          | Residents, primary producers, forestry machinery               | Repaired multiple times over 15 years     |

- All three projects carry minimal delivery risk, given the straightforward nature of the bridge designs and the recommended contractors.
- The preferred contractors have demonstrated experience in this type of construction.
- Weather risk has been mitigated by scheduling onsite works during the drier months of the year.

## Discussion

### CON2026 1784 – Lees Road Bridge Replacement, Mossiface

The Lees Road bridge spans the rail trail at Mossiface and provides road access for local residents and primary producers. The existing timber structure has been strengthened multiple times over the past 25 years and has now reached the end of its serviceable life. Full replacement is required to provide a safe, non-load-restricted bridge for all users. The replacement structure has been designed to current bridge loading standards and will comprise steel piles, steel reinforced beams and a cast in situ concrete deck.

The recommended tenderer did not submit the lowest price but achieved the highest overall evaluation score, reflecting extensive experience constructing bridges of this type. The lowest priced tender was assessed as a high delivery risk, as the tenderer could not demonstrate experience constructing bridges. The Tender Evaluation Panel concluded that the recommended tender represents the best value for money for Council. Full details are provided in the Contract Award Summary at **Confidential Attachment 1**.

### CON2026 1785 – Hollands O'Briens Road Bridge Replacement, Swifts Creek

The Hollands O'Briens Road bridge is located on the Tambo River and serves residents, primary producers, forestry harvest machinery and school buses. The existing timber structure has been strengthened multiple times over the past 30 years. Replacement is required to provide a safe, non-load-restricted bridge on this school bus route. The replacement structure will comprise steel piles, steel reinforced beams and a cast in situ concrete deck.

### CON2026 1787 – Healeys Road Bridge Replacement, Marlo

The Healeys Road bridge is located on a tributary of Lake Curlip at Marlo and provides access for residents, primary producers and forestry harvest machinery. The existing timber bridge has been repaired multiple times over the past 15 years and now requires replacement to ensure a safe, non-load-restricted bridge is available to all road users. The replacement structure will comprise steel piles, steel beams and precast concrete deck panels.

## Strategic Alignment

This report has been prepared and aligned with the following theme/s in the Council Plan 2025-2029:

### *Theme 4: Managing Council well*

Outcome – Decision-making is streamlined, efficient, and responsive to community needs

## Collaborative Procurement

In accordance with section 109(2) of the *Local Government Act 2020* and Council's Procurement Policy, officers considered whether there were opportunities to collaborate with other Councils or public bodies for these procurement processes. No suitable collaborative procurement opportunity was identified, noting the works relate to specific Council-owned bridge assets with site-specific design, access, timing and delivery requirements. An open public tender process was therefore undertaken for each contract

## **Consultation/Community Engagement/Impacts**

The project supervisor for each project has been responsible for initial engagement with the local community and will maintain this relationship throughout the duration of each project.

As part of each project's construction methodology, the contractor will communicate regularly with all stakeholders regarding an impact throughout delivery of the respective project.

## **Opportunities and Risks**

Each project addresses the significant risk of escalating maintenance costs through the replacement of an ageing timber bridge. Each new concrete bridge has a 100-year design life.

The risks of each proposal have been considered and are minimal, due to the simplicity of the designs and the previous experience of the recommended contractors in constructing this type of bridge. The risk of inclement weather affecting each project has been reduced by programming onsite construction works to be completed in the drier months of the year.

## **Climate Change**

This report considers potential climate change risks and impacts relevant to the Officer recommendation and aligns with the applicable climate change functions, categories, and legislative obligations, as detailed below:

### *Legislation*

*Local Government Act 2020 (including ss. 8-9)*

### *Category*

Asset Management: Climate change is considered in the design and maintenance of assets and includes responses to direct and indirect impacts.

## **Conflicts of Interest**

Officers preparing this report have no conflict of interest to declare.

## **Attachments**

1. CONFIDENTIAL - Contract Award Summary - CON2026 1784, 1785 and 1787 [5.1.3.1 - 6 pages]
2. CONFIDENTIAL - CON2026 1784 - Tender Evaluation Report [5.1.3.2 - 11 pages]
3. CONFIDENTIAL - CON2026 1785 - Tender Evaluation Report [5.1.3.3 - 10 pages]
4. CONFIDENTIAL - CON2026 1787 - Tender Evaluation Report [5.1.3.4 - 10 pages]

## 5.2 Chief Executive Officer

### 5.2.1 Municipal Association of Victorian October 2026 State Council Motion

Authorised by Chief Executive Officer

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#### Purpose

For Council to formally adopt a motion to be presented to the Municipal Association of Victoria (MAV) State Council meeting, which will be held on 23 October 2026.

