

NOTICE OF AN APPLICATION FOR PLANNING PERMIT

The land affected by the application is located at:	93 Lucknow Street EAST BAIRNSDALE VIC 3875 Lot: 1 TP: 136075
The application is for a permit to:	Multi Lot Subdivision of Land and Removal of Native Vegetation
A permit is required under the following clauses of the planning scheme:	
Planning Scheme Clause	Matter for which a permit is required
32.08-3 (GRZ1)	Subdivision of land
The applicant for the permit is:	Development Solutions Victoria Pty Ltd
The application reference number is:	5.2025.393.1

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

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

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

An objection must

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

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

The Responsible Authority will not decide on the application before:	Subject to the applicant giving notice
---	---

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

April McDonald

From: Snapforms Notifications <no-reply@snapforms.com.au>
Sent: Friday, 28 November 2025 12:46 PM
To: Planning Unit Administration
Subject: Planning Permit application
Attachments: APPENDIX G Environmental Report.pdf; APPENDIX I Offset Quote.pdf; Social Impact Assessment.pdf; 25106 Planning Submission.pdf; APPENDIX C Clause 56 Assessment.pdf; APPENDIX A Plan of Subdivision.PDF; APPENDIX A Copy of Title.PDF; Planning_Permit_Application_2025-11-28T12-46-11_29184011_0.pdf; attachment_errors.txt; APPENDIX I Native Vegetation Removal Report.pdf; APPENDIX B Proposed Plan of Subdivision.pdf; APPENDIX B Site Context & Proposed Plan of Subdivision.pdf; APPENDIX D Engineering Plan.pdf; APPENDIX H Tree Summary Report.pdf; 25106 Letter to Council.pdf; APPENDIX F Clause 13.02-1S Assessment.pdf; APPENDIX E Traffic Impact Statement.pdf

Planning Permit Application

A "Planning Permit Application" has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

Business trading name: Development Solutions Victoria Pty Ltd

Email address: admin@devsolvic.com.au

Postal address : 48 Bailey Street, Bairnsdale

Preferred phone number: 0351524858

Owner's name:

Owner's business trading name (if applicable): C/- Development Solutions Victoria Pty Ltd

Owner's postal address: 48 Bailey Street, Bairnsdale

Street number: 93

Street name: Lucknow

Town: East Bairnsdale

Post code: 3875

Lot number: 1

Plan number: 136075V

Other Legal Description: Vol 09732 Fol 723

Is there any encumbrance on the Title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?: No

Will the proposal result in a breach of a registered covenant restriction or agreement? No

Existing conditions : Existing Dwelling

Description of proposal : Multi Lot Subdivision

Estimated cost of development: 0

Has there been a pre-application meeting: No

Your reference number: 25106

ExtraFile: 9

Invoice Payer: Development Solutions Victoria Pty Ltd

Address for Invoice: 48 Bailey Street, Bairnsdale

Invoice Email: admin@devsolvic.com.au

Primary Phone Invoice: 0351524858

Declaration: Yes

Authority Check: Yes

Notice Contact Check: Yes

Notice check 2: Yes

Privacy Statement Acknowledge: Yes

6. Supporting information /reports: [APPENDIX G Environmental Report.pdf](#)

7. Supporting information/reports: [APPENDIX I Offset Quote.pdf](#), [APPENDIX I Native Vegetation Removal Report.pdf](#)

8. Supporting information/reports: [Social Impact Assessment.pdf](#)

Planning report: [25106 Planning Submission.pdf](#)

2. Supporting information/reports: [APPENDIX C Clause 56 Assessment.pdf](#)

Full copy of Title: [APPENDIX A Plan of Subdivision.PDF](#), [APPENDIX A Copy of Title.PDF](#)

Plans: [APPENDIX B Proposed Plan of Subdivision.pdf](#), [APPENDIX B Site Context & Proposed Plan of Subdivision.pdf](#)

4. Supporting information/reports: [APPENDIX D Engineering Plan.pdf](#)

9. Supporting information/reports: [APPENDIX H Tree Summary Report.pdf](#)

1. Supporting information/reports: [25106 Letter to Council.pdf](#)
5. Supporting information/reports: [APPENDIX F Clause 13.02-1S Assessment.pdf](#)
3. Supporting information/reports: [APPENDIX E Traffic Impact Statement.pdf](#)

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

Page 1 of 3

VOLUME 09732 FOLIO 723

Security no : 124129862641J
Produced 13/11/2025 09:34 AM

LAND DESCRIPTION

Lot 1 on Title Plan 136075V.
PARENT TITLE Volume 06088 Folio 501
Created by instrument L572656X 22/03/1985

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

ENCUMBRANCES, CAVEATS AND NOTICES

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

DIAGRAM LOCATION

SEE TP136075V FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 93 LUCKNOW STREET EAST BAIRNSDALE VIC 3875

DOCUMENT END

Imaged Document Cover Sheet

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Document Type	Plan
Document Identification	TP136075V
Number of Pages (excluding this cover sheet)	1
Document Assembled	13/11/2025 09:34

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TITLE PLAN		EDITION 1 TP 136075V							
Location of Land Parish: WY-YUNG Township: LUCKNOW Section: Crown Allotment: Crown Portion: Last Plan Reference: LP2535 Derived From: VOL 9732 FOL 723 Depth Limitation: NIL		Notations ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN							
Description of Land / Easement Information all that piece of land in the Township of Lucknow Parish of Wy Yung County of Dargo being Lot 190 on Plan of Subdivision No.2535 which land is shown enclosed by continuous lines on the map hereon TOGETHER WITH a right of carriage way over Lucknow Hadfield and Short Streets coloured brown on the said Plan of Subdivision - - - - -		THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED: 07/09/1999 VERIFIED: AA							
<p>Diagram showing Lot 190, a rectangular parcel with dimensions 185 (top), 191 (left), 189 (right), and 270°01' (bottom). The parcel is divided into two sections, 100.58 and 2.023ha. The left boundary is marked with a 359°59' bearing. The right boundary is marked with a 201°17' bearing. The bottom boundary is marked with a 201°17' bearing. The parcel is adjacent to LUCKNOW STREET and PHILLIPS LANE.</p>									
<table><tr><th colspan="2">TABLE OF PARCEL IDENTIFIERS</th></tr><tr><td colspan="2">WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962</td></tr><tr><td colspan="2">PARCEL 1 = LOT 190 ON LP2535</td></tr></table>				TABLE OF PARCEL IDENTIFIERS		WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962		PARCEL 1 = LOT 190 ON LP2535	
TABLE OF PARCEL IDENTIFIERS									
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962									
PARCEL 1 = LOT 190 ON LP2535									
LENGTHS ARE IN METRES	Metres = 0.3048 x Feet Metres = 0.201168 x Links	Sheet 1 of 1 sheets							

Focus Environmental Pty Ltd

599 Sydney Road,
Coburg, VIC 3058

pteodoro@focusenvironmental.com.au

www.focusenvironmental.com.au

Reference No: F0004346

5 November, 2025

Michael Mason

8 Comas Grove
Ashburton, Vic 3147

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

Introduction and Site Setting

(the client) engaged Focus Environmental (Vic) Pty Ltd (Focus Environmental) to undertake a review of the proposed development and its setting. The review includes a Hazard Assessment for Residential Properties in close proximity to commercial properties within threshold distances for land use and development compatibility and effective controls to prevent or mitigate significant impacts in relation to the suitability of the proposed residential development at 93 Lucknow Street, East Bairnsdale VIC 3875 (the site).

The site is currently residential land, and the proposed development is for a 34 residential subdivision, please see attached proposed subdivision plan in Appendix A along with the general site location plan. Site entry is from 93 Lucknow Street and will have no other points of access aside from the central road.

Focus Environmental representative attended site and surrounds on Monday the 29 October 2025 to conduct a site inspection, assess surrounding land uses and generally inspect the condition of the land. See attached Appendix A, Figure 1 and 2 for general site location and layout plans.

Planning Position

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

This report has been prepared to accompany the clients planning permit application similar to the one submitted for the adjacent property, 73 and 83 Lucknow Street, which has a similar site history and approved residential development.

- Proposal: Multi Lot Subdivision Property

- Address: 93 Lucknow Street, East Bairnsdale, 3875
- Property Title Lot: Lot 1 TP136075

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

Documents Review and Reference

The following documents were reviewed and referred to:

- *East Gippsland Housing & Settlement Strategy* East Gippsland Shire Council November 2023
- *Proposed Subdivision Plan* – One Plan Land Development Group, 23/10/2025
- *Noise Limit and Assessment Protocol for the Control of Noise from Industrial, Industrial and Trade Premises and Entertainment Venues*, Publication 1826, VIC EPA, May 2021
- *Recommended separation distances for industrial residual air emissions*, Publication 1518, VIC EPA March 2013
- *Nearmap.com.au* images
- *Construction, Guide to Preventing harm to people and the environment*, Publication 1820.1, VIC EPA, June 2021.
- *Civil construction, building and demolition guide*, Publication 1834.1, VIC EPA, September 2023.
- *bom.gov.au* – meteorological data files, wind direction 1943 – 2025.
- *East Gippsland Council, Planning Scheme – Noise (13.05), Air Quality (13.06) and Amenity, Human Health And Safety – Land Use Compatibility (13.07)*

Site Conditions

The subject site at 93 Lucknow Street, East Bairnsdale is currently occupied with one dwelling, grassed and fenced with a single access gate on Lucknow Street. There is no evidence of any unauthorised access, dumping or waste at the site. It appears to be used for occasional grazing purposes by cattle from adjacent properties. No evidence of burn pits, fuel storage or any cut and fill activities were observed.

Surrounding Land Uses

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

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

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

Table 1: Surrounding land use direction and distance

Land Use – Site Occupier	Direction and Distance from Subject Site	Comments
Dyson Bus Services	100 m east	Site mostly hardstand, bus depot, small scale.
Cranes Civil	25 m north	Very little site activity observed over site images.
East Gippsland Traffic Control	135 m north 180 m to stockpiling area	Truck and equipment storage Some stockpiling of soil / material in the northeast corner, small scale.
Eastern Concrete Recycling	104 m north west	We note this is not operational and appears to have been vacant / abandoned for some period of time, all stockpiles are overgrown with vegetation.
Tambo Waste	203 m north west (site corner to site corner)	Recycling transfer station. Note there is only comingled recycles on site. There is no general or organic waste stored on site.
Caravan repairs	478 m west	Small-scale workshop.
ETS Infrastructure Management	488 m north west	Some vehicle and equipment storage, minimal soil stockpiles in bays.

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

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

Table 2: Existing Residential Distance From Industrial Facilities

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

Bureau of Meteorology

Prevailing wind data from 1942 – 2025 (Bairnsdale Airport) for the 9am and 3pm data sets has been included in Appendix A, Figures 3 and 4 and attached within Appendix B. The two files are presented in rose diagrams of percentage direction vs wind speed, the file is drawn from data at the Bairnsdale airport, being the closest and longest recording weather station.

In summary we note that morning wind data (9am) over the time period records less than 5% of wind direction being towards the subject site from the north, north west. We note the afternoon wind data (3pm) over the time period records 12% from the north and 24% from the north west towards the subject site.

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

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

Communications with Victoria EPA

had previously made contact with the Victorian EPA in regards to the adjacent property development at 73 and 83 Lucknow Street, and it is considered that the same conditions exist for 93 Lucknow Street. The EPA referred them to two documents in relation to a site hazard assessment, EPA Publication 1820.1 Construction for common hazards to consider for construction that is occurring near sensitive receptors as well as EPA Publication 1834 Construction demolition guide that has information on construction and Environment Management Plans (EMP) to address any hazards identified. Whilst some of the hazards listed in these documents are not directly relevant, they warrant a brief discussion.

Air contaminants / Dust / Odour

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

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

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

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

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

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

Chemical Spills

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

Erosion and Sediment / Stormwater Contamination / Wastewater

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

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

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

Noise

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

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

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

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

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

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

Waste / Wastewater

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

Mitigation Measures

Our client is prepared to implement the same measures outlined in the planning permit for 73 and 83 Lucknow Street regarding double-glazed windows:

1. Installation of double-glazed windows on Lots 14–27, which are located within 100 metres of the southern boundary of the industrial lots.

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

A second mitigation issue includes:

2. A 7.2-metre building exclusion zone extending south from the northern boundary of the rear lots / rail trail, increasing the total buffer to the industrial zone to over 33 metres.

Hazard Assessment Conclusion

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

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

Based on the assessment the potential risks posed to the residential development for 93 Lucknow Street, East Bairnsdale VIC 3875 (the site) is considered to be low and that the multi lot subdivision is considered appropriate.

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

Yours faithfully,

Patricia Teodoro
Environmental Consultant
Focus Environmental (Vic) Pty Ltd

Appendix A

Site Plans

Figure 1 – Site Location Plan

Figure 2 – Site Area Plan

Figure 3 – Surrounding Business Plan (Wind 9am)

Figure 4 – Surrounding Business Plan (Wind 3pm)

Figure 5 – Topographic Plan

Figure 6 – Stormwater Plan

Figure 7 – Proposed Subdivision Plan

Appendix B

Documents

Planning Property Report

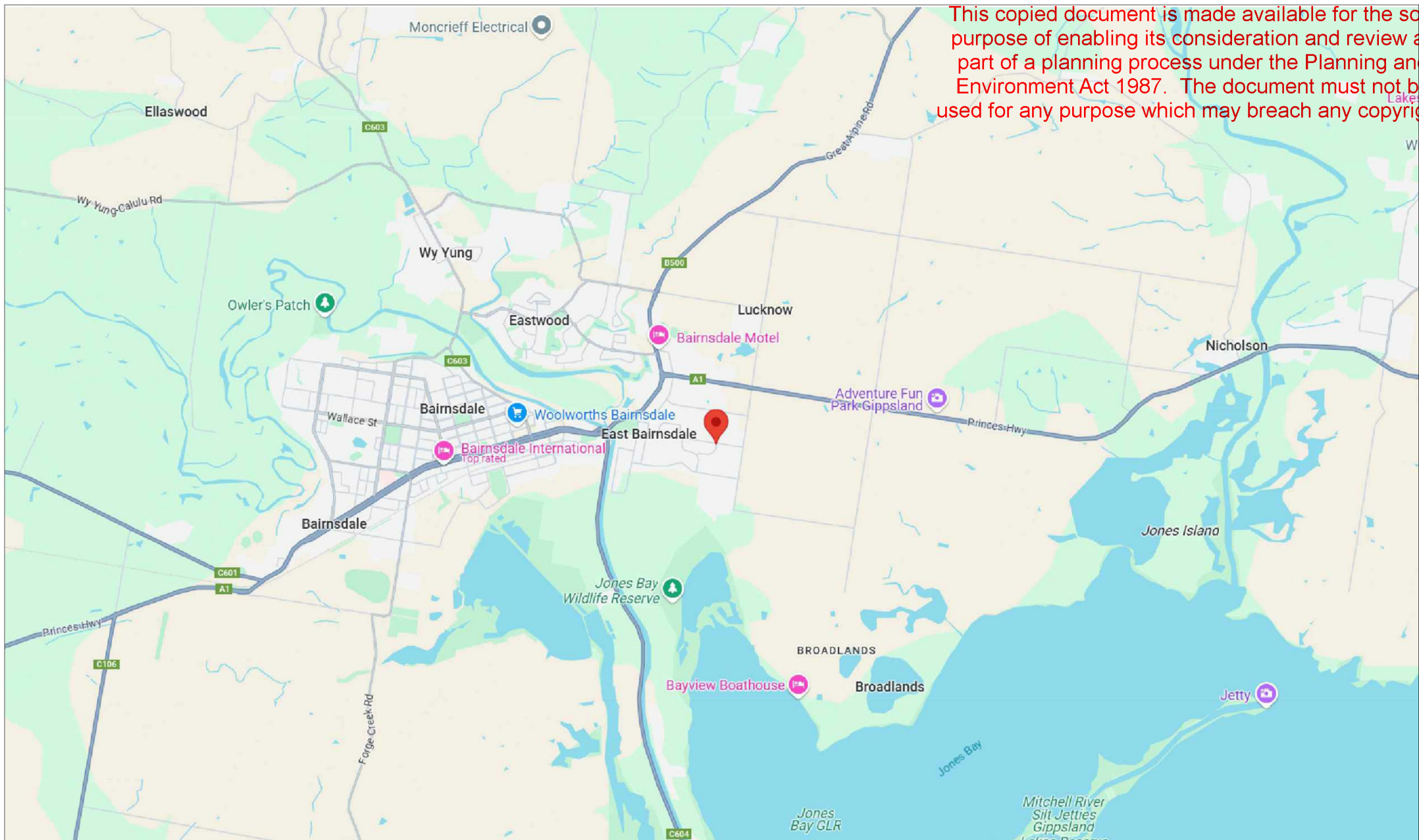
Bureau of Meteorology Prevailing Wind Data (9am and 3pm)






APPENDIX A

SITE PLANS

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Site				 Site Location	Figure	
93 Lucknow St, East Bairnsdale					1	
Title					Job #	
Site Location Plan					F0004346	
Client						
Date	Drawn	Checked	Scale			
31/10/2025	DY	JL	-			

Printed 12/12/20

P.O. Box 212
100 East W.bourne VIC 3003
Ph: 08 9479 1100
Environmental Consulting

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Site 93 Lucknow St, East Bairnsdale

Title Site Area Plan

Client

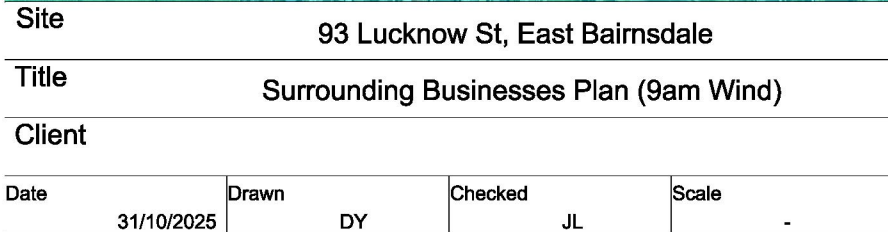
Date	Drawn	Checked	Scale
31/10/2025	DY	JL	-

 Site Boundary

Figure	N
2	

Job # F0004346

FOCUS
Environmental
P.O. Box 212
1000 Lakeside Way
Environmental Consulting








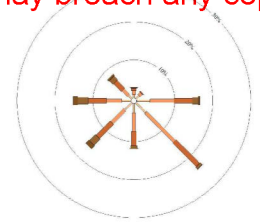
-  Site Boundary
 Commercial/Industrial land uses
 Existing Residential