#### Recommendation

***That Council approves the Sovereign Wealth Fund motion provided at Attachment 1, for submission to the Municipal Association of Victoria State Council meeting to be held on 23 October 2026.***

#### Key Points

The MAV calls for motions from Victorian councils twice a year that are formally considered by the MAV State Council. Motions supported by State Council are then advocated on by the MAV.

The MAV rules require motions to be of strategic relevance to the MAV or of such significance to local government that they ought to be considered at the State Council meeting.

The motions should align with the 10 areas of focus of the MAV Strategy 2024-27:

- Local democracy
- Connected places
- Health and wellbeing
- Sustainable economy
- Future generations
- First Peoples local government relations
- Climate and regenerative design
- Diversity equity and inclusion
- Resilience and recovery
- Intergenerational infrastructure

Motions presented by Council should not be repetitive of motions submitted in the previous 12 months. MAV has a State Council Reporting Dashboard that shows previous resolutions and their status. It can be found at: [State Council MAV website](#).

MAV also has a Victorian Election campaign which addresses planning reform, the Emergency Services and Volunteer Fund, tackling disinformation, online incivility and harassment, and strengthening respect and trust in local government.

Through its Council Plan and informal discussions, the Councillor group has identified one motions for the October 2026 State Council meeting. The draft motion proposed is provided in the Sovereign Wealth Fund at **Attachment 1**.

In accordance with MAV Rules section 17.1 proposed motions for a MAV State Council meeting must be approved by Council. Motions supported by Council will be lodged by the 24



August 2026 deadline for consideration to be presented at the October 2026 MAV State Council Meeting.

### **Strategic Alignment**

This report has been prepared and aligned with the following themes in the Council Plan 2025-2029:

*Theme 1: Community wellbeing and social responsibility*

Outcome – A connected and inclusive community, where no one is left behind

*Theme 4: Managing Council well*

Outcome – Council operates transparently and effectively with public trust

Outcome – Decision-making is streamlined, efficient, and responsive to community needs

### **Consultation/Community Engagement/Impacts**

Effective advocacy can result in policy shifts, improve transparency and create community benefit. Extensive community consultation was undertaken on the development of the Council Plan, which informs advocacy priorities.

### **Opportunities and Risks**

Presenting motions for consideration at MAV State Council provides an opportunity to highlight to local government areas across the state, and to the Victorian Parliament areas of importance to East Gippsland that have statewide significance. Opportunities for motions to be aligned with those of other councils also adds strength of our collective advocacy voice.

### **Climate Change**

This report is assessed as having no direct impact on climate change.

### **Conflicts of Interest**

Officers preparing this report have no conflict of interest to declare.

### **Attachments**

1. Sovereign Wealth Fund [5.2.1.1 - 2 pages]

**East Gippsland Shire Council  
DRAFT Motion for MAV State Council Meeting  
October 2026**

**Name of motion**

Sovereign Wealth Fund

**Motion (max. 1700 characters)**

That the MAV calls on the Victorian Government to:

- Advocate to the Commonwealth for:
  - Recognition that Australia's finite natural resources are public assets owned by current and future generations.
  - The establishment of a Sovereign Wealth Fund be investigated, capitalised from a defined share of Australia's natural resource revenue, including royalties and taxation streams arising from the extraction of non-renewable resources, to provide benefit for current and future generations in addition to current government funding arrangements.
  - Call for a prioritisation of community benefit to the regions where extractive and renewable industries occur and/or leave legacy impacts on other industries such as agriculture.

**Strategic relevance to MAV:** Yes

or

**Significant to the Sector:** Yes

**MAV Strategy 2024-2027 enabling priorities:**

- Active local democracy
- Sustainable economy
- FutureGen
- Climate & regenerative design
- Resilience & recovery
- Intergenerational infrastructure.

**Intended impact on Victorian councils collectively, and how MAV action or advocacy could drive systems-level change.**

This motion seeks to establish a sector-wide advocacy position for a fairer, long-term return to regional communities from Australia's finite natural resources.