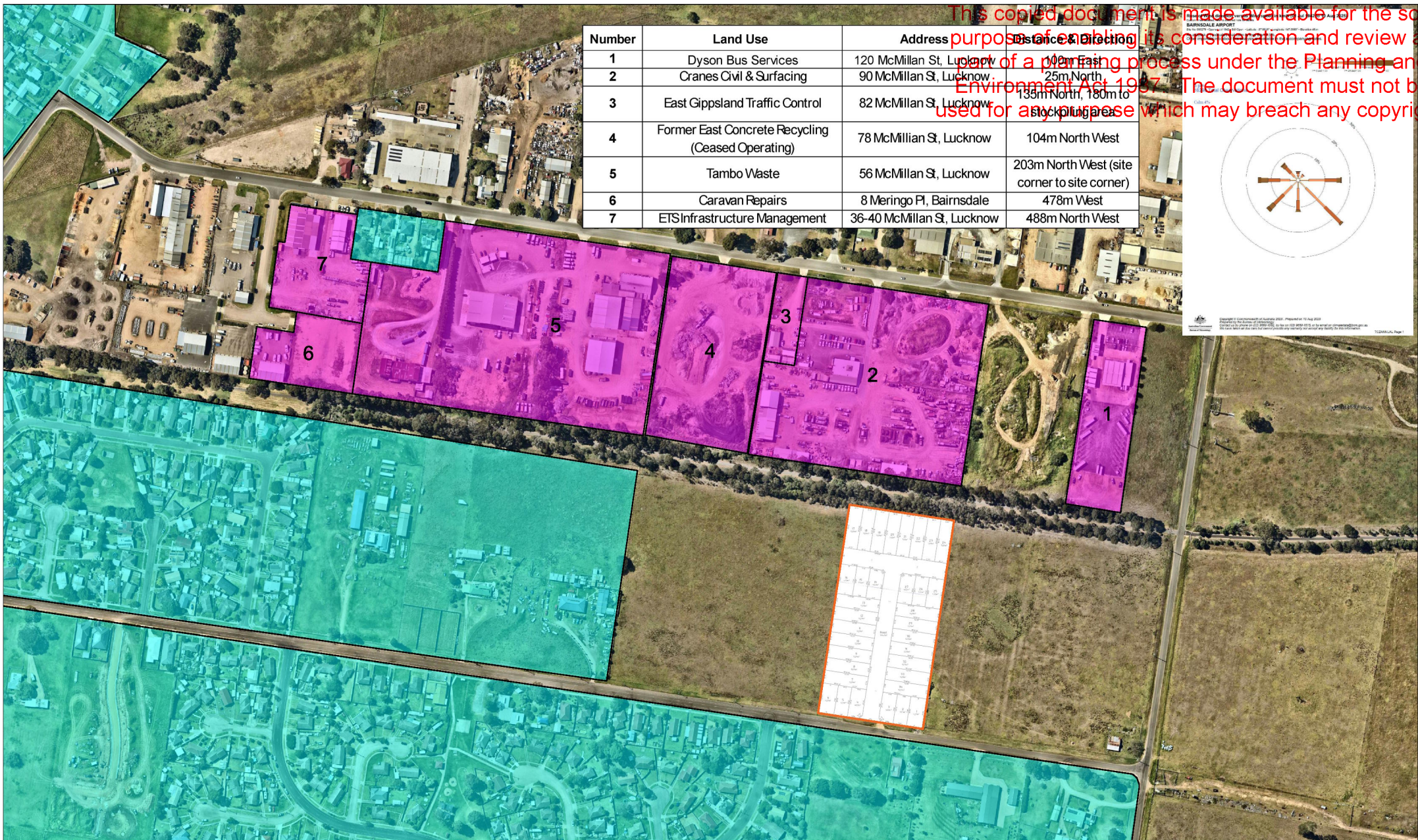
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Job #		
F0004346		
		
P.O. Box 212 100 Westbourne Way, Suite 200 Richmond, British Columbia V6V 1G1 Environmental Consulting		

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Number	Land Use	Address	Distance and direction
1	Dyson Bus Services	120 McMillan St, Lucknow	100m East
2	Cranes Civil & Surfacing	90 McMillan St, Lucknow	25m North
3	East Gippsland Traffic Control	82 McMillan St, Lucknow	135m North, 180m to Stockpiling area
4	Former East Concrete Recycling (Ceased Operating)	78 McMillan St, Lucknow	104m North West
5	Tambo Waste	56 McMillan St, Lucknow	203m North West (site corner to site corner)
6	Caravan Repairs	8 Meringo Pl, Bairnsdale	478m West
7	ETS Infrastructure Management	36-40 McMillan St, Lucknow	488m North West



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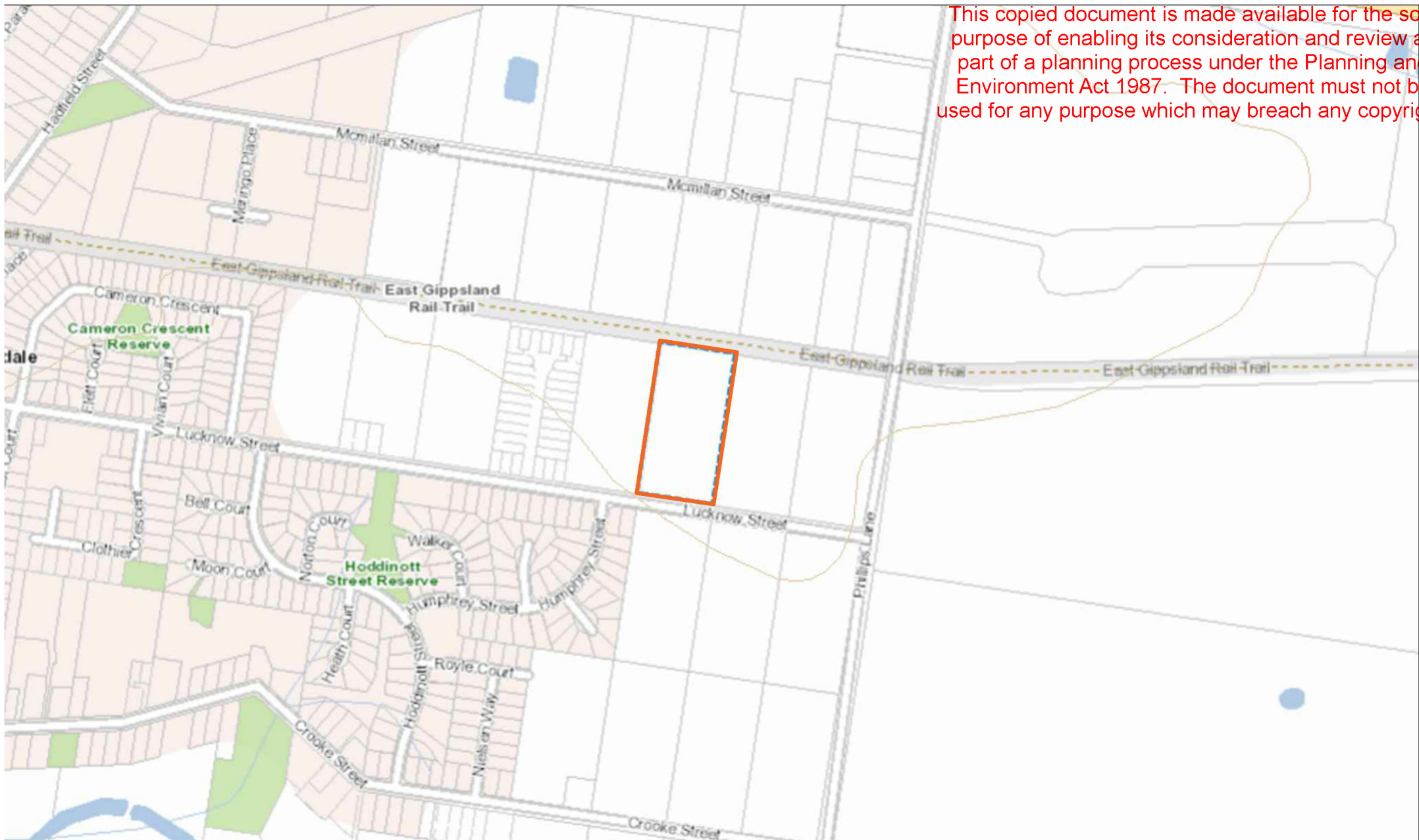


Site	93 Lucknow St, East Bairnsdale		
Title	Surrounding Businesses Plan (3pm Wind)		
Client			
Date	31/10/2025	Drawn	DY
		Checked	JL
		Scale	-

- Site Boundary
- Commercial/Industrial land uses
- Existing Residential

Figure	4	N
Job #	F0004346	
 FOCUS Environmental P.O. Box 212 100 Meringo Pl, Bairnsdale VIC 3915 Australia Tel: 03 5122 1212 Email: info@focusenv.com.au Environmental Consulting		

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Site 93 Lucknow St, East Bairnsdale

Title Topographic Map

Client

Date	31/10/2025	Drawn	DY	Checked	JL	Scale	-
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Site Boundary

Figure	5	N
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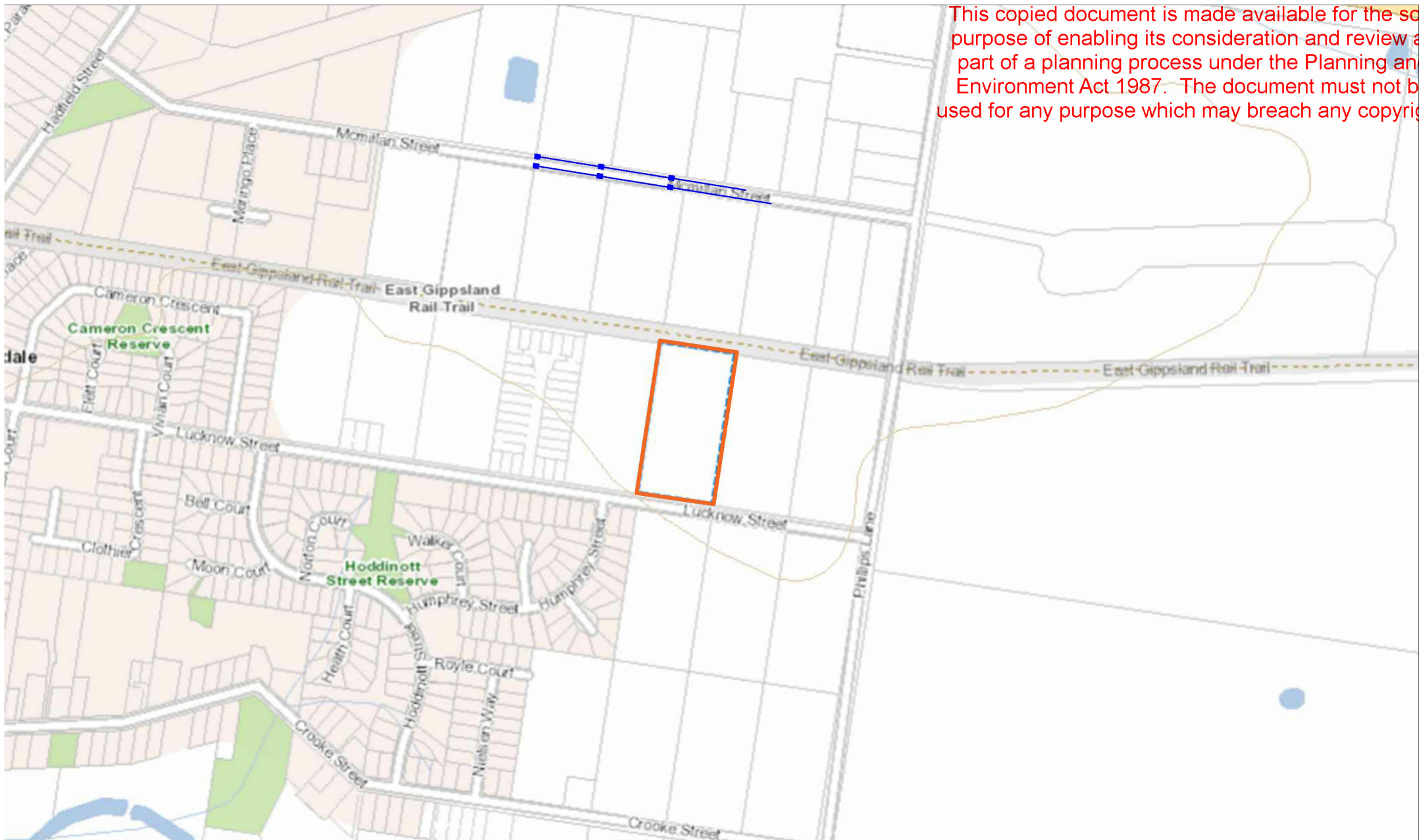
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

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Site		93 Lucknow St, East Bairnsdale		
Title		Stormwater Plan		
Client				
Date	Drawn	Checked	Scale	
31/10/2025	DY	JL	-	

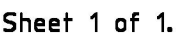
- Site Boundary
- Stormwater pipe
- Stormwater pit

Figure	6	
Job #		
F0004346		
 P.O. Box 212 East Bairnsdale VIC 3603 Phone 03 5170 1111 Environmental Consulting		

Printed 12/12/20

APPENDIX B

DOCUMENTS



**BEFORE
YOU DIG**
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Rose of Wind direction versus Wind speed in km/h (01 Jul 1942 to 10 Aug 2025)

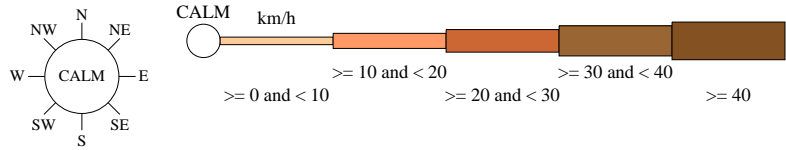
Custom times selected, refer to attached note for details

BAIRNSDALE AIRPORT

Site No: 085279 • Opened Jul 1942 • Still Open • Latitude: -37.8818° • Longitude: 147.5669° • Elevation 49.m

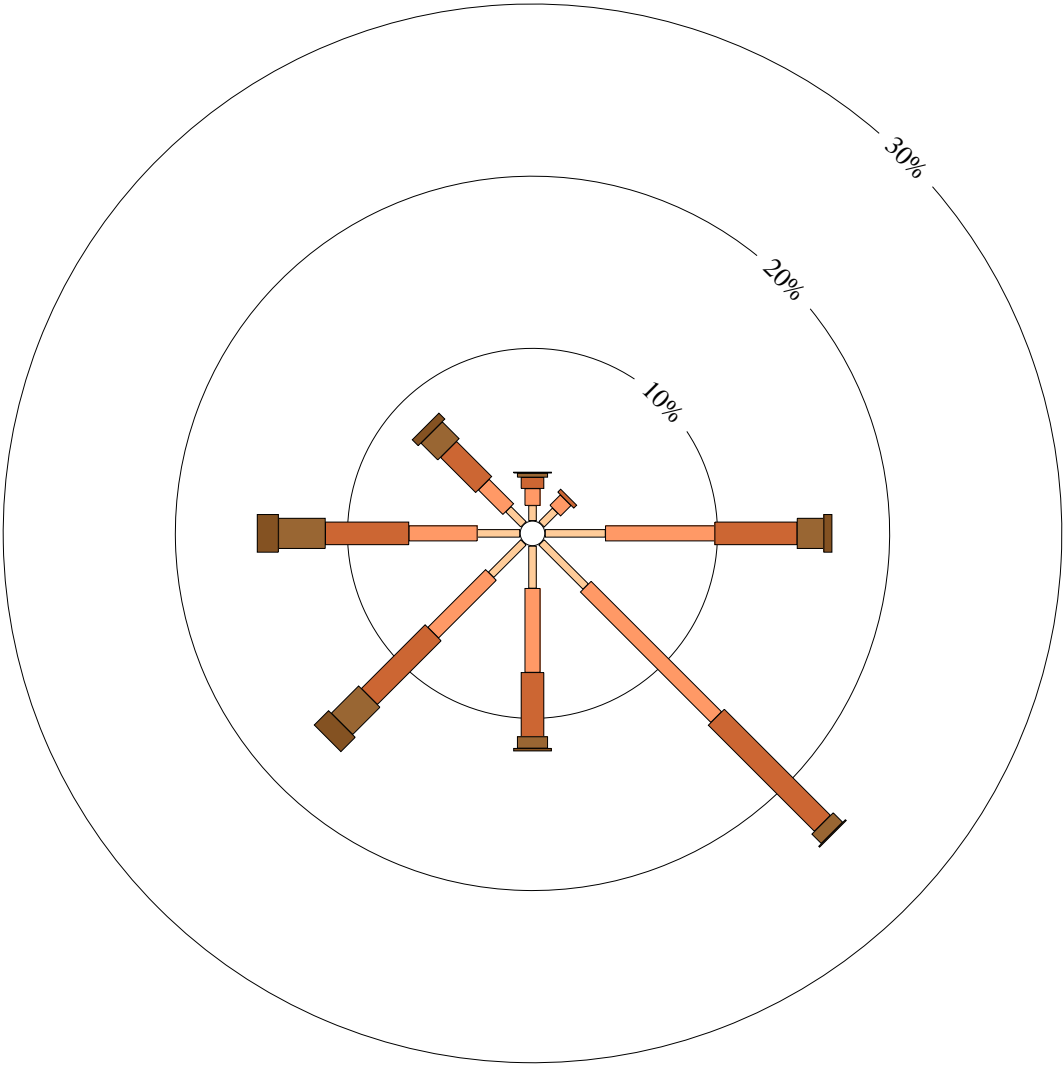
An asterisk (*) indicates that calm is less than 0.5%.

Other important info about this analysis is available in the accompanying notes



3 pm
16296 Total Observations

Calm 4%



Rose of Wind direction versus Wind speed in km/h (01 Jul 1942 to 10 Aug 2025)

Custom times selected, refer to attached note for details

BAIRNSDALE AIRPORT

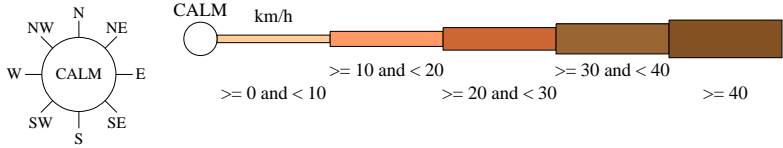
Site No: 085279 • Opened Jul 1942 • Still Open • Latitude: -37.8818° • Longitude: 147.5669° • Elevation 49.m

An asterisk (*) indicates that calm is less than 0.5%.

Other important info about this analysis is available in the accompanying notes

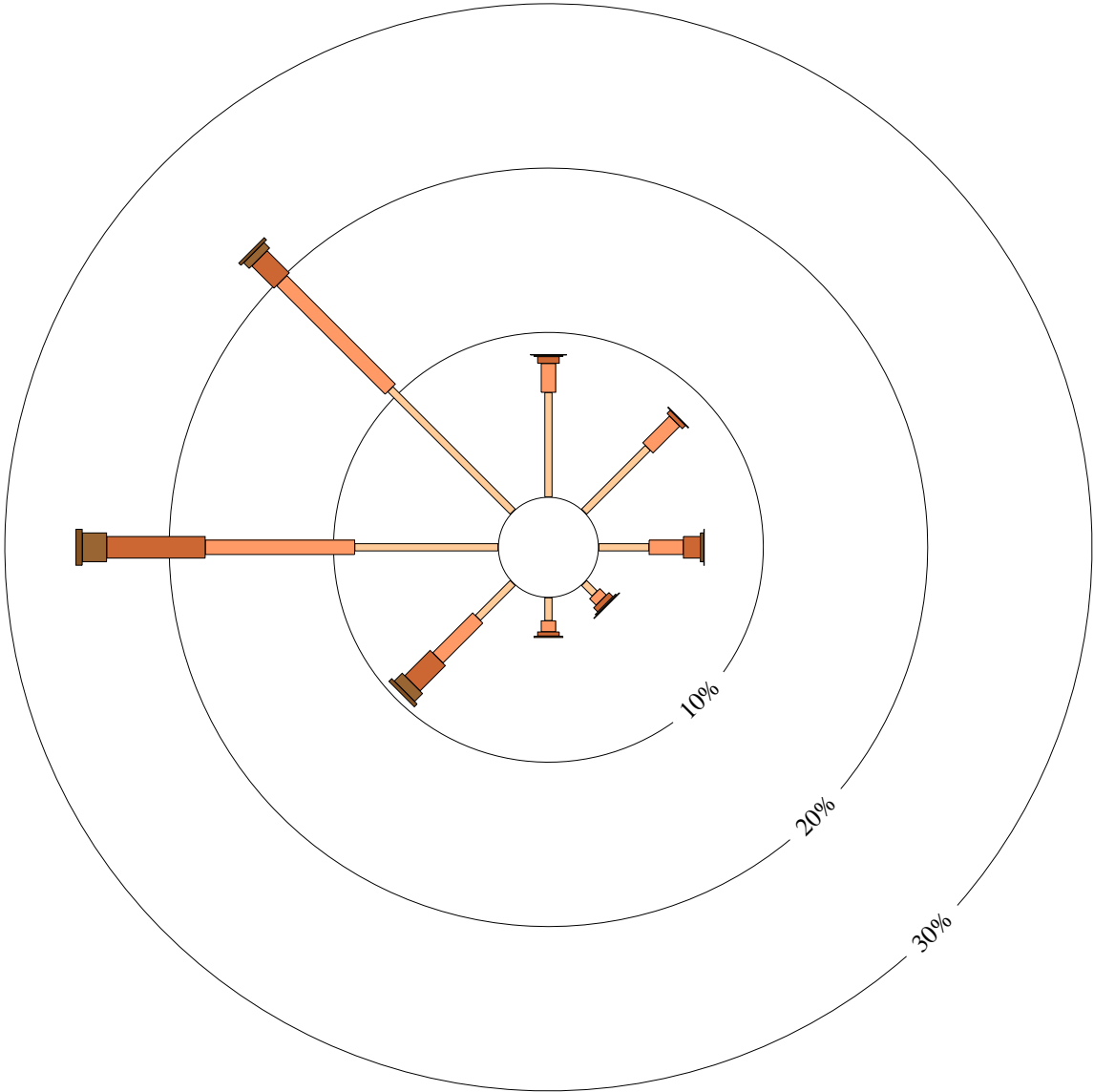
ADVERTISED

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9 am
16464 Total Observations

Calm 15%



Native Vegetation Removal Report

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NVRR ID: 319_20251114_I3J

This report provides information to support an application to remove, destroy or lop native vegetation in accordance with the [Guidelines for the removal, destruction or lopping of native vegetation](#) (the Guidelines). This report is **not an assessment by DEECA** of the proposed native vegetation removal. Offset requirements have been calculated using modelled condition scores.