For Victorian councils, the intended impact is improved financial sustainability, greater certainty for long-term infrastructure planning, and better recognition of the costs carried by communities that host or experience the legacy impacts of extraction, freight, economic transition and regional population growth that outmatches access to fundamental services.

A Sovereign Wealth Fund model based on principles of returning royalties to regions and ensuring community benefit from resources and energy would reduce reliance on short-term, competitive grants and support planned investment in roads, bridges, drainage, community facilities, housing-enabling infrastructure, climate adaptation and disaster resilience. It would not replace existing funding and taxation streams, rather be in addition to.

At a systems level, the motion would strengthen the link between resource revenue, regional development and local government sustainability, positioning councils as key partners in delivering intergenerational infrastructure, economic transition and community resilience.

**Rationale for motion**

Victoria's regional communities help support the national economy through agriculture, energy, transport corridors and resource-related activity, yet many councils do not receive a stable or proportionate long-term return to manage the local impacts of growth, extraction and freight movement.

A model that invests royalties and returns dividend to communities would provide a practical way to convert finite and volatile resource revenues, and other energy industries that impact communities, into enduring public benefit for current and future generations.

The Norway Government Pension Fund Global - the world's largest sovereign wealth fund valued at over US\$2.2 trillion – is an example of a successful fund reinvesting in its country's people and communities. It invests the country's surplus oil and gas revenues into global stocks, bonds, real estate, and renewable projects. Australia's 'Future Fund', an independently managed fund established in 2006, supports public sector superannuation liabilities and in more recent years has been directed towards infrastructure investments.

For Victorian councils, the need is immediate and structural. Councils are responsible for extensive local infrastructure and community assets, while operating within constrained revenue settings, rising construction and maintenance costs, and increasing responsibilities transferred from other levels of government. The emergence of new energy projects, traditional mining, rare earths and minerals, place this as an important issue for the future of many communities that will influence generations.

A permanent fund, capitalised from a defined share of natural resource revenue, would provide more stable and inflation-resilient support for local government. It would reduce reliance on short-term grants and annual budget cycles, allowing councils to plan decades ahead for enabling infrastructure, housing-supporting works, transport connections, disaster resilience and climate adaptation.

This approach would also better recognise the communities that host or experience the legacy impacts of extractive industries, including impacts on roads, land use, agriculture, environment and community infrastructure. It would ensure that a share of the wealth generated from finite public resources is returned to the regions where impacts are felt, rather than relying on uncertain and competitive grant programs.

The MAV is well placed to lead Victorian local government advocacy for a fairer, long-term resource revenue framework that supports intergenerational equity, strengthens communities and gives councils the certainty needed to deliver essential infrastructure and services.

## 5.3 Business Excellence

### 5.3.1 Provision of Banking and Associated Services

Authorised by General Manager Business Excellence

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#### Confidentiality Notice

The information contained in **Confidential Attachment 1** is confidential under section 3(1) of the *Local Government Act 2020* because it relates to: (g) Private Commercial Information, being information provided by a business, commercial or financial undertaking that—(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

Pursuant to section 66(5)(b) of the *Local Government Act 2020*, if released, the information discussed or considered in relation to this agenda item contains commercially sensitive information relating to the provision of services to Council.

#### Purpose

The purpose of this report is to seek Council's approval to exercise the first available two-year extension option under the State Purchasing Contract (SPC) for Banking and Financial Services, continuing Council's banking arrangements with National Australia Bank (NAB) through to 30 September 2028, and to provide Council with the basis for this recommendation.

#### Recommendation

##### *That Council:*

- 1. approves the exercise of the first two-year extension option available under the State Purchasing Contract (SPC) for Banking and Financial Services, continuing the Purchase Order Contract with National Australia Bank (NAB) for the period 1 October 2026 to 30 September 2028; and***
- 2. authorises the Chief Executive Officer, or delegate, to execute the necessary documentation to give effect to this extension; and***
- 3. resolves that Confidential Attachment 1 to this report and all discussions in relation to the attachment remain confidential.***

#### Key Points

Council's banking services are provided through the Victorian SPC, under which CommBank, NAB and Westpac were competitively appointed to a panel following a State-led tender process.