Report details

Date created: 14/11/2025

Local Government Area: EAST GIPPSLAND SHIRE

Registered Aboriginal Party: Gunaikurnai

Coordinates: 147.65885, -37.82686

Address: 93 LUCKNOW STREET EAST BAIRNSDALE 3875

Summary of native vegetation to be removed

Assessment pathway	Intermediate Assessment Pathway		
Location category	Location 1 The native vegetation extent map indicates that this area is not typically characterised as supporting native vegetation. It does not meet the criteria to be classified as Location Category 2 or 3. The removal of less than 0.5 hectares of native vegetation in this area will not require a Species Offset.		
Total extent including past and proposed removal (ha) <i>Includes endangered EVCs (ha): 0.07</i>	0.07	<i>Extent of past removal (ha)</i>	<i>0</i>
		<i>Extent of proposed removal - Patches (ha)</i>	<i>0.000</i>
		<i>Extent of proposed removal - Scattered Trees (ha)</i>	<i>0.070</i>
No. Large Trees proposed to be removed	1	<i>No. Large Patch Trees</i>	<i>0</i>
		<i>No. Large Scattered Trees</i>	<i>1</i>
No. Small Scattered Trees	0		

Offset requirements if approval is granted

Any approval granted will include a condition to secure an offset, before the removal of native vegetation, that meets the following requirements:

General Offset amount ¹	0.014 General Habitat Units
Minimum strategic biodiversity value score ²	0.229
Large Trees	1
Vicinity	East Gippsland CMA or EAST GIPPSLAND SHIRE LGA

NB: values within tables in this document may not add to the totals shown above due to rounding

The availability of third-party offset credits can be checked using the Native Vegetation Credit Register (NVCR) Search Tool - <https://nvcr.delwp.vic.gov.au>

1. The General Offset amount required is the sum of all General Habitat Units in Appendix 1.

2. Minimum strategic biodiversity value score is 80 per cent of the weighted average score across habitat zones where a General Offset is required.

Application requirements

Applications to remove, destroy or lop native vegetation must include all the below information. If an appropriate response has not been provided the application is not complete.

Application Requirement 1 - Native vegetation removal information

If the native vegetation removal is mapped correctly, the information presented in this Native Vegetation Removal Report addresses Application Requirement 1.

Application Requirement 2 - Topographical and land information

This statement describes the topographical and land features in the vicinity of the proposed works, including the location and extent of any ridges, hilltops, wetlands and waterways, slopes of more than 20% gradient, low-lying areas, saline discharge areas or areas of erosion.

The subject site is relatively level in nature. There is no evidence of any existing erosion on the site or on the surrounding land. The tree proposed to be removed is located in the southeastern corner of the site. Only the minimum amount of vegetation required to be removed will be, in this case one tree. A Tree Summary Report has been undertaken by Roots 2 Leaves which identifies the species, health status and size of the tree in question.

Application Requirement 3 - Photographs of the native vegetation to be removed

Application Requirement 3 is not addressed in this Native Vegetation Removal Report. All applications must include recent, timestamped photos of each Patch, Large Patch Tree and Scattered Tree which has been mapped in this report.

Application Requirement 4 - Past removal

If past removal has been considered correctly, the information presented in this Native Vegetation Removal Report addresses Application Requirement 4.

Application Requirement 5 - Avoid and minimise statement

This statement describes what has been done to avoid and minimise impacts on native vegetation and associated biodiversity values.

The proposed subdivision has been designed to be consistent with the adjoining subdivision. The impact on the existing tree is inevitable. The value of the native vegetation being removed is not considered to be highly significant. The health status of the tree is identified as very poor.

Application Requirement 6 - Property Vegetation Plan

This requirement only applies if an approved Property Vegetation Plan (PVP) applies to the property
Does a PVP apply to the proposal?

No

Application Requirement 7 - Defendable space statement

Where the removal of native vegetation is to create defendable space, this statement:

- Describes the bushfire threat; and
- Describes how other bushfire risk mitigation measures were considered to reduce the amount of native vegetation proposed for removal (this can also be part of the avoid and minimise statement).

This statement is not required if, If the proposed defensible space is within the Bushfire Management Overlay (BMO), and in accordance with the 'Exemption to create defensible space for a dwelling under Clause 44.06 of local planning schemes' in Clause 52.12-5.

Not applicable.

Application Requirement 8 - Native Vegetation Precinct Plan

This requirement is only applicable if you are removing native vegetation from within an area covered by Native Vegetation Precinct Plan (NVPP), and the proposed removal is not identified as 'to be removed' within the NVPP.

Does an NVPP apply to the proposal?

No

Application Requirement 9 - Offset statement

This statement demonstrates that an offset is available and describes how the required offset will be secured. The Applicant's Guide provides information relating to this requirement.

There are several third party offsets available for purchase (evidence provided) and an Offset Report is provided.

Next steps

Applications to remove, destroy or lop native vegetation must address all the application requirements specified in the Guidelines. If you wish to remove the mapped native vegetation you are required to apply for approval from the responsible authority (e.g. local Council). This Native vegetation removal report must be submitted with your application and meets most of the application requirements. The following requirements need to be addressed, as applicable.

Application Requirement 3 - Photographs of the native vegetation to be removed

Recent, dated photographs of the native vegetation to be removed **must be provided** with the application. All photographs must be clear, show whether the vegetation is a Patch of native vegetation, Patch Tree or Scattered Tree, and identify any Large Trees. If the area of native vegetation to be removed is large, provide photos that are indicative of the native vegetation.

Ensure photographs are attached to the application. If appropriate photographs have not been provided the application is not complete.

Application Requirement 6 - Property Vegetation Plan

If a PVP is applicable, it must be provided with the application.

Appendix 1: Description of native vegetation to be removed

General Habitat Units for each zone (Patch, Scattered Tree or Patch Tree) are calculated by the following equation in accordance with the Guidelines

General Habitat Units = extent without overlap x condition score x general landscape factor x 1.5, where the general landscape factor = 0.5 + (strategic biodiversity value score/2)

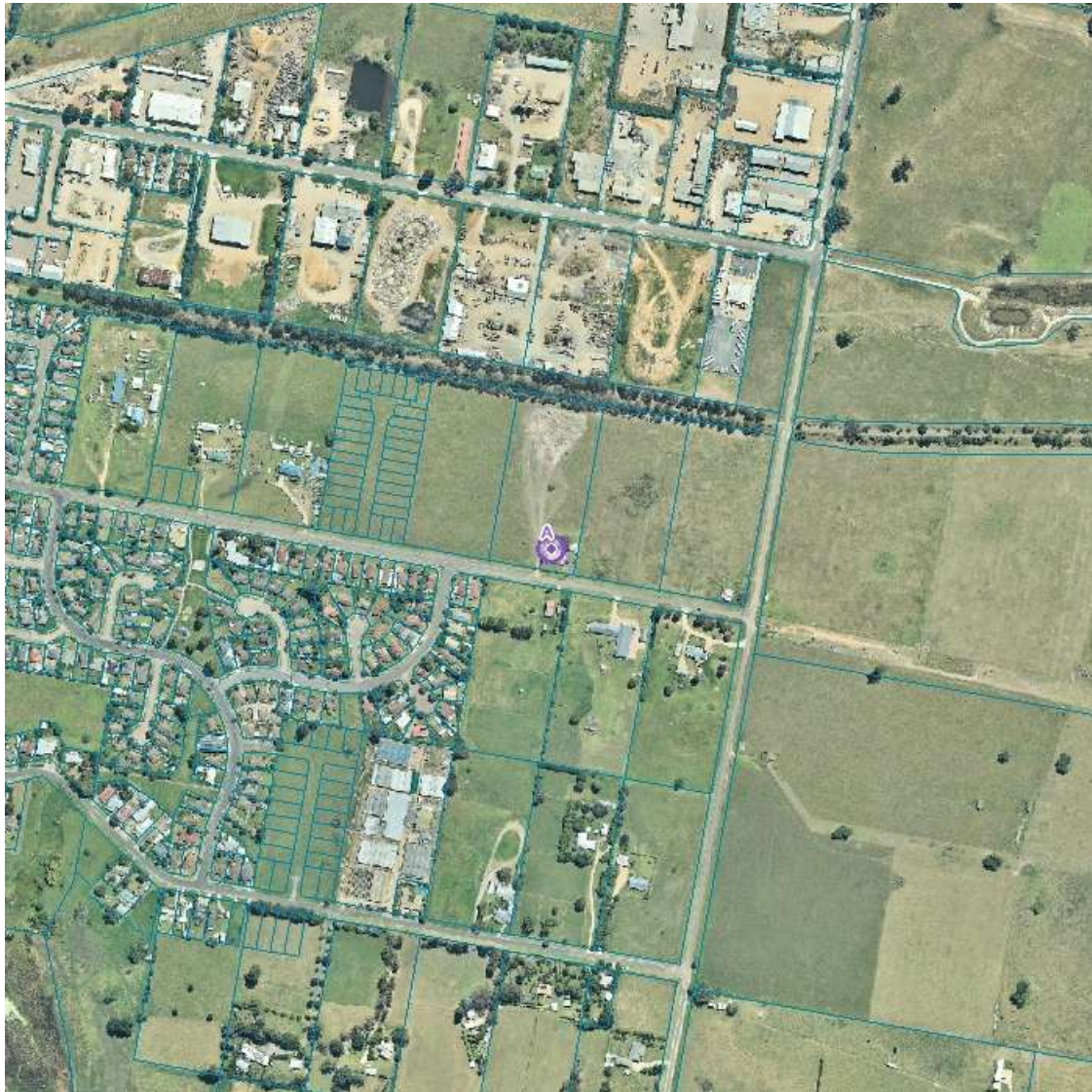
The General Offset amount required is the sum of all General Habitat Units per zone.

Native vegetation to be removed

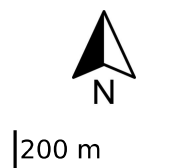
Information provided by or on behalf of the applicant			Information calculated by NVR Map							
Zone	Type	DBH (cm)	EVC code (modelled)	Bioregional conservation status	Large Tree(s)	Condition score (modelled)	Polygon extent (ha)	Extent without overlap (ha)	SBV score	General Habitat Units
A	Scattered Tree	100	GipP0055	Endangered	1	0.200	0.070	0.070	0.286	0.014

Appendix 2: Images of mapped native vegetation

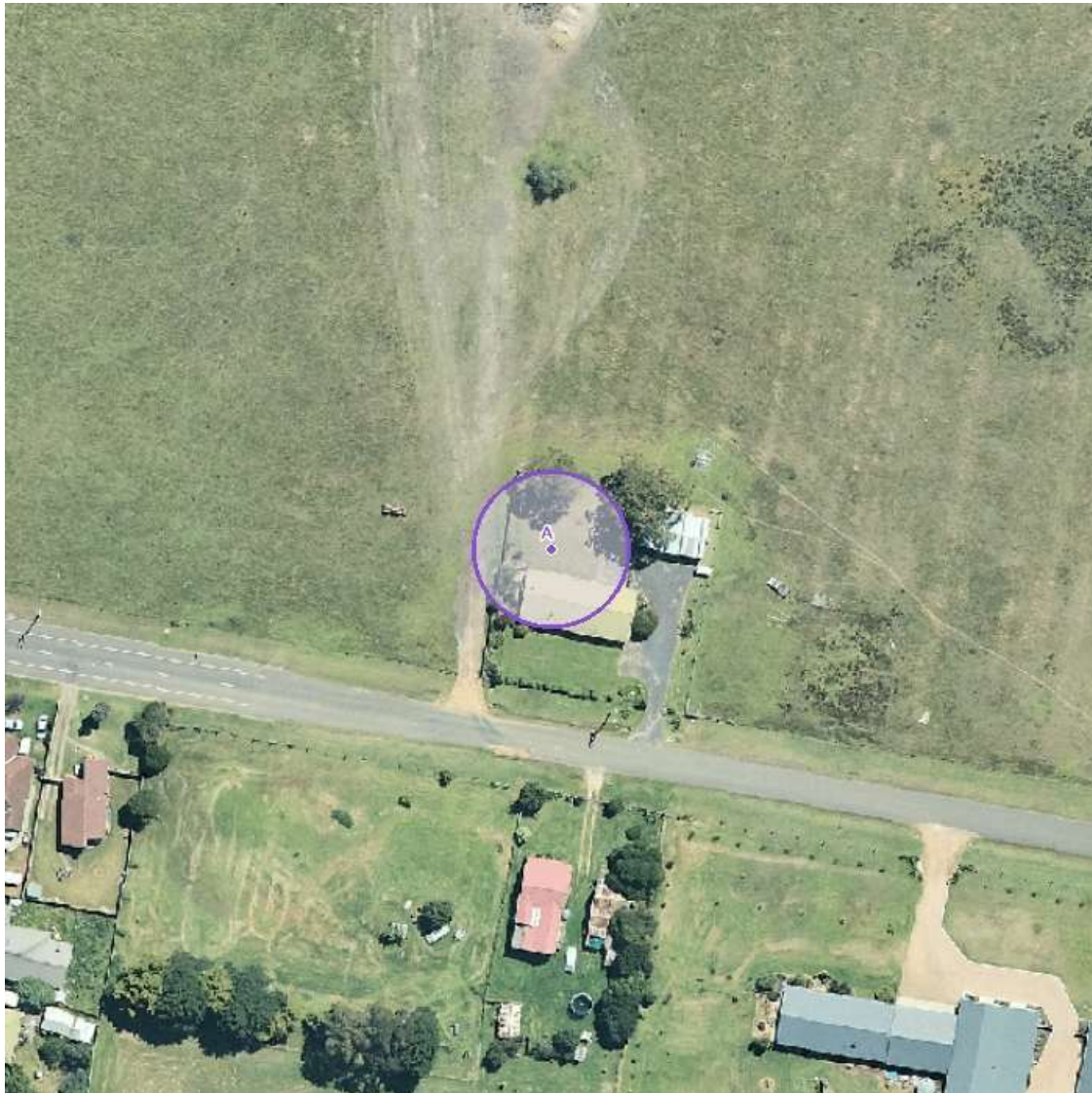
1. Property in context



- Proposed Removal
- Property Boundaries



2. Aerial photograph showing mapped native vegetation



□ Proposed Removal



30 m

3. Location Risk Map



Proposed Removal

Location 1

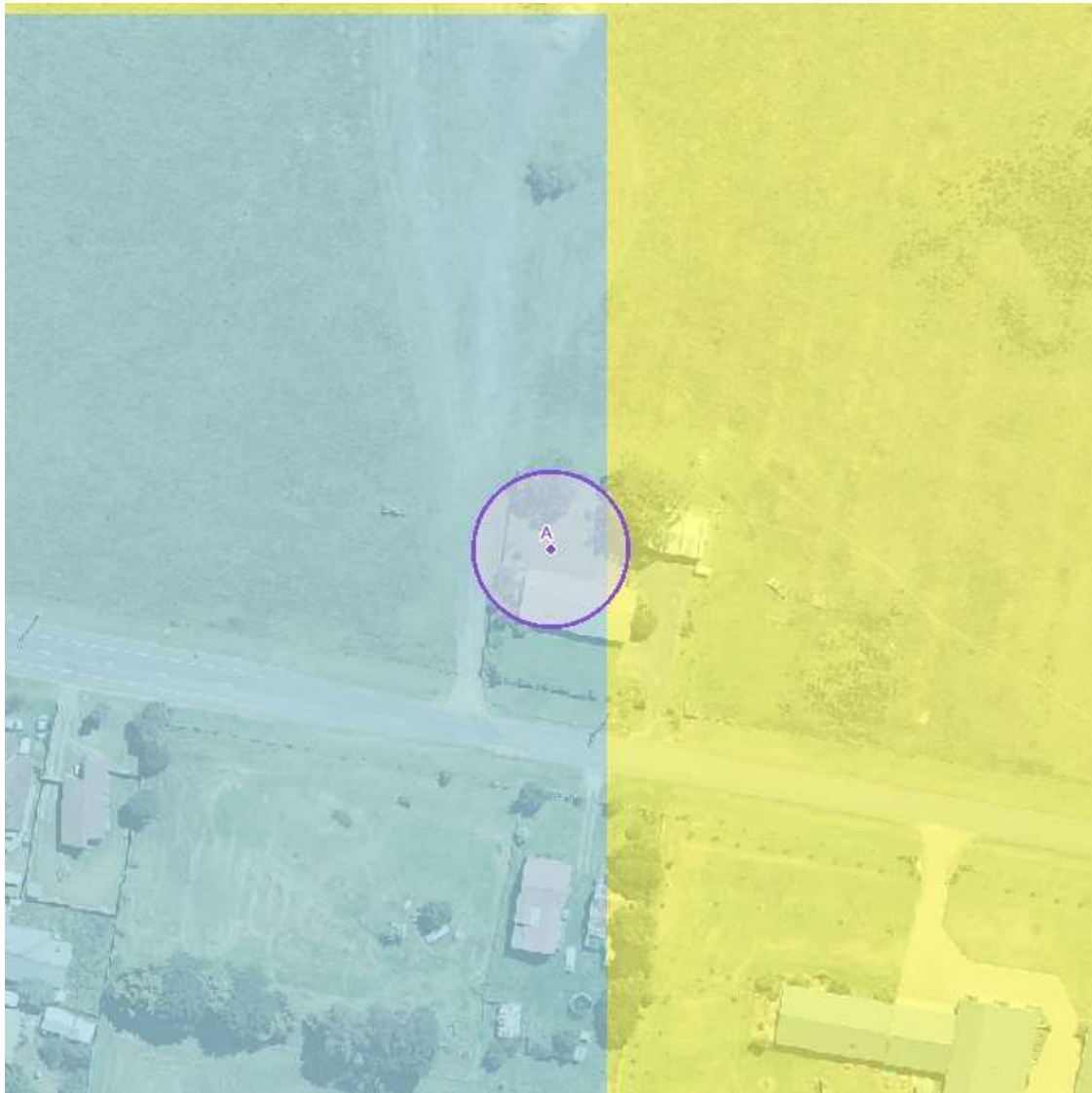
Location 2

Location 3

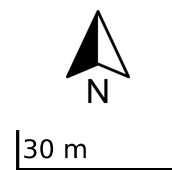
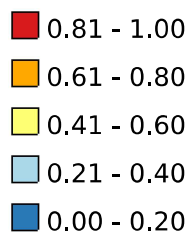


30 m

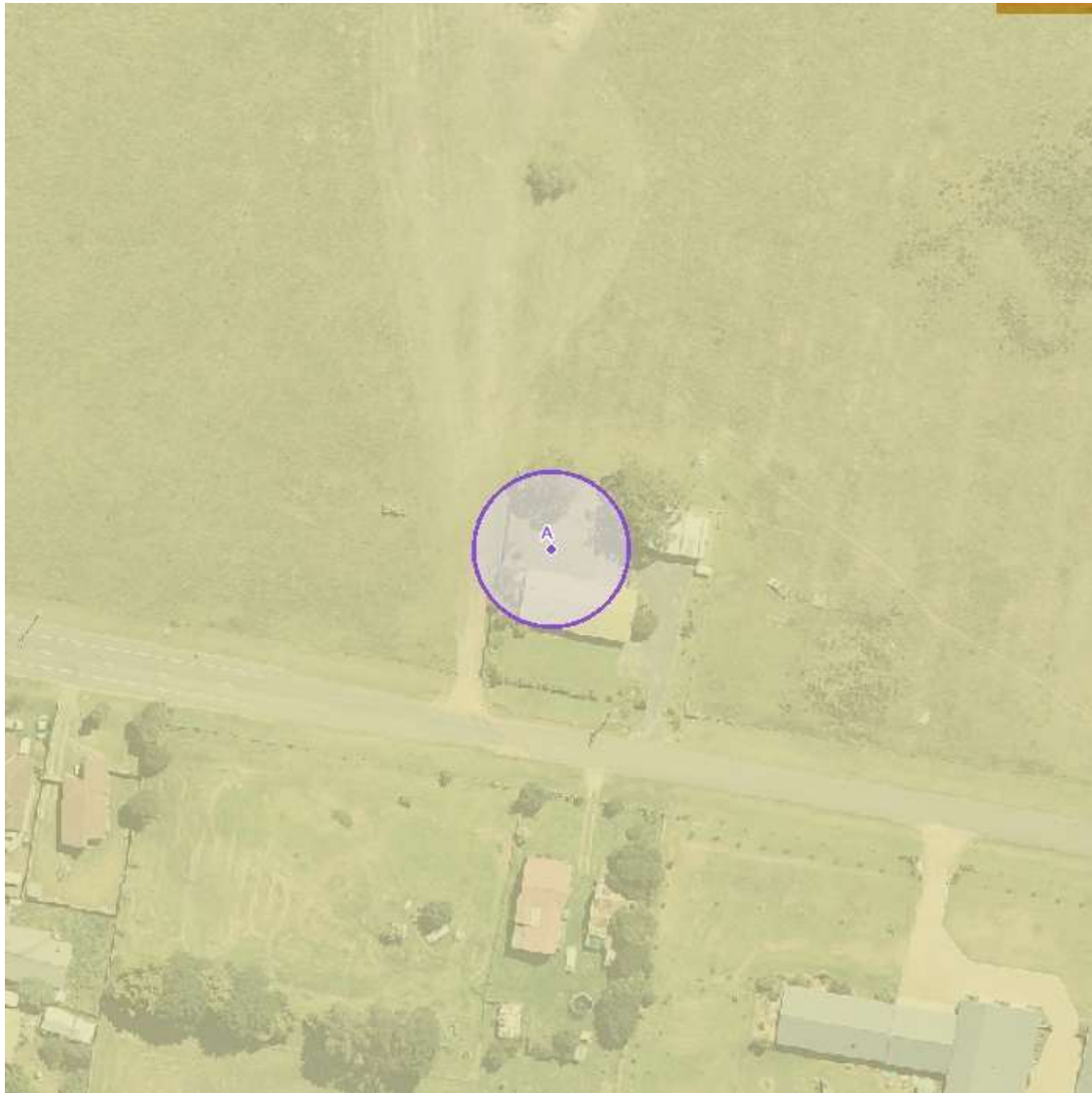
4. Strategic Biodiversity Value Score Map





Proposed Removal





5. Condition Score Map





 Proposed Removal

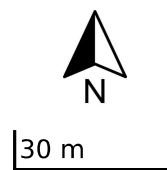
 0.81 - 1.00

 0.61 - 0.80

 0.41 - 0.60

 0.21 - 0.40

 0.00 - 0.20



6. Endangered EVCs



- Proposed Removal
- Endangered 1750 Ecological Vegetation Classes



30 m

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Tree Summary Report

Roots 2 Leaves Tree Services

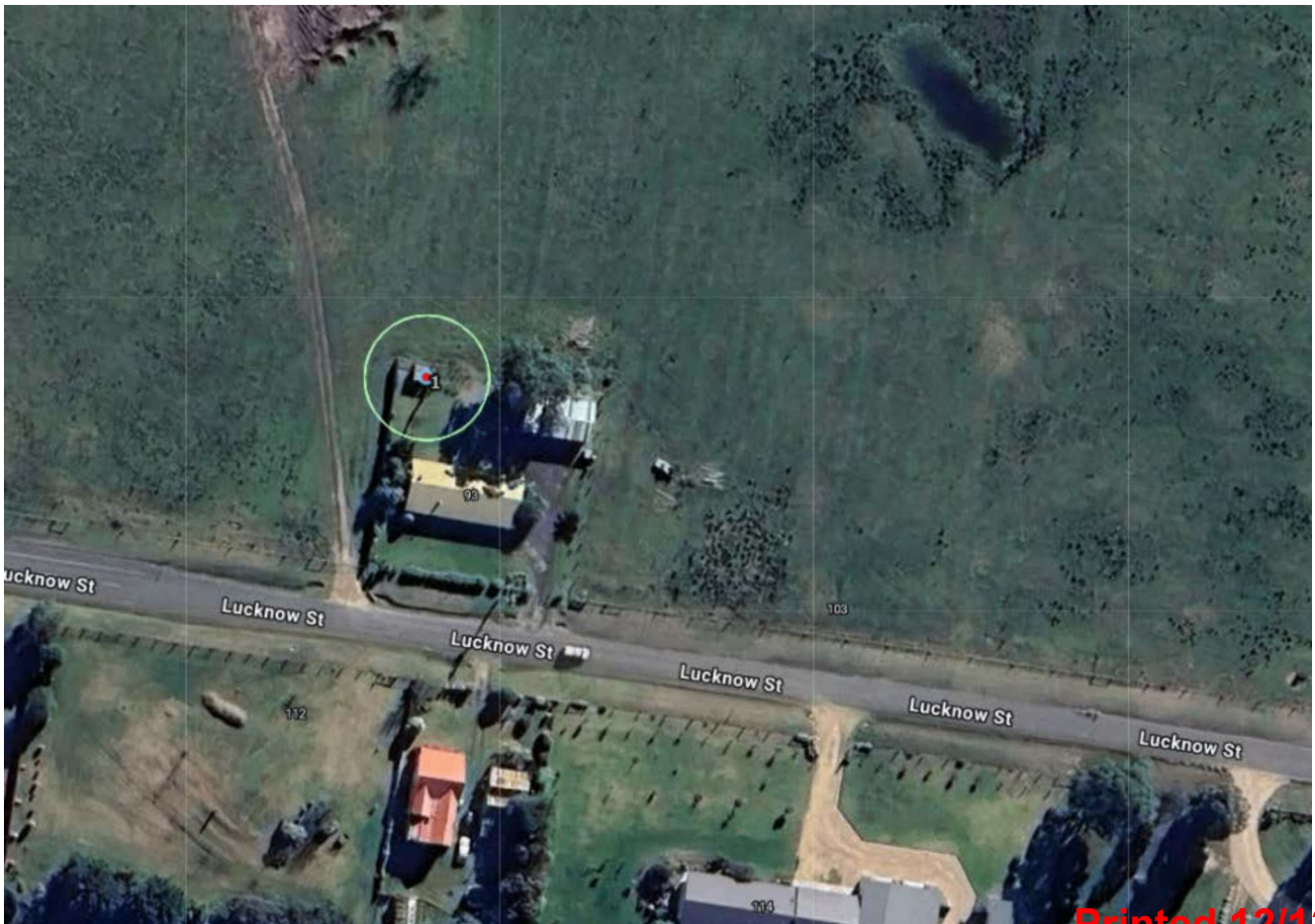
November 13, 2025 |
Total Tree Count: 1

Filters Applied

Client Site Filter:
(Client Site=93 Lucknow Road)

Summary Report – Limitations:

- Data collection was requested for one tree.
- Access to the tree was restricted by a cage, so the DBH (Diameter at Breast Height) measurement is approximately 95% accurate.



Blue gum Tree ID #1

93 Lucknow Street

Tree Details

Botanical Name: Eucalyptus globulus

Common Name: Blue gum

Genus:

Health: Very Poor

Structure: Very Poor

Status: Alive

DBH [cm]: 100

Tree Height (Estimated)
[m]: 10

Canopy Spread [m]: 5

Tree Protection Zone
(TPZ) [m]: 12Structural Root Zone
(SRZ) [m]: 3.44

Useful Life Expectancy: 1-5 years

Risk Rating:

Priority of Works:

Recommended Works:

Last Modified: 13/11/2025

Observation Comments:

Multiple fungi were observed on the tree, and a large branch (leader) has been removed. The tree is in poor condition and removal is advised, as it no longer holds any aesthetic value and its overall health is significantly compromised. Additionally, the tree presents a safety risk due to its deteriorated structure.

Notes:

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Address: 93 Lucknow Street

City: East Bairnsdale

Longitude: 147.658837

Latitude: -37.826738

Photos

image (5).jpg
13/11/2025

18 November 2025

Olivia Zagami
Development Solutions Victoria

Our Ref: VLQ-11981
Your Ref: 93 Lucknow Street,
East Bairnsdale

Dear Olivia,

Re: Quotation for the supply of native vegetation credits

Vegetation Link is an accredited offset broker with the Department of Energy, Environment and Climate Action (DEECA). Based on the information provided, I understand you require the following:

GHUs	Min. SBV	Vicinity	Large Trees
0.014	0.229	East Gippsland CMA or East Gippsland LGA	1

To meet your offset requirements, you can purchase native vegetation credits from a third party as per the trade¹ option quoted below. Credit trading turnaround time is approximately 2-5 weeks from acceptance of a valid quote. This quotation is valid for 14 days, subject to credit availability.

3-Party CTA Pathway - offset site located on Jaitmatang Country in the East Gippsland LGA (approx. 105 kms from the project site)	
Cost of native vegetation offsets (invoiced by DEECA)	\$2,260.00
Cost of broker fee (invoiced by Vegetation Link)	\$1,320.00
Subtotal cost ex. GST	\$3,580.00
Total cost inc. GST	\$3,938.00

To proceed with a trade, please complete and return the purchaser details form provided via email. Upon receipt of the form, we will begin the trade process. Further details of the process are in the FAQ below.

Kind regards,

Shannen Hunter
Broker – State Biodiversity Offsets

PO Box 10
Castlemaine VIC 3450
1300 VEG LINK (1300 834 546)
offsets@vegetationlink.com.au
www.vegetationlink.com.au

FAQs

What is a third party offset?

A third-party offset means securing offsets from a site owned by a landowner who manages and protects native vegetation on their land or from a credit owner with excess credits to sell. Landowners who establish these offset sites are required to:

- Enter into a Landowner Agreement for the specified offset site. A landowner agreement is in perpetuity and is binding upon the current and future landowners of the site. It permanently restricts use of the site for many purposes.
- Implement a detailed 10-year Management Plan endorsed by the DEECA Native Vegetation Offset Register to manage and improve the biodiversity values of the site.

How is the price of native vegetation offset credits (GHUs, GBEUs etc.) determined?

Credit owners set their own price for native vegetation credits. They determine the price based on numerous factors. These include but are not limited to; site establishment costs, the cost to manage the site in perpetuity (e.g., maintain fencing, control pest species), foregone use cost and administrative costs. Depending on how the site is registered, the credit fee may be paid to either DEECA or directly to the credit owner.

Further information about the work some of our landowners are doing can be found on the [Vegetation Link website](#).

What is the process after I accept the quote?

After you accept the quote and return the purchaser table, the following steps will be undertaken:

1. We will ensure the credits are still available and if necessary, submit a credit advice form for a pending trade to DEECA, to sanction the specified credits,
2. We will set up a credit trade agreement (CTA) and issue this for review and signing by the relevant parties involved. If credits are being purchased and allocated to a project simultaneously, we will include this within the documentation issued to you,
3. Once signed by all parties, we will submit the executed documentation to the relevant entity for invoicing. Invoices will be issued for the fees listed in the quotation. We will send you two invoices, one for the broker fee (payable within 14 days from the date of issue), invoiced by Vegetation Link and one for the credit fee (payable within 28 days from the date of issue), to be paid to DEECA or the Credit Owner. We recommend providing remittances for all your payments,
4. Once payments are received, the Native Vegetation Offset Register (NVOR) will issue the allocated credit extract/s, or purchased credit statement/s to Vegetation Link, which will then be sent to the appropriate recipients. A copy of the executed CTA will also be issued, as evidence that you have purchased the offset.

Generally, the process from quote acceptance to having evidence of purchased (and allocated) credits takes between 2-5 weeks from receipt of a completed Purchaser Details form. This is dependent on a range of factors including the type of landholder agreement or credit trade agreement, organisational workflows, and turnaround times for signing and payment of invoices. We work as quickly as possible to get your credits to you within this period.

We note that you **cannot** remove vegetation until you have been given permission by the Responsible Authority (usually the council that has issued a permit).

PO Box 10
Castlemaine VIC 3450
1300 VEG LINK (1300 834 546)
offsets@vegetationlink.com.au
www.vegetationlink.com.au

What happens if I don't have a permit yet?

When people are buying credits before a permit is issued, the following three options are most common:

- You can purchase offsets before the planning permit is available, and then subsequently request that the offsets be allocated to the permit once it becomes available. This will incur an additional \$250 fee for Vegetation Link to facilitate this process. When considering this option, it is important to realise that your estimated offset requirements may be different than the actual permit requirements, which may result in additional costs.
- You can wait for the planning permit to be approved first and then request a quote to meet the requirements of the permit. Should credits be available, you can then start the offset purchase process. We then use the planning permit number for allocating the credits. Allocating credits to the permit is evidence that the offsets have been purchased and that the condition on the permit has been met.
- You can request a quote to confirm availability and to get an idea of the cost of your requirements before you apply for a permit. Once a planning permit has been issued, you can then request an updated quote. It is at this point that you can then go through the offset purchase process.

We cannot guarantee credit availability until a) contracts are executed, or b) credits have been held via a pending trade lodged with DEECA Native Vegetation Offset Register.

We cannot guarantee prices until a) a quote has been accepted within 14 days, and b) a Credit Trading Agreement is signed within 30 days, and c) the invoice for the credit fee is paid within 28 days of the date the invoice is issued.

If I sign the CTA, does that mean I MUST pay for the credits?

Yes, you have entered into an agreement to pay for the offset credits therein and are required to pay for those credits. The credits must be paid for within 28 days of the date of the invoice. The broker fee (invoiced by Vegetation Link) must be paid within 14 days from the date of issue.

Can Vegetation Link hold the credits for me, as I want to pay later?

Vegetation Link are unable to hold credits for later payment. Please also see 'What happens if I don't have a permit yet?' above.

For further information, see [our website](#), the [DEECA website](#) or call us any time on 1300 834 546.

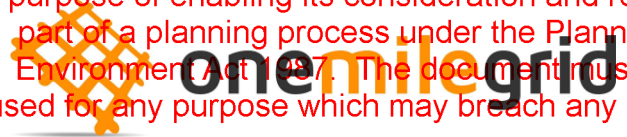
ⁱ Fees are inclusive of the NVOR transfer and allocation fees when an allocation is done at the time of purchase.

Social Impact Comment – 93 Lucknow Street, East Bairnsdale

Discussion Point	Response*	Areas to address	Sources of Information	Comment
Will the proposal be likely to give rise to a significant increase in the population demographics of the local area?	The proposal is seeking the development of a multi lot residential subdivision with a total of 34 lots. East Bairnsdale is a growing residential area and is within a suitable distance to services and facilities offered by Bairnsdale. The proposed subdivision will result in a density of housing that is consistent with the surrounding development and appropriate for the area. The proposed subdivision will not result in a significant increase in the population demographics of the local area.	<ul style="list-style-type: none"> - Current demographic information - Estimate of population increase 	<ul style="list-style-type: none"> - Australian Bureau of Statistics Website - East Gippsland Shire Council website (Community Profile Data) 	<p>According to the 2021 Census data (abs.gov.au), the population of East Bairnsdale was recorded at 1,352 with a median age of 45 years. Of the population, 47.2% were male and 52.8% were female, comprising a total of 342 families.</p> <p>The overall population of Bairnsdale (excluding East Bairnsdale, Wy Yung, and Eastwood) is approximately 7,509. The proposal seeks approval for a total of 34 residential lots. When viewed in the context of greater Bairnsdale and its surrounding suburbs, including Wy Yung, East Bairnsdale, Eastwood and Lucknow the scale of the proposal is insignificant and is not expected to noticeably affect the population demographics of the area.</p>
Will the proposal benefit or disadvantage any particular population cohort or group in the community?	There is no evidence to indicate that the proposal will disadvantage any specific population group within the community. With available land in the area, the proposed subdivision is expected to positively contribute to the community by providing an additional 34 allotments.	<ul style="list-style-type: none"> - Current demographic information - Support service data 	<ul style="list-style-type: none"> - Australian Bureau of Statistics Website - East Gippsland Shire Council website (Community Profile Data) 	East Bairnsdale has suitable access to the full range of services and facilities offered by Bairnsdale. The proposed subdivision will not have any disadvantages, rather it will benefit the community by providing additional residential allotments within a suitable location.

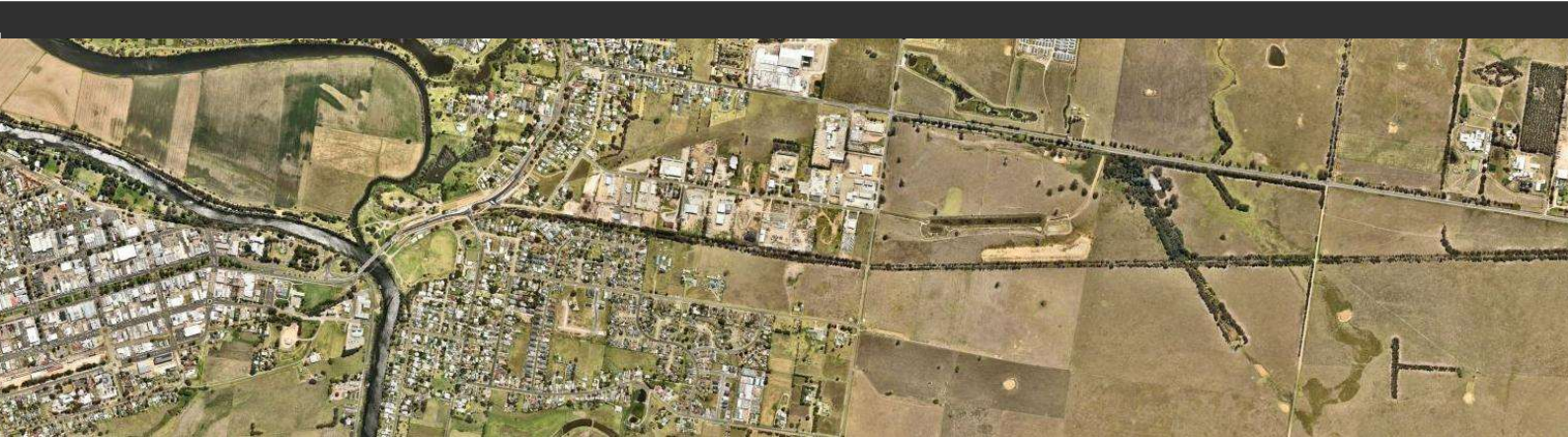
Will the proposal be likely to give rise to increase employment opportunities in the local area?	Given the proposal involves creating 34 allotments, it will generate additional employment opportunities during both the subdivision works and the later development of the allotments.	<ul style="list-style-type: none"> - Current Employment profile - Estimate of areas and quantum of potential employment 	<ul style="list-style-type: none"> - Australian Bureau of Statistics Website - Dept of Employment Education and Workplace Relations http://www.deewr.gov.au/lmip - East Gippsland Shire Council website (Community Profile Data) - Local business owners 	Bairnsdale already offers a range of employment opportunities however, creating additional jobs is a positive outcome that supports local economic growth. The subdivision and future development of the 34 allotments will generate short-term construction employment and deliver long-term housing to meet community needs.
Will the proposal have a significant impact on the existing stock in the local area, particularly affordable housing?	The proposal will create 34 vacant residential lots that can be developed with a dwelling in the future. It is not expected to negatively affect housing affordability or the existing supply of residential dwellings in East Bairnsdale.	<ul style="list-style-type: none"> - Current and projected local housing profile. 	<ul style="list-style-type: none"> - Local information from real estate agencies - East Gippsland Shire Council website - Building approval data 	According to the 2021 Census, East Bairnsdale contains 635 private dwellings. The proposed subdivision is not expected to affect housing affordability in the area instead, the additional lots will help meet community needs given the limited supply of vacant residential land. Current evidence shows a strong and continuing demand for developable residential allotments. A review of nearby subdivisions, along with data from the East Gippsland Housing and Settlement Strategy, supports the conclusion that the proposal is appropriate and will not adversely impact existing housing stock. Strong sales in the adjoining subdivision further demonstrate demand for this style of residential allotment.
Will the proposal have an impact on current social, recreational or community	The proposal is not expected to detrimentally impact current social, recreational or community infrastructure within the area.	<ul style="list-style-type: none"> - Current social, community and recreational infrastructure. 	<ul style="list-style-type: none"> - Local information from schools, recreation committees, community 	The existing level of services and infrastructure is adequate to support the proposed subdivision and future residential development.

infrastructure in the local area?	A range of community and recreational facilities are within a walkable distance of the proposed subdivision and is considered sufficient to support the anticipated increase in residential population.	- Estimated increases in the demand for social, community and recreational infrastructure.	organisations, health and service agencies.	Footpaths in the area provide a pedestrian link to other services offered by Bairnsdale. The site is within proximity to Howitt Park offering a range of recreational facilities. Additionally public transport is within proximity to the site offering transport to alternative recreation services available in Bairnsdale and surrounds.
Will the proposal create increased or decreased risk for occupants or pedestrians within the development or its surrounding area?	The proposed subdivision has addressed any potential risks within the planning permit application. No significant social risks are anticipated as a result of the proposed multi lot residential subdivision. The existing road network is capable of supporting the additional allotments and the subdivision is not expected to create any adverse impacts for current residents of East Bairnsdale.	- Transport and public safety.	- Local school and public transport providers - Department of Transport. - East Gippsland Shire Council. - Local residents.	The existing facilities and services in East Bairnsdale are adequate to support residential growth of this scale. The proposed multi-lot subdivision is not expected to create safety concerns and will be delivered to a high standard, ensuring no adverse effects on surrounding residential areas. Overall, the subdivision is unlikely to have a negative impact on East Bairnsdale. Its design supports future residential development that encourages social interaction, inclusion and passive surveillance.