- The current NAB contract (CON2025 1680) expires 30 September 2026; the next available extension option runs for two years, to 30 September 2028.
- A comparison was done between the banks available to be contracted with via the SPC, the detailed cost estimates are contained at **Confidential Attachment 1**. Essentially there was only a very minor cost difference between them on a like-for-like transaction basis.
- NAB has performed well against the contract and met all service and key performance indicators.

- NAB is also the only bank on the panel that provides Australia Post banking services, meaning our customers have access to pay at AusPost offices over the counter as well as our service centres.
- The implementation of the new finance system presented a period of heightened change management in the team and the broader organisation. The finance team is now focussed on embedding the new system and ensuring we are using it as efficiently as possible. A banking transition is a substantial change process requiring extensive testing, stakeholder engagement and communication with ratepayers, suppliers, funding bodies and other counterparties, and is not recommended to occur alongside other major system changes.

## Discussion

Council has banked with NAB continuously since 2016, across three successive contract instruments. The original contract (CON2016 133) was awarded through a direct Council tender in September 2016 and covered all transactional banking services, including BPay, direct debits, EFT, corporate card management and customer-facing payment systems. When this contract's initial five-year term expired in 2021, Council exercised the built-in three-year extension option rather than re-tendering, based on strong service performance and low assessed risk. This extended the NAB relationship through to September 2024.

In 2024, rather than conducting its own tender, Council opted into the Victorian SPC for Banking and Financial Services. This SPC had been established by State Purchasing Victoria in 2021, following a competitive tender process open to all Victorian Councils as State Purchasing Entities, resulting in a panel of three providers: CommBank, NAB and Westpac. Opting into the panel through a Purchase Order Contract satisfies Council's probity obligations without requiring a separate tender process.

The resulting Purchase Order Contract (CON2025 1680) was deliberately structured to cover only the remaining initial SPC term, to 30 September 2026, and was kept within the Chief Executive Officer's financial delegation to avoid the need for a full Council resolution during the caretaker period. Any further extension beyond this date requires a formal Council resolution, as the value of subsequent extension periods exceeds the CEO's delegation across the life of the SPC.

NAB has performed well against the contract and met all service and key performance indicators and is also the only bank on the panel that provides Australia Post banking services, meaning our customers have access to pay at AusPost offices over the counter as well as our service centres. This is coupled with the newly implemented finance system and focus for the next few months on embedding the new system across the organisation and continuing to support the change management process, before taking on the additional change management demands of a banking transition.

## Strategic Alignment

This report has been prepared and aligned with the following theme in the Council Plan 2025-2029:

*Theme 4: Managing Council well*

Outcome – Council operates transparently and effectively with public trust

## Opportunities and Risks

Extending the current arrangement with NAB provides Council with continuity of critical transactional banking services including rates receipting, direct debits, payroll and supplier payments without disruption to ratepayers, customers, suppliers or funding bodies, and avoids the significant staff time and project cost that changing banking providers entails.

Changing banking providers now presents a change management risk to the organisation which is currently embedding and supporting teams with newly implemented systems. A change in bank provider would also mean additional resourcing to support this.

## Climate Change

This report is assessed as having no direct impact on climate change.

### **Conflicts of Interest**

Officers preparing this report have no conflict of interest to declare.

### **Attachments**

1. CONFIDENTIAL - Banking Services Comparison [**5.3.1.1** - 3 pages]

## **5.4 Place and Community**

### **5.4.1 CON2023 1527 Recreation Centre Plant Room Maintenance - Extension Option**

Authorised by Executive Manager Place and Community

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#### **Confidentiality Notice**

The information contained within **Confidential Attachment 1** of this report is confidential under section 3(1) of the *Local Government Act 2020* because it relates to: (g) Private Commercial Information, being information provided by a business, commercial or financial undertaking that—(ii) if released, would unreasonably expose the business, commercial or financial undertaking to disadvantage.

Pursuant to section 66(5)(b) of the *Local Government Act 2020*, if released, the information discussed or considered in relation to this agenda item contains commercially sensitive information relating to a Council contractor, the disclosure of which could unreasonably expose the contractor to disadvantage.

#### **Purpose**

To seek Council's approval to exercise the first and final 12-month extension option under CON2023 1527 Recreation Centre Plant Room Maintenance extending the contract term to 20 August 2027.