93 Lucknow Street, East Bairnsdale

Transport Impact Assessment



250694TIA001A-F.docx

13 November 2025

onemilegrid

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COLLINGWOOD, VIC 3066
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Prepared by	LMH	Reviewed by	JS

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APPENDICES

APPENDIX A SWEEP PATH DIAGRAMS

1 INTRODUCTION

onemilegrid has been requested by [Mickson Property Group](#) to undertake a Transport Impact Assessment of the proposed residential subdivision at 93 Lucknow Street, East Bairnsdale.

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

2 EXISTING CONDITIONS

2.1 Site Location

The [subject site](#) is addressed as 93 Lucknow Street, East Bairnsdale, and is located on the north side of Lucknow Street as shown in Figure 1.

Figure 1 Site Location



Source: OpenStreetMap

The site is currently largely unoccupied, with a single dwelling in the south-east corner. Vehicle access to the dwelling is provided via a crossover to Lucknow Street at the east of the frontage, with vehicle access to the remainder of the site provided via a crossover to Lucknow Street located generally centrally along the frontage.

Land use in the immediate vicinity of the site generally comprises low density residential land, green wedge land, with standard density residential land to the south-west, and includes the East Gippsland Rail Trail and industrial land uses to the north.

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

Figure 2 Site Context (1 February 2025)



Copyright Nearmap

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

A map showing the subject site, which is a rectangular parcel outlined in orange. The site is located in a pink-shaded area. Surrounding the site are various zoning districts: IN1Z (orange) to the north, PPRZ (green) to the east, GRZ1 (pink) to the west, and RLZ3 (orange) to the south. The site is bounded by Lucknow Street to the south and Phillips Lane to the east. A cross-hatched area is visible to the west of the site. A callout box points to the site with the text "Subject Site".

2.3 Road Network

2.3.1 Lucknow Street

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

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

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

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

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

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

Figure 4 Lucknow Street, looking west (left) and east (right)



Copyright Google (Image date: May 2025)

2.3.2 Humphrey Street

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

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

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

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

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

The cross-section of Humphrey Street at the frontage of the site is shown in Figure 5.

Figure 5 Humphrey Street, looking south from Lucknow Street



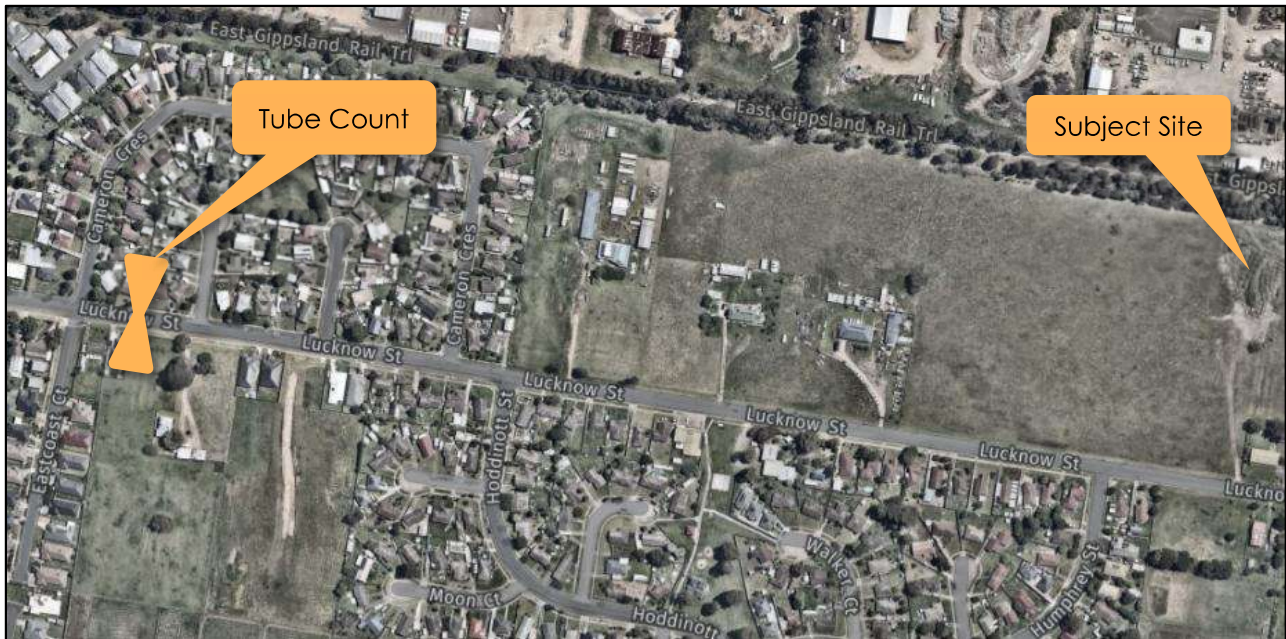
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2.4 Traffic Volumes

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

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

Figure 6 Traffic Survey Locations – Tube Counts



Copyright Nearmap

Table 1 Traffic Volume and Speed Surveys

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

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

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

2.5 Sustainable Transport

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

Figure 7 Public Transport Provision

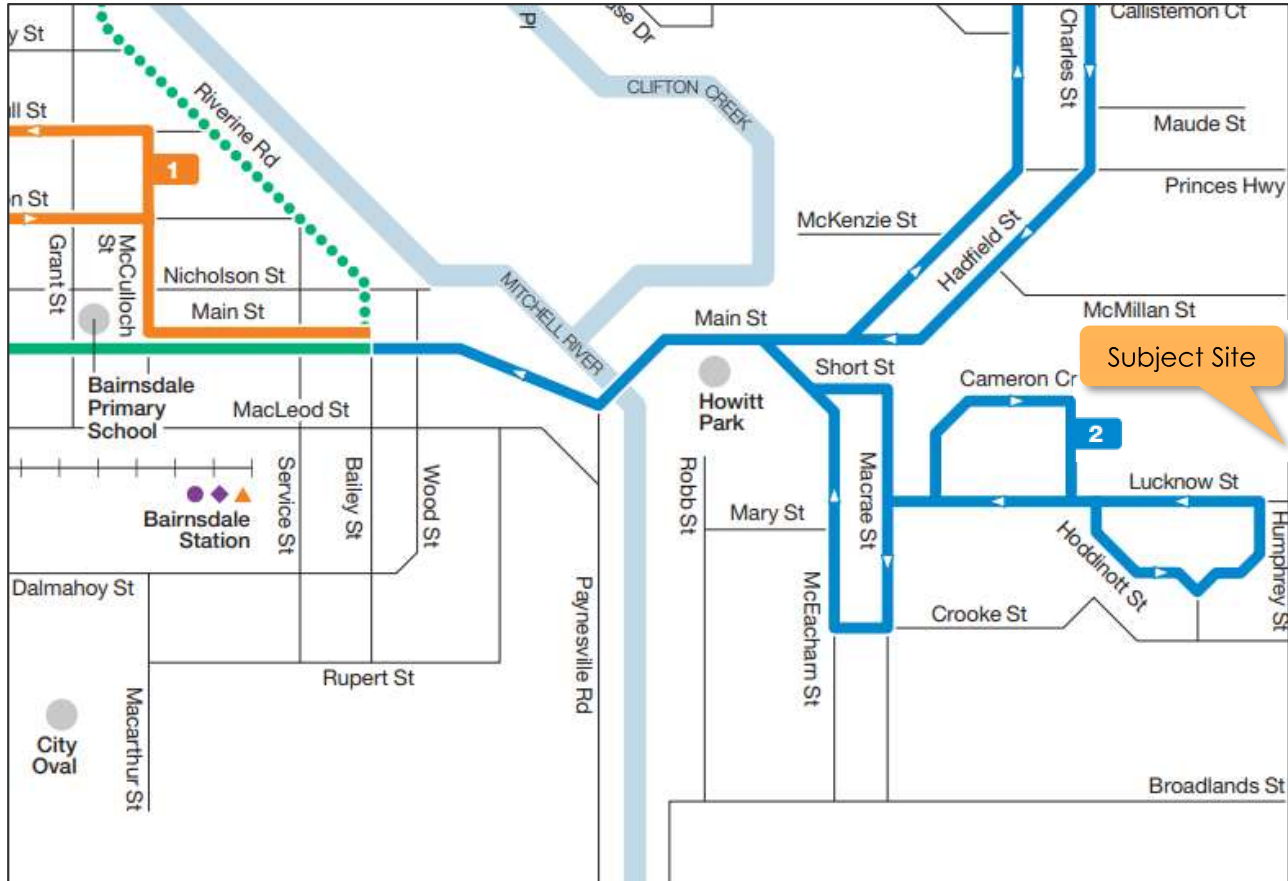


Table 2 Public Transport Provision

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

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

Bairnsdale Railway Station is located approximately 2.8 km from the site and provides V/Line train services, linking with metropolitan services at Pakenham.

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

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

3 EAST BAIRNSDALE / LUCKNOW PRECINCT STRUCTURE PLAN

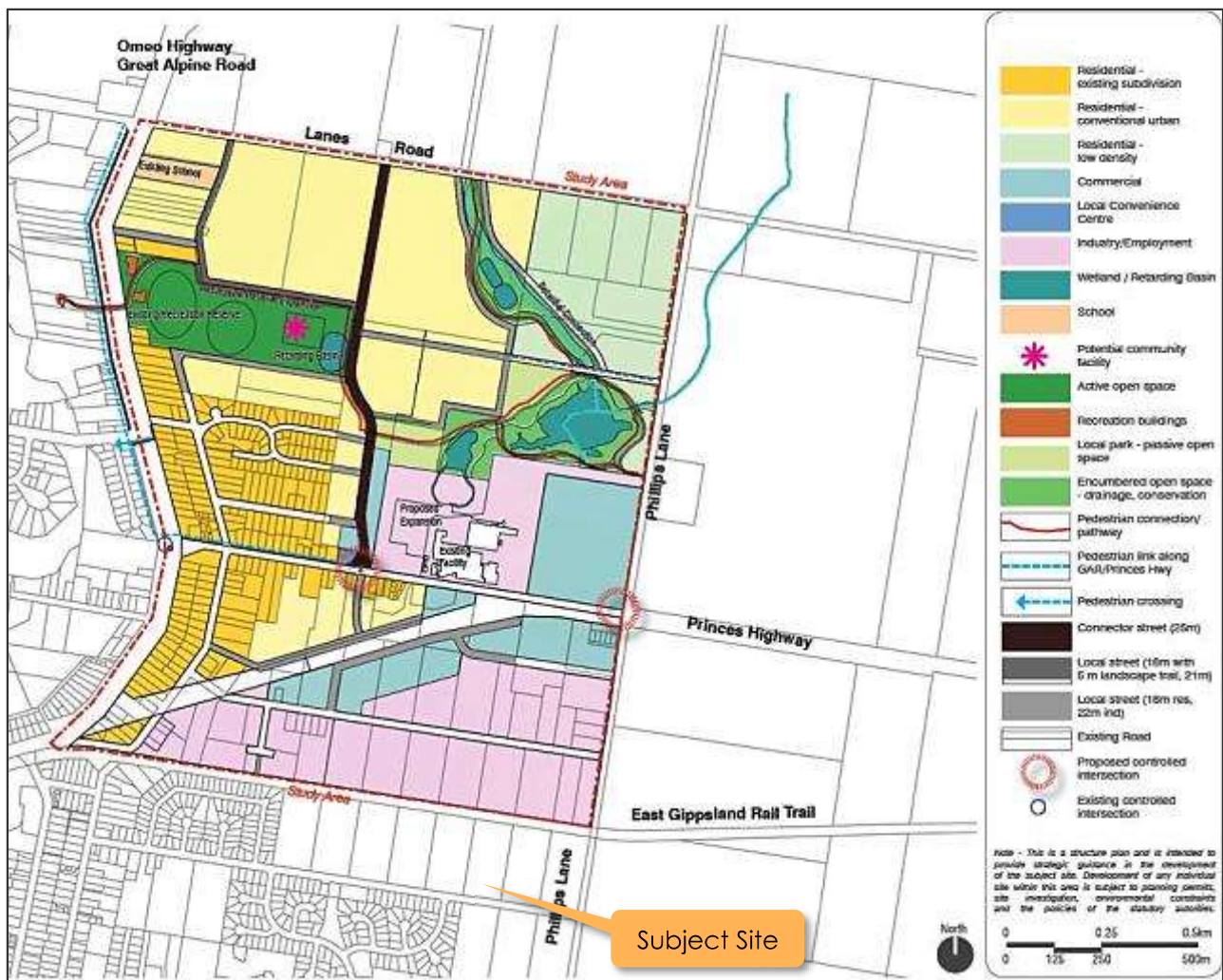
The subject site is located to the south of the East Bairnsdale/Lucknow Precinct Structure Plan (PSP) area. The PSP was prepared by Echelon Planning and East Gippsland Shire Council.

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

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

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

Figure 8 East Bairnsdale/Lucknow PSP



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

4 ADJACENT SITE APPROVALS

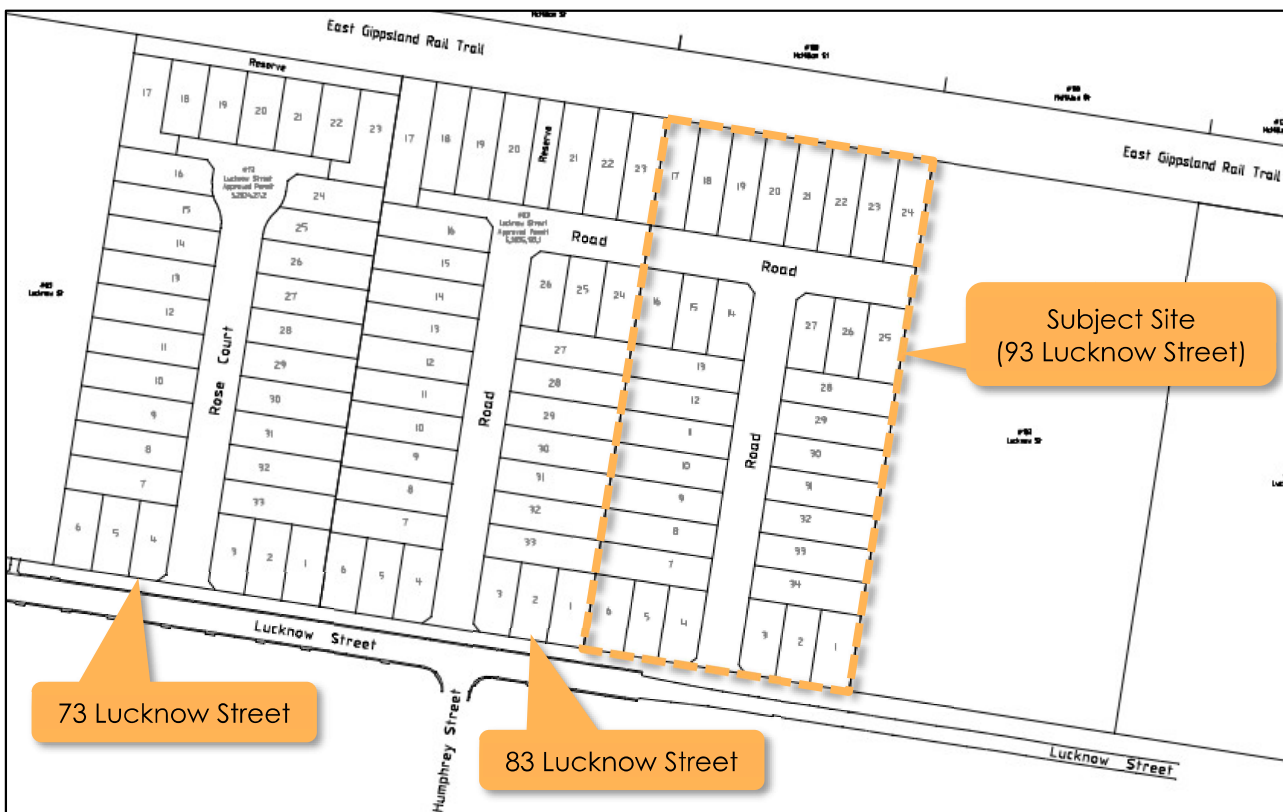
Planning Permits have been approved for the adjacent site addressed 83 Lucknow Street (Permit No. 5.2025.132.1), and the site addressed 73 Lucknow Street (Permit No. 5.2024.27.2).

The site addressed 83 Lucknow Street is permitted to be development for the purposes of a residential subdivision comprising 33 lots and an internal road. The internal road extends to the east boundary in the north-east of the site, at the interface with the subject site. The internal road was approved with a total road reserve of 16 m, including a 7.3 m carriageway, 4.35 m verges, and a 1.5 m footpath on the east side of the road, connecting to the existing footpath on the south side of Lucknow Street via 73 Lucknow Street. The extended driveways at the north of the site were approved with a road reserve of 7 m, including a 6 m carriageway.

The site addressed 73 Lucknow Street is permitted to be development for the purposes of a residential subdivision comprising 33 lots and an internal road. The internal road ends in a court bowl, with access to the northern lots provided via the court bowl, or extended driveways connecting to the court bowl. The internal road was approved with a total road reserve of 16 m, including a 7.3 m carriageway, 4.35 m verges, and a 1.5 m footpath on both sides of the road, connecting to the existing footpath on the south side of Lucknow Street. The extended driveways at the north of the site were approved with a road reserve of 7.3 m, including a 6 m carriageway, and the court bowl was approved with a 10 m radius.

A masterplan for the approved and proposed sites is provided in Figure 9.

Figure 9 73-93 Lucknow Street Masterplan



5 DEVELOPMENT PROPOSAL

It is proposed to subdivide the site for the purposes of residential development comprising 34 lots, as shown in Figure 1.

The lots are proposed to be accessed via internal roads which are 16m in width, comprised of a 7.3m carriageway and a 4.35m verge on either side of the roadway. A 1.5m wide footpath is proposed on one side of the road, which connects to the footpath on the south side of Lucknow Street via 73 Lucknow Street (this is consistent with the approved adjacent development). The internal roads are proposed to connect between Lucknow Street, the approved road within 83 Lucknow Street, and the north-east boundary of the site, allowing for connection to the adjacent 103 Lucknow Street lot in the future. The proposed roadway width allows for two-way access, or one-way access with vehicles parked on both sides of the street.

Figure 10 Site Layout



6 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT

6.1 General

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

6.2 East Gippsland Planning Scheme – Clause 56

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

6.2.1 Clause 56.06-2, Walking and Cycling Network Objectives

Standard C15

The walking and cycling network should be designed to:

- *Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.*
- *Link to any existing pedestrian and cycling networks.*
- *Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.*
- *Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces.*
- *Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.*
- *Ensure safe street and road crossings including the provision of traffic controls where required.*
- *Provide an appropriate level of priority for pedestrians and cyclists.*
- *Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.*
- *Be accessible to people with disabilities.*

The proposed development includes a footpath on one side of the internal roads.

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

All roads and paths are provided with natural surveillance.

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

6.2.2 Clause 56.06-3, Public Transport Network Objectives

Standard C16

The public transport network should be designed to:

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

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

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

6.2.3 Clause 56.06-4, Neighbourhood Street Network Objective

Standard C17

The neighbourhood street network must:

- Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle paths, footpaths and public transport routes.
- Provide clear physical distinctions between arterial roads and neighbourhood street types.
- Comply with the Roads Corporation's arterial road access management policies.
- Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.
- Provide safe and efficient access to activity centres for commercial and freight vehicles.
- Provide safe and efficient access to all lots for service and emergency vehicles.
- Provide safe movement for all vehicles.
- Incorporate any necessary traffic control measures and traffic management infrastructure.

The neighbourhood street network should be designed to:

- Implement any relevant transport strategy, plan or policy for the area set out in this scheme.
- Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.
- Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.
- Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.
- Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.
- Provide an appropriate level of local traffic dispersal.
- Indicate the appropriate street type.
- Provide a speed environment that is appropriate to the street type.

- Provide a street environment that appropriately manages movement (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).
- Encourage appropriate and safe pedestrian, cyclist and driver behaviour.
- Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.
- Minimise the provision of culs-de-sac.
- Provide for service and emergency vehicles to safely turn at the end of a dead-end street.
- Facilitate solar orientation of lots.
- Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.
- Contribute to the area's character and identity.
- Take account of any identified significant features.

The proposed road network includes connectivity to Lucknow Street with a clear road hierarchy therefore, the proposed road network has been designed in consideration of the objectives of Clause 56.06-4.

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

Standard C18

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

- Be part of a comprehensive design of the road or street reservation.
- Be continuous and connect.
- Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.
- Accommodate projected user volumes and mix.
- Meet the requirements of Table C1.
- Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound.
- Provide appropriate signage.
- Be constructed to allow access to lots without damage to the footpath or shared path surfaces.
- Be constructed with a durable, non-skid surface.
- Be of a quality and durability to ensure:
 - ✦ Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.
 - ✦ Discharge of urban run-off.
 - ✦ Preservation of all-weather access.
 - ✦ Maintenance of a reasonable, comfortable riding quality.
 - ✦ A minimum 20 year life span.
- Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.

The proposal includes a footpath along one side of the internal road.

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

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

6.2.5 Clause 56.06-6, Public Transport Network Detail Objectives

Standard C19

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

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

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

Bus and tram stops should have:

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

The road network has not been designed to cater for a public transport route, therefore the requirements of Clause 56.06-6 do not apply.

6.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective

Standard C20

The design of streets and roads should:

- *Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.*
- *Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.*
- *Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.*
- *Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.*
- *Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.*
- *Provide a safe environment for all street users applying speed control measures where appropriate.*
- *Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.*
- *Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.*
- *Ensure streets are of sufficient strength to:*
 - ✦ *Enable the carriage of vehicles.*
 - ✦ *Avoid damage by construction vehicles and equipment.*
- *Ensure street pavements are of sufficient quality and durability for the:*
 - ✦ *Safe passage of pedestrians, cyclists and vehicles.*
 - ✦ *Discharge of urban run-off.*
 - ✦ *Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.*

- Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.
- Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.
- Provide pavement edges, kerbs, channel and crossover details designed to:
 - ✦ Perform the required integrated water management functions.
 - ✦ Delineate the edge of the carriageway for all street users.
 - ✦ Provide efficient and comfortable access to abutting lots at appropriate locations.
 - ✦ Contribute to streetscape design.
- Provide for the safe and efficient collection of waste and recycling materials from lots.
- Be accessible to people with disabilities.
- Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.

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

- The street hierarchy and typical cross-sections for all street types.
- Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.
- Water sensitive urban design features.
- Location and species of proposed street trees and other vegetation.
- Location of existing vegetation to be retained and proposed treatment to ensure its health.
- Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.

Table 3 Design of Roads and Neighbourhood Streets – Table C1

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

The proposed internal road is provided with appropriate splays on the corner of the Lucknow Street intersection. The proposed road cross-section is generally in accordance with an Access Street Level 2 in Table C1 of the Planning Scheme, providing a 7.3 m carriageway within a 16 m road reserve, though with a footpath on one side of the internal streets.

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

Swept paths have been prepared, and are provided within Appendix A demonstrating a waste truck and a CFA vehicle circulating the internal road and site access with appropriate clearances.

6.2.7 Clause 56.06-8, Lot Access Objective

Standard C21

Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.

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

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

No lots are provided with direct access to an arterial road.

Additionally, no lots are less than 300 m² in area and all lots have a frontage of greater than 7.5 m, and therefore access via the frontage road is considered to be appropriate.

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

6.3 Infrastructure Design Manual

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

The manual provides cross-sectional requirements for rural and urban roads, with the relevant requirements to the subject site reproduced in Table 4.

Table 4 IDM Road Cross-Sectional Requirements – Urban Roads

Road Type	Max. Traffic Volumes (veh/day)	Carriageway Width	Min. Reserve	Min. Verge Width	Parking	Pedestrian / Cycle Provision
Access Lane	0 - 300	5.5 m	N/A	N/A	Yes (x1)	No footpath No cycles
Access Place	0 - 300	6.0 m	14.0 m	3.5 m	Yes (x1)	Footpath x2 No cycles
Access Street	0 - 2,500	7.3 m	16.0 m	3.5 m	Yes (x2)	Footpath x2 No cycles
Collector Street Level 1	2,500 - 6,000	11.6 m	24.0 m	6.0 m	Yes (x2)	Shared path x2
Collector Street Level 2	6,000 – 12,000	2 x 7.0 m + 6 m median	34.0 m	6.0 m	Yes (x2)	Footpath x2 Shared path x2
Court Bowl (Residential)	N/A	10.0 m radius	28.0 m	3.5 m	N/A	Footpath x2 No cycles
Commercial Street	N/A	22.0 m	32.3 m	5.0 m	Yes (x2)	Footpath x2
Industrial Street	N/A	12.5 m	25.0 m	6.0 m	Yes (x2)	Footpath x2 No cycles
Court Bowl (Industrial)	N/A	15.0 m radius	37.0 m	3.5 m	N/A	Footpath x2 No cycles

The proposed road cross-sections are designed in accordance with the requirements for an Access Street, albeit with a footpath on one side of the road, and are therefore considered to be acceptable.

7 TRAFFIC

7.1 Traffic Generation

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

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

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

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

Table 5 Anticipated Traffic Generation

Component	Number of Lots	Daily Traffic Generation	Peak Hour Traffic Generation
Proposed Lots	34	306	31

7.2 Traffic Distribution

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

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

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

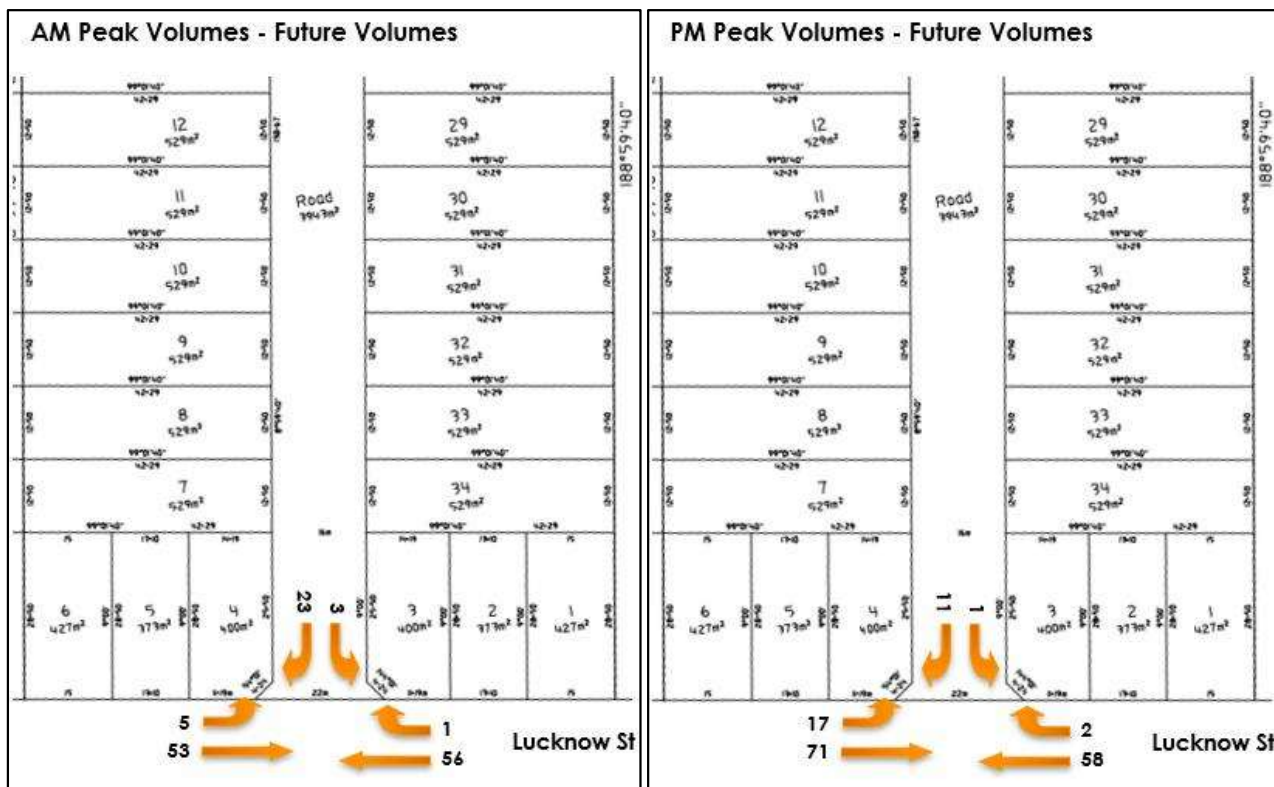
Furthermore, it is anticipated that 90% of the generated traffic will be coming to and from the Bairnsdale town centre located to the west of the subject site.

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

Table 6 Peak Hour Traffic Generation

Component	Peak	Inbound	Outbound	Total
Proposed Lots	AM Peak	6	25	31
	PM Peak	19	12	31

Figure 11 Peak Hour Traffic Volumes



7.3 Traffic Impact

7.3.1 General

Reviewing the volumes above, it is noted that a maximum of 23 vehicle movements per hour are expected for any given movement, equivalent to a little over 1 vehicle movement every 3 minutes on average. The traffic volumes generated by the proposed development are very low, and are expected to be easily absorbed into the surrounding road network.

7.3.2 Lucknow Street

With regard to Lucknow Street, the traffic generated by the site is expected to bring the weekday traffic volumes to just under 1,800 vehicles per day, which is still well within the capacity of an urban link road (collector road).

7.3.3 Lucknow Street / Internal Road Intersection

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

Following the upgrade of Lucknow Street along the site frontage, the kerbside lanes on Lucknow Street will enable the proposed intersection to be constructed with basic left and right turn treatments, consistent with other local intersections in the area.

8 CONCLUSIONS

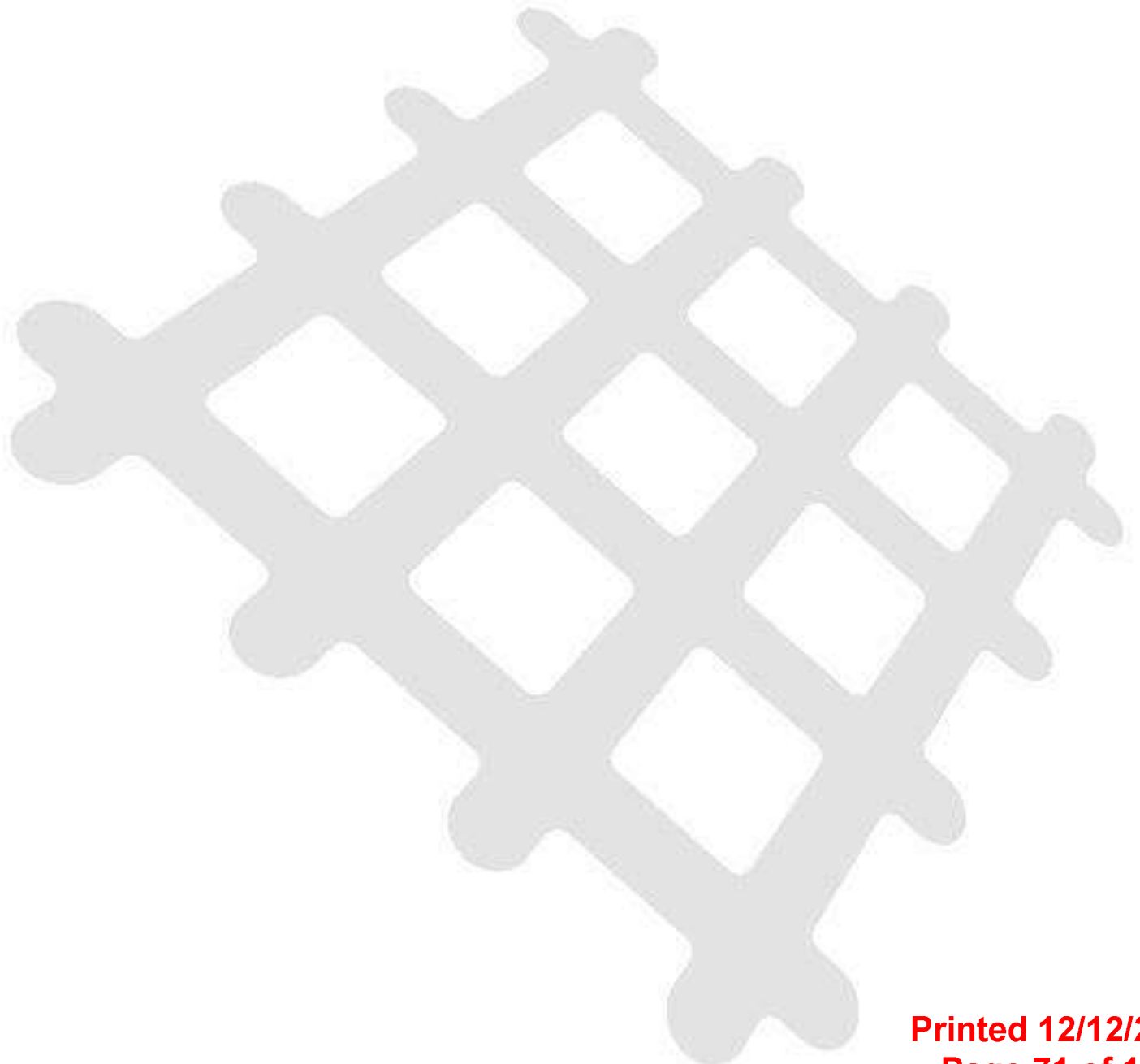
It is proposed to develop the subject site for the purposes of a residential development comprising 34 lots.

Considering the analysis presented above, it is concluded that:

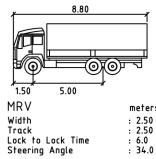
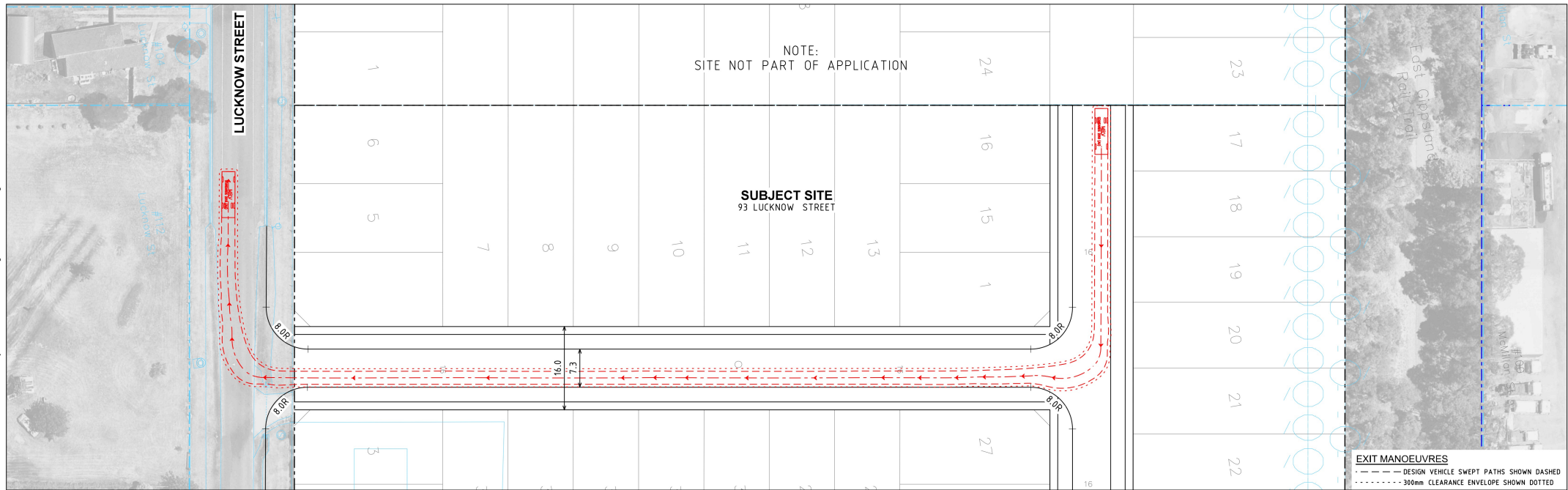
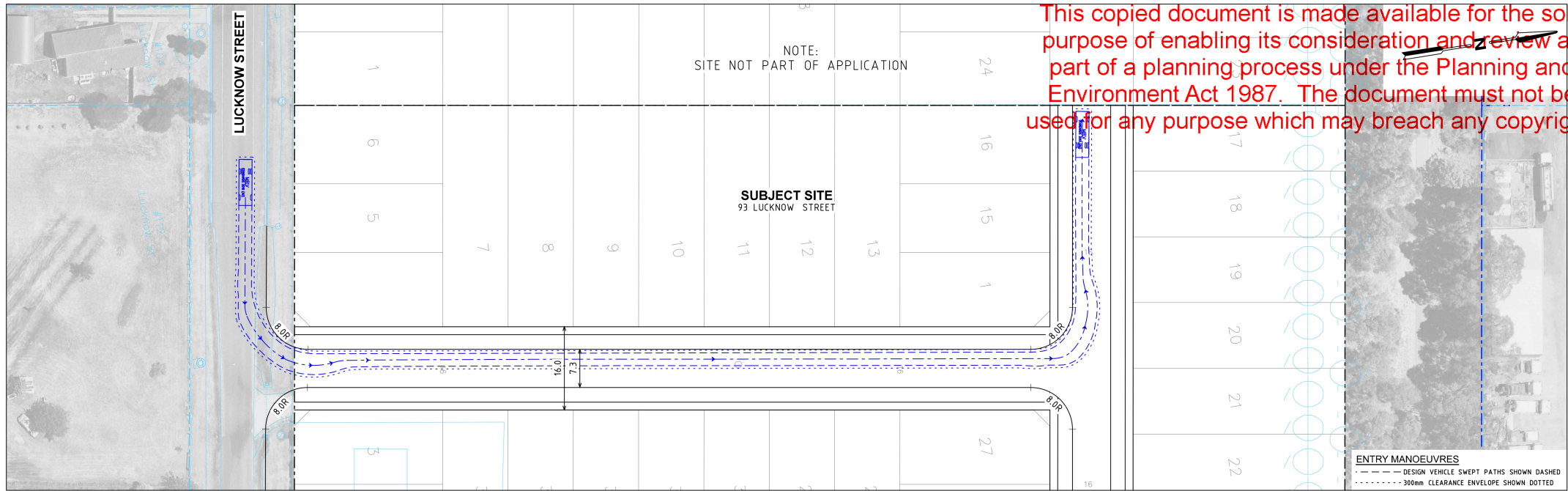
- The proposed subdivision design and internal road design is generally in accordance with Clause 56 of the Planning Scheme and the Infrastructure Design Manual;
- The site is expected to provide sufficient on-street parking for visitors between crossovers;
- The proposed development is expected to have a negligible impact on the surrounding road network when compared to the existing operation; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.