#### **Recommendation**

##### ***That Council:***

- 1. approves the twelve-month extension of CON2023 1527 Recreation Centre Plant Room Maintenance from 20 August 2026 to 20 August 2027, in accordance with the tendered schedule of rates to Roejen Services Pty. Ltd. ATF The Roejen Services Unit Trust as provided in Confidential Attachment 1;***
- 2. authorises the Chief Executive Officer or delegate to finalise the terms and to execute the necessary contract documents; and***
- 3. resolves that Confidential Attachment 1 to this report and all discussions relating to it remain confidential.***

#### **Key Points**

- Contract CON2023 1527 Recreation Centre Plant Room Maintenance provides specialist plant room maintenance services across Councils four recreation centres.
- The contract commenced 21 August 2023 and expires on 20 August 2026, with a single 12-month extension option available.
- Roejen Services Pty Ltd has delivered the services under the contract since commencement and has demonstrated reliable service delivery and technical capability.
- Officers are satisfied with the contractor's performance and recommend exercising the extension option to ensure continuity of service and ongoing compliance of recreation centre plant and equipment.



- Funding for the extension period is provided for within Council's operational budgets.
- Exercising the extension option will provide continuity of service while avoiding the costs, resources and operational risks associated with undertaking a procurement process at this time.
- Expenditure to date on the services delivered under this contract (GST exclusive) is provided within **Confidential Attachment 1**.
- Funding for the extension is provided for within Council's draft 2026/27 operational budget.

## Discussion

Council's recreation centres contain complex plant and equipment that are critical to the safe operation of aquatic facilities and the delivery of recreation services to the community. These systems require specialist maintenance, monitoring and servicing to ensure water quality standards, operational efficiency and compliance with legislative and safety requirements.

Following a public tender process in 2023, Council entered into Contract CON2023 1527 Recreation Centre Plant Room Maintenance with Roejen Services Pty Ltd ATF The Roejen Services Unit Trust for the provision of plant room maintenance services across Council's four recreation centres. The contract commenced on 21 August 2023 with an initial term of three years and includes a single extension option of up to 12 months.

The contract encompasses inspection, maintenance, repair and optimisation of key plant room infrastructure, including:

- Mechanical services and switchboards;
- Water circulation systems, pumps and water features;
- Water make-up systems;
- Filtration systems and associated pipework;
- Heat exchangers and heating circulation systems;
- Chemical dosing equipment;
- Water chemistry management;
- Chemical storage systems; and
- Plant safety and compliance systems.

Since commencement, the contractor has provided a responsive and reliable service and has demonstrated strong technical capability in maintaining Council's recreation centre assets. Officers have assessed the contractor's performance against service requirements and are satisfied that the contractor continues to meet Council's operational needs.

Exercising the extension option will ensure continuity of service, maintain compliance requirements and minimise operational risks associated with interruption to essential maintenance activities. It will also provide certainty for Council while ensuring critical recreation centre infrastructure continues to be maintained by an experienced contractor familiar with Council's facilities.

For these reasons, officers recommend exercising the first and final 12-month extension option under the contract, extending the term through to 20 August 2027.

## **Strategic Alignment**

This report has been prepared and aligned with the following theme in the Council Plan 2025-2029:

*Theme 3: Making the most of what we've got*

Outcome – Our assets are well maintained, utilised and meet community needs

Maintaining a specialist contract for the servicing and maintenance of recreation centre plant and equipment supports the ongoing performance, reliability and safety of Council's community infrastructure.

## **Collaborative Procurement**

The contract extension has been assessed in accordance with Council's Procurement Policy and is consistent with the extension provisions contained within the original contract documentation.

## **Consultation/Community Engagement/Impacts**

No public consultation has been undertaken or is considered necessary as this report relates to the extension of an existing operational services contract.

The continued delivery of plant room maintenance services supports the ongoing operation and availability of Council's recreation centres for community use.

## **Opportunities and Risks**

Without a contract in place, essential plant room maintenance and servicing will be delayed, risking service disruptions, reduced community access to facilities and increased plant room safety risks.

Delaying the extension may also increase costs to Council, as emerging works, servicing and replacement parts would fall outside contracted rates.

Extending the contract will ensure essential maintenance and servicing continues while Council undertakes a new procurement process.

## **Conflicts of Interest**

Officers preparing this report have no conflict of interest to declare.

## **Attachments**

1. CONFIDENTIAL - Contract Summary [5.4.1.1 - 2 pages]

## **6 Urgent Business**

## **7 Confidential Business**

## **8 Close of Meeting**