Appendix A Sweep Path Diagrams



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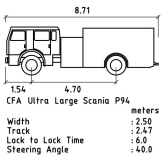
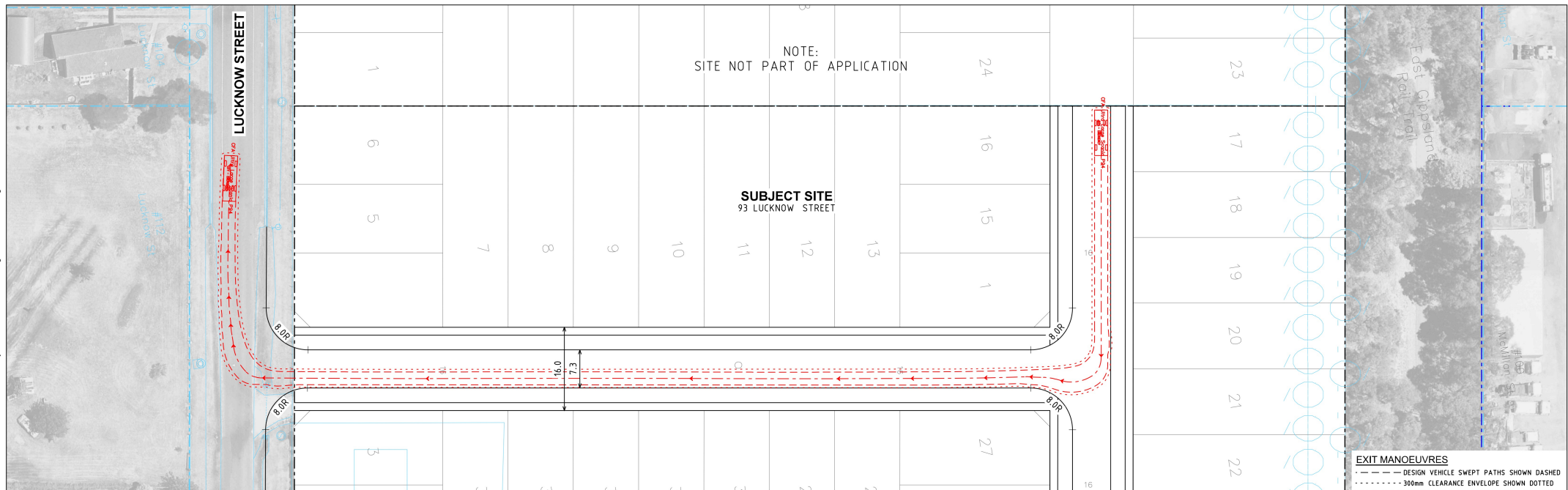
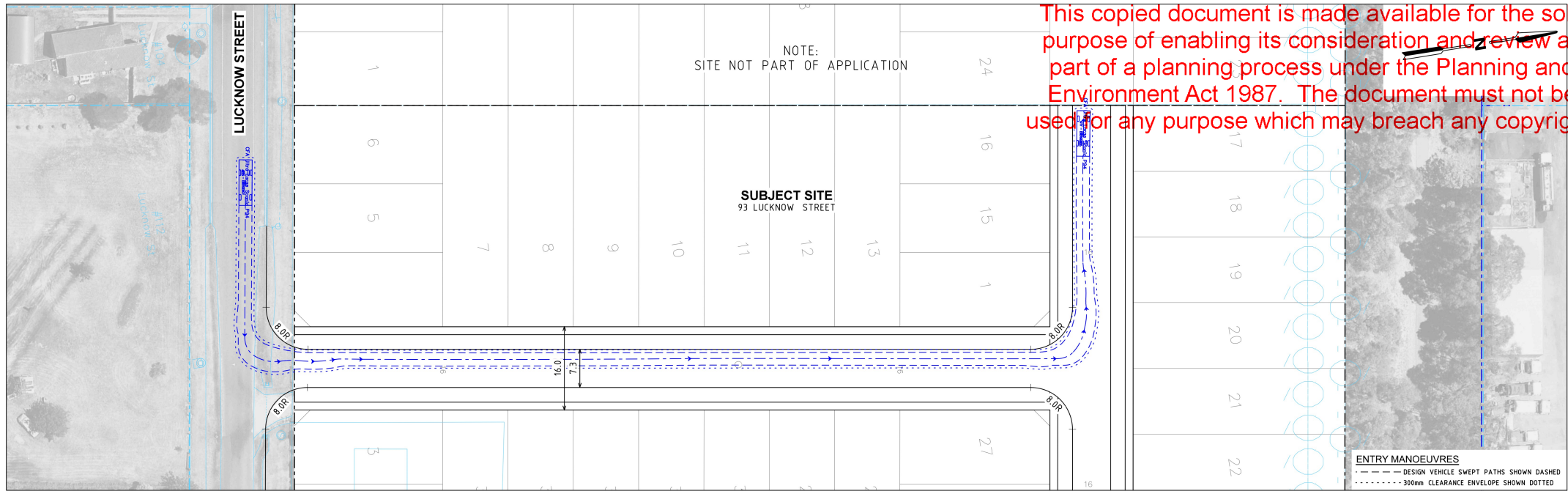


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Drawing Title
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VEHICLE SITE ACCESS AND CIRCULATING
SWEEP PATH ANALYSIS
Designed by: [Signature]
Drawn by: [Signature]
Project Number: 250684
Drawing Number: SPA100
Revision: A

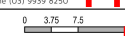
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Drawing Title
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SWEEP PATH ANALYSIS

Designed: 12/12/2025
Drawn: 12/12/2025
Project Number: 250684
Drawing Number: SPA100
Revision: A

Clause 13.02-1S Assessment

Proposed Subdivision

93 Lucknow Road, East
Bairnsdale

November 2025



Cover image: View of the property from Lucknow Road

Prepared by: Mark Potter – Risk and Emergency Planning Lead

Fire Risk Consultants Pty Ltd

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Fire Risk Consultants Pty Ltd

Date: 12/11/2025

Version: V1.0

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Any fire safety work, including but not limited to planned burning, back burning and/or fire suppression, on any property or building is specifically excluded from this report.

Where the term “Bushfire prevention and mitigation related activities” (or words to that effect) are used, this is to be defined as the clearance of vegetation in accordance with the Victorian State Government guidelines, including clearing and maintenance of existing fire breaks and/or fire access for fire fighters under electricity pylons and properties that have been constructed to Australian Standard AS3959 and/or the National Construction Code.

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1. Introduction

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

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

The development proposes to create 34 new properties with a central road from Lucknow Road. The proposed subdivision is identical to the recently approved developments to the west of the site. The development is occurring on a 2.02 hectare property that is located in the General Residential Zone.

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

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

2. Application Details

Table 1 - Application details

Municipality	East Gippsland
Address	93 Lucknow Road, East Bairnsdale (Lot 191 on LP2535)
Overlays	Not applicable
Zoning	General Residential Zone (GRZ)

3. Site Description

Table 2 - Site description

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

Existing vehicle access arrangements	Access to the existing property is from Lucknow Road.
Location of nearest fire hydrant	There are street fire hydrants in the surrounding area. These are shown in Appendix 2.

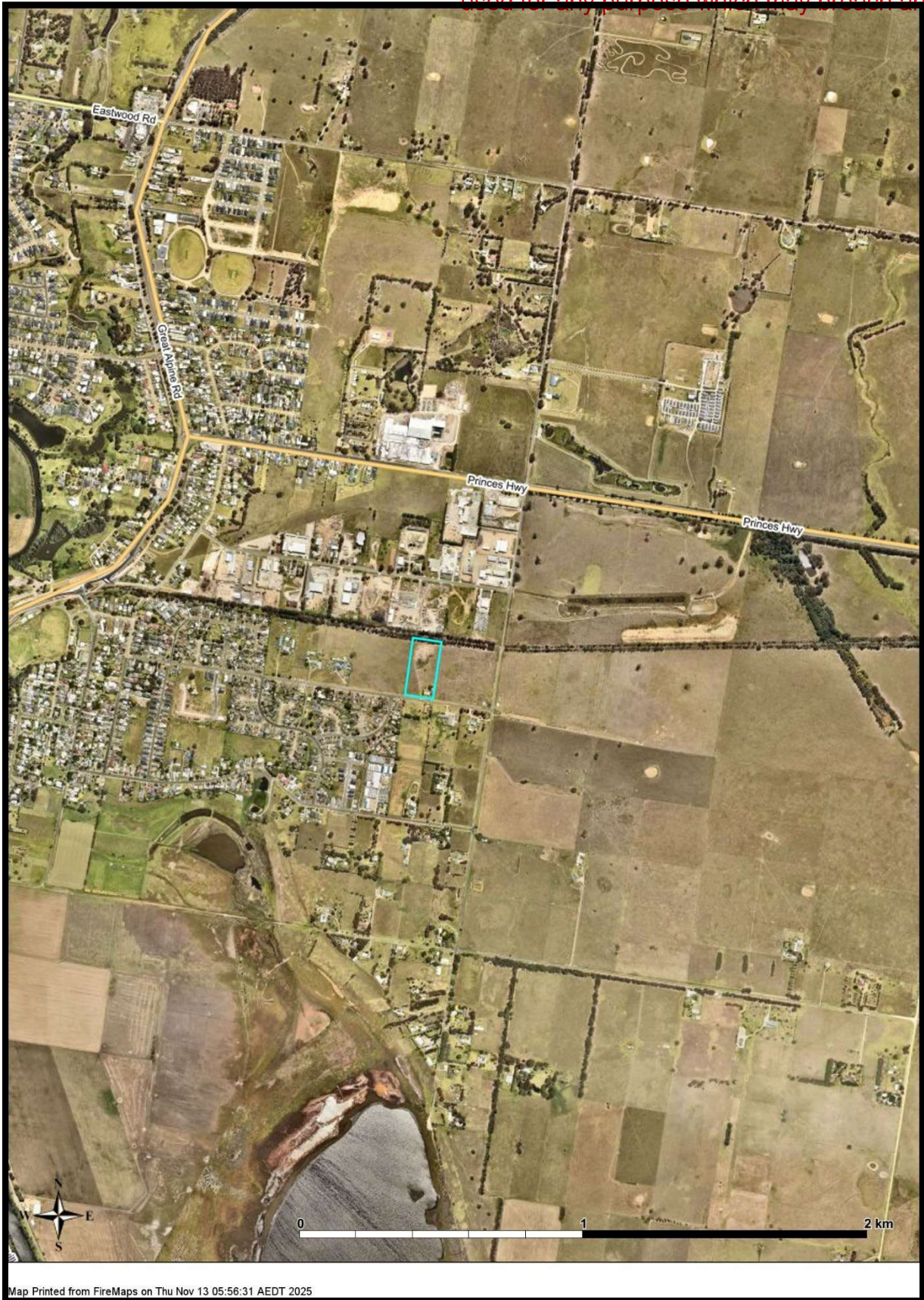


Figure 1 – Subject site and surrounding landscape.

4. Bushfire risk in south east Australia

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

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

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

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

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

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

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

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

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

5. Bushfire Hazard Assessment

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

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

In addition to this assessment, analysis of past bushfire history and the development of likely bushfire scenarios supports the response to the 'settlement planning' requirements of Clause 13.02-1S.

5.1 Bushfire History

The historical information provided by DEECA¹ indicates that bushfires have occurred in the surrounding landscape but have not impacted on this property. The closest bushfires occurred in 1965, 1978, and 1989.

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

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

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

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

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



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

5.2 Vegetation

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

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

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

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

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

5.3 Access/egress

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

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

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

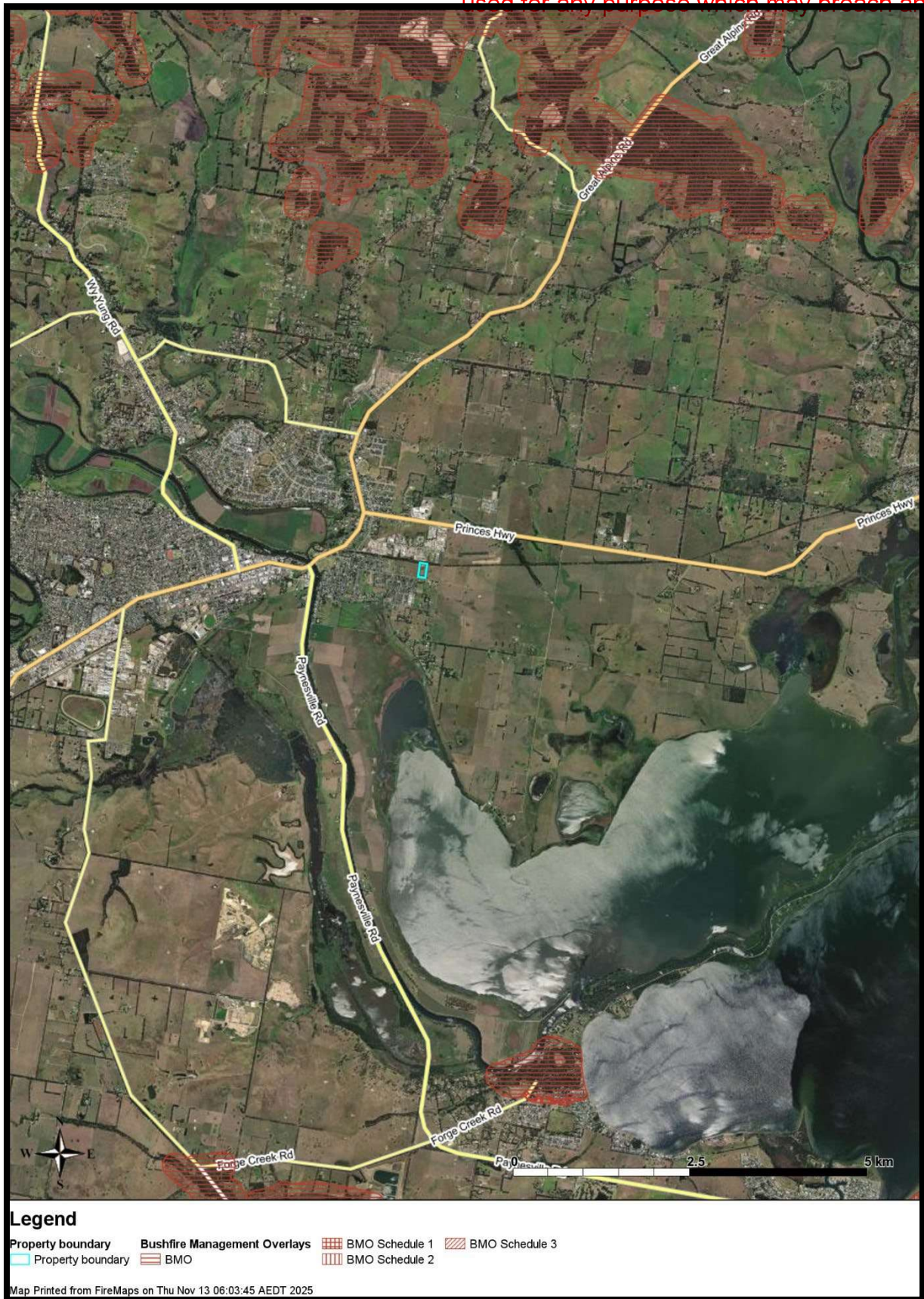


Figure 3 - Bushfire Management Overlay in relation to the proposed development site

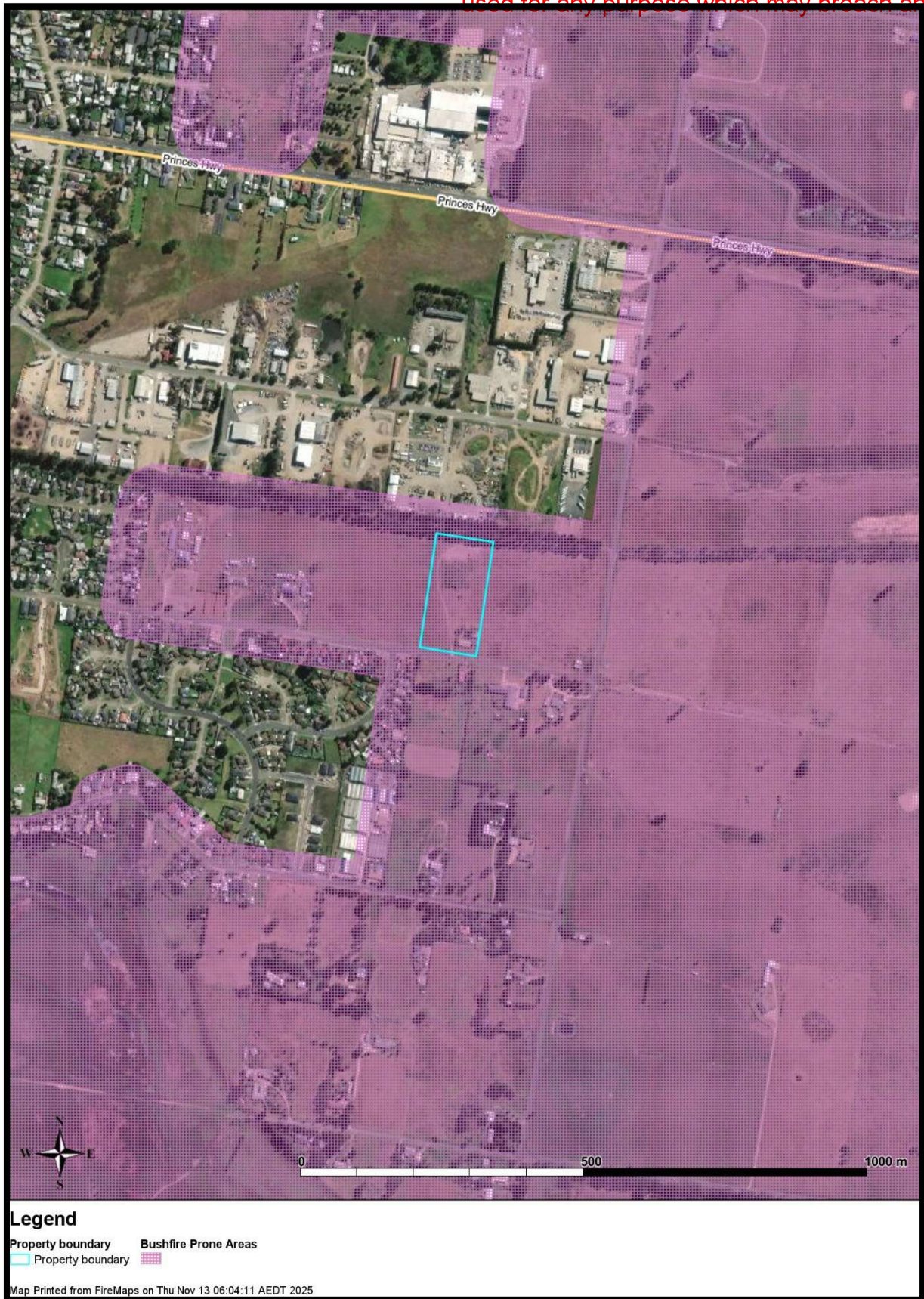


Figure 4 - Bushfire Prone Area coverage of the development site and surrounding area.

5.4 Existing bushfire risk assessments

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

- East Gippsland Municipal Fire Management Plan (MFMP) 2017 - 2020²

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

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

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

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

5.5 Likely Bushfire Scenarios

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

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

² https://assets-global.website-files.com/5f10ce18aa01d050c26b7c5e/5fb496d3a275fb6095b5670f_east_gippsland_mfmp_2017-2020_v30_-_final.pdf

Table 3 - Overview of bushfire hazard and likely scenarios

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

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

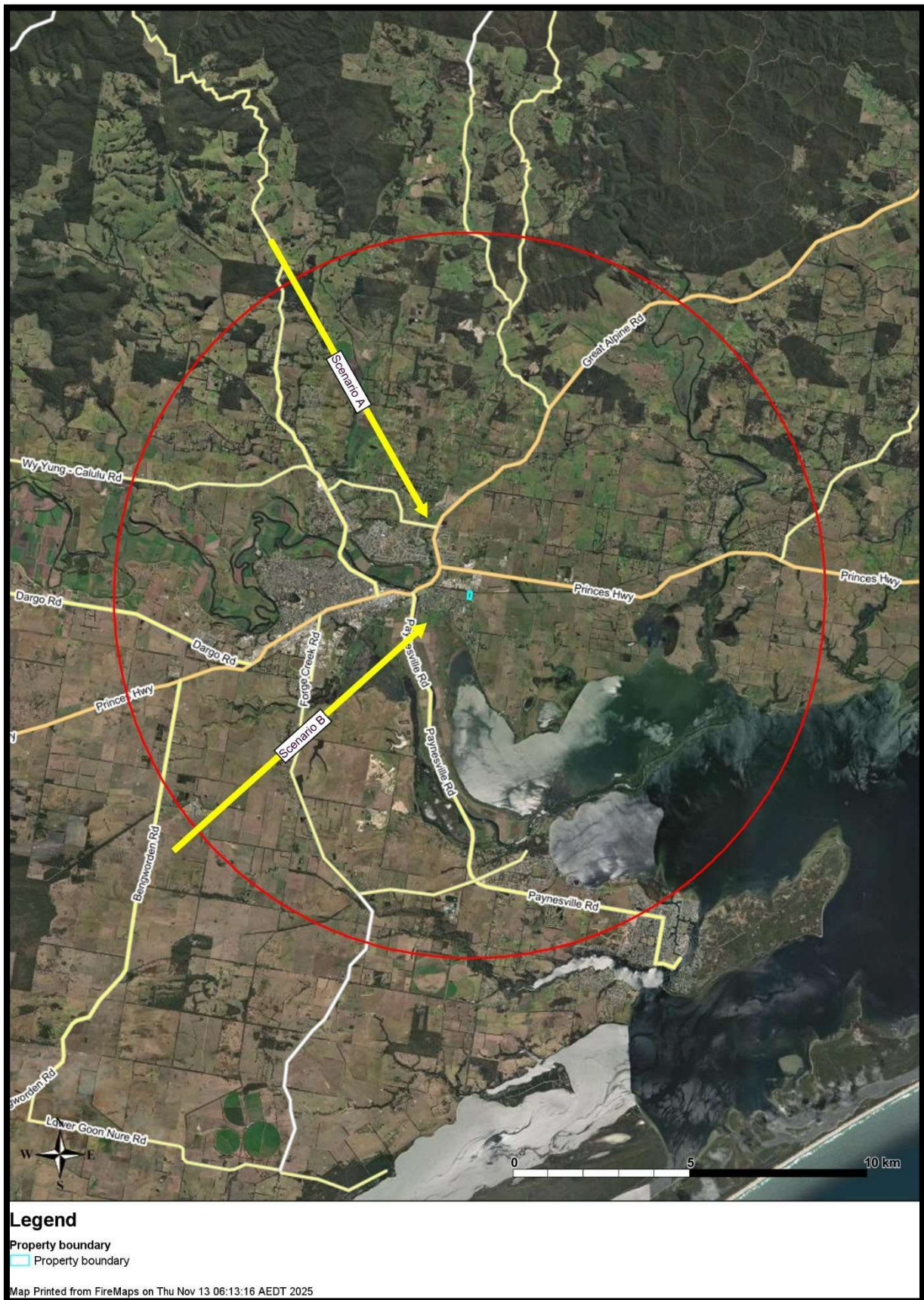


Figure 5 - 10 kilometre landscape risk analysis



Figure 6 - 1 kilometre landscape risk analysis



Figure 7 - 400 metre landscape risk analysis

The landscape risk has been assessed as Type 1. This is the lowest risk landscape and is due to the access and egress opportunities from this development and the availability of safer areas within proximity to the development.

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

6. Assessment against bushfire planning guidelines

The Victorian government has produced guidelines³ that outlines the settlement planning requirements at the bushfire interface. These guidelines have been utilised in the assessment of bushfire risk for this proposed development.

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

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

Table 4 - Response to the bushfire planning guidelines

Requirement	Design response
The bushfire hazard in directing settlement growth	<p>The bushfire hazard has been assessed and is considered very low in the immediate surrounding area. There are limited threats to this development and the surrounding landscape. Future development is likely to further reduce the landscape hazard.</p> <p>This site has been zoned for residential development and the proposed development is considered appropriate given the low bushfire hazard of the site.</p>
The distribution of land uses in the settlement	The development is consistent with the surrounding residential developments and once the Lucknow Road area is fully developed, the bushfire risk will be largely eliminated. The neighbouring lot subdivision has been approved with similar number of lots at 73 and 83 Lucknow Road.
Lot sizes in settlement layout	The Lot sizes are of sufficient size to ensure appropriate separation between dwellings.
Vegetated areas within a settlement	<p>There are no plans to revegetate within the development. The size of the properties will not result in the ability to revegetate individual properties that would cause a bushfire risk.</p> <p>Any roadside tree planting will comply with East Gippsland Shire Council Guidelines.</p>

³ Design Guidelines – Settlement Planning at the Bushfire Interface 2020, DELWP and CFA

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

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

7. Settlement Planning – Clause 13.02-1S

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

These objectives are addressed within Table 5.

Table 5 - Settlement planning objectives

Settlement Planning objective	Discussion	Achieved
Directing population growth and development to low-risk locations, being those locations assessed as having a radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009)	<p>The development has been through a Planning Scheme Amendment which supported the property to be within a General Residential Zone. This supported a reduction in property size. Once the Lucknow Road area is fully developed, the bushfire risk will largely be eliminated. The site to the west has already had a similar subdivision approved and it is anticipated that dwellings will be constructed shortly.</p> <p>This is likely going to result in the BPA being removed in the future.</p>	✓
Ensuring the availability of, and safe access to, areas assessed as a BAL-LOW rating under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009) where human life can be better protected from the effects of bushfire.	There are safer areas available within the East Bairnsdale and Bairnsdale areas which is less than a one minute drive to the west.	✓
Ensuring the bushfire risk to existing and future residents, property and community infrastructure will not increase as a result of future land use and development.	The development will not increase the bushfire risk to the future residents and any residents, property and community infrastructure in the surrounding area. The development will reduce the risk to these areas.	✓
Achieving no net increase in risk to existing and future residents, property and community infrastructure, through the implementation of bushfire protection measures and where possible reducing bushfire risk overall.	<p>This development will reduce the risk to the surrounding areas.</p> <p>There will be a net reduction in bushfire risk to the adjoining land owners and surrounding communities whilst not exposing the development occupants to increased bushfire risk.</p>	✓
Assessing and addressing the bushfire hazard posed to the settlement and the likely bushfire behaviour it will produce at a landscape, settlement, local,	The bushfire hazard has been assessed and has been identified as a very low risk from a bushfire.	✓

Settlement Planning objective	Discussion	Achieved
neighbourhood and site scale, including the potential for neighbourhood-scale destruction.	There is limited potential for neighbourhood scale destruction due to the primary vegetation within one kilometre of the development site being grassland and managed properties. The property is surrounded by managed properties and other landscape features that will reduce bushfire risk. This will likely further reduce in the future as development on Lucknow Road continues.	
Assessing alternative low risk locations for settlement growth on a regional, municipal, settlement, local and neighbourhood basis.	The assessment of the suitability of this site for development has been considered in the past and selected based on its low-risk nature. The development also further reduces the bushfire risk to the surrounding landscape.	✓
Not approving any strategic planning document, local planning policy, or planning scheme amendment that will result in the introduction or intensification of development in an area that has, or will on completion have, more than a BAL-12.5 rating under AS 3959-2009 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2009).	<p>The proposed development is not a strategic planning document, local planning policy, or planning scheme amendment.</p> <p>This development along with the proposed treatments will areas achieving less than BAL 12.5 when assessed using AS3959 <i>Construction of buildings in bushfire prone areas</i>.</p>	✓

8. Conclusion

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

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

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

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

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

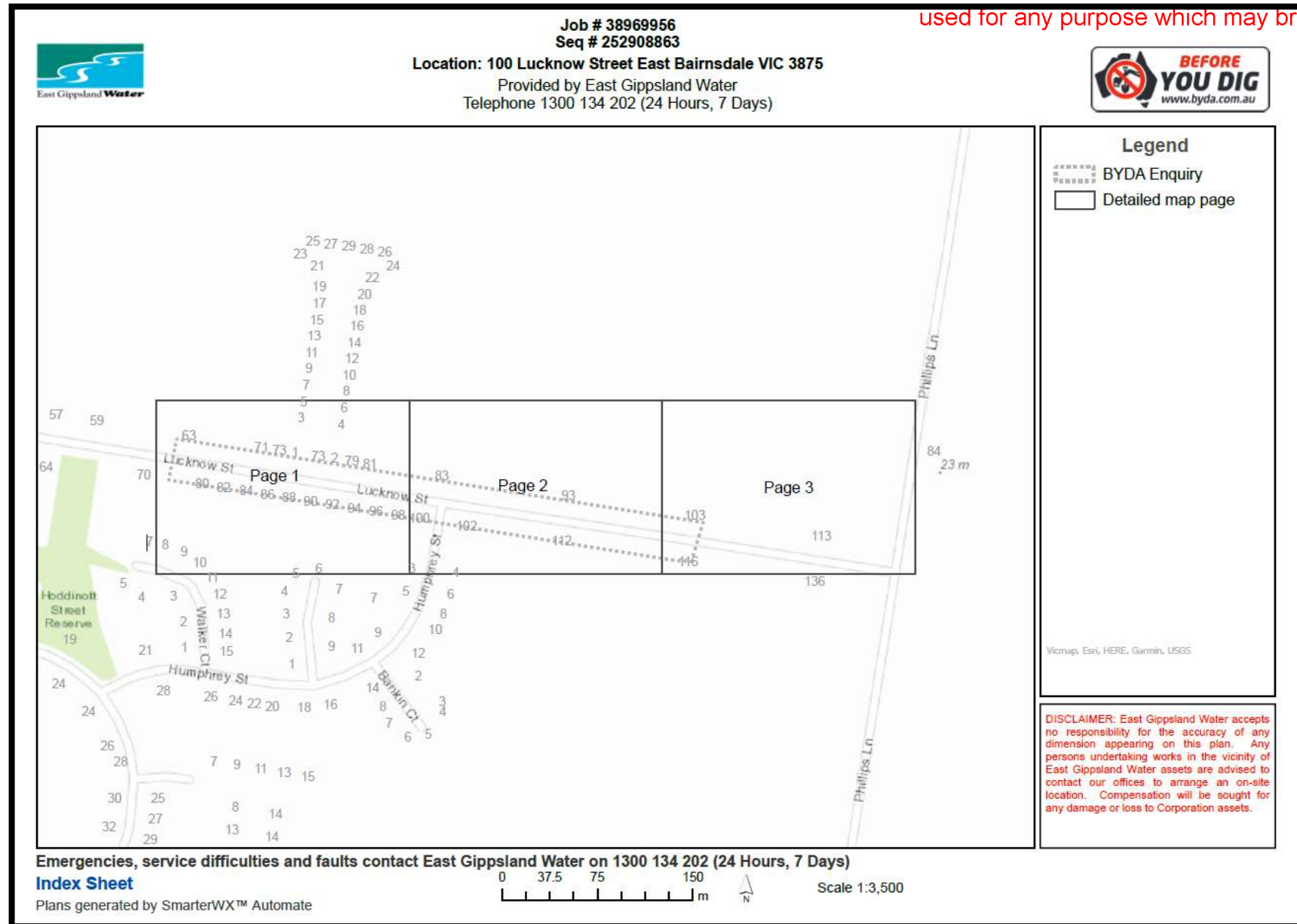
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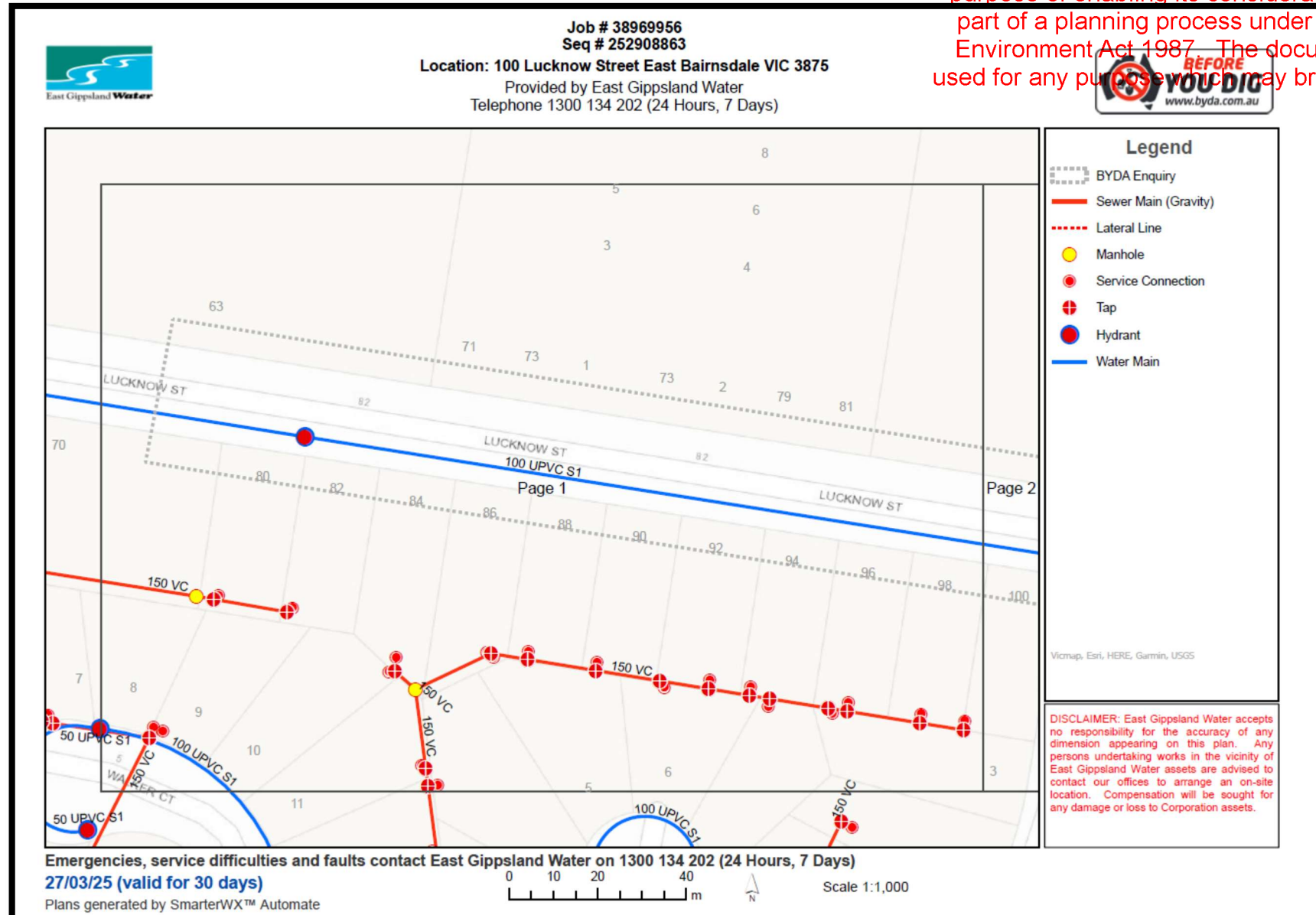
Appendix 1 – Supplied plans

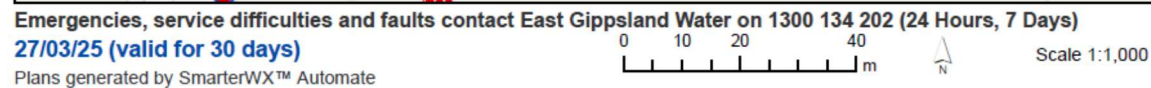


Appendix 2 – Street fire hydrant locations

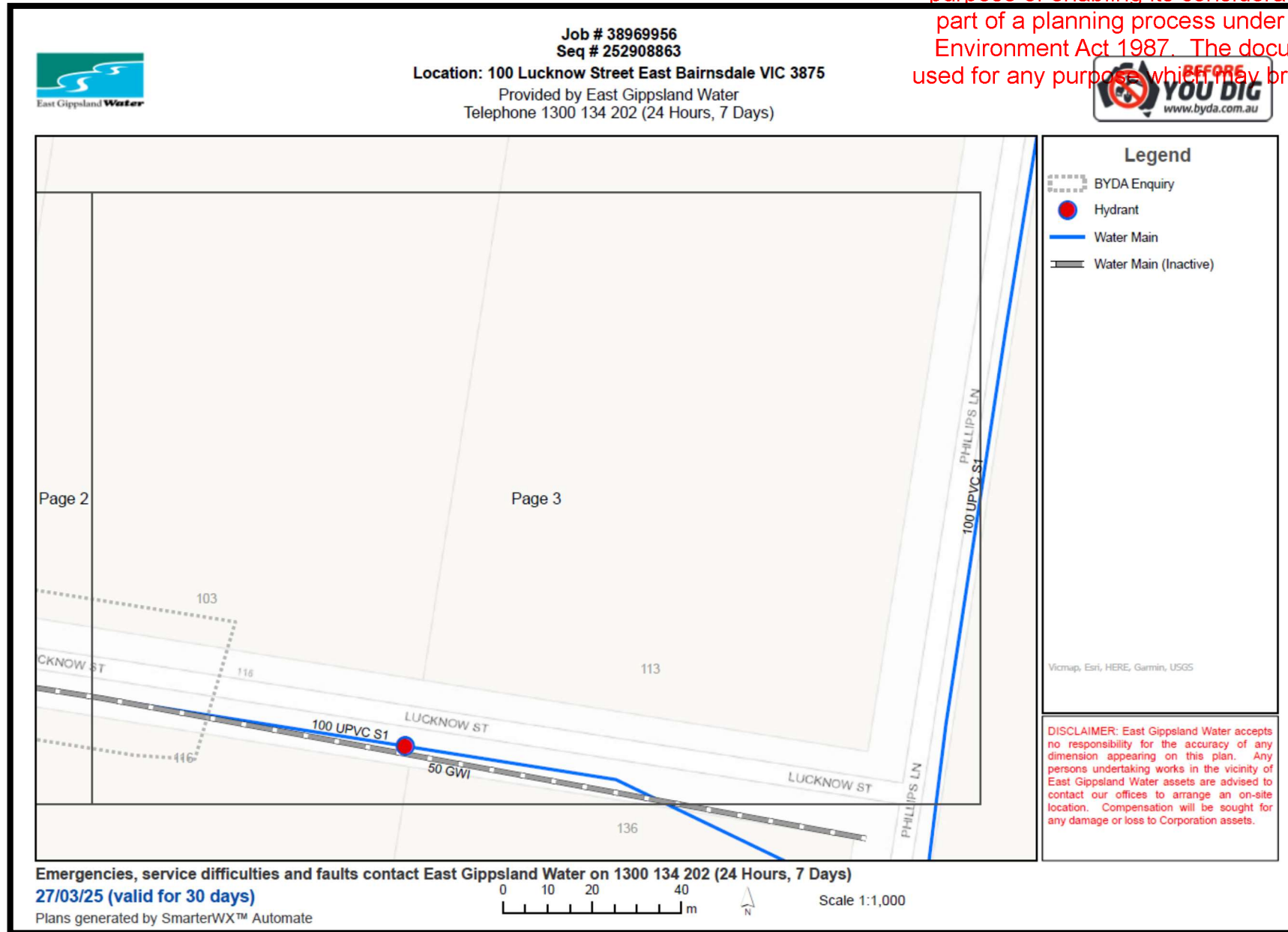
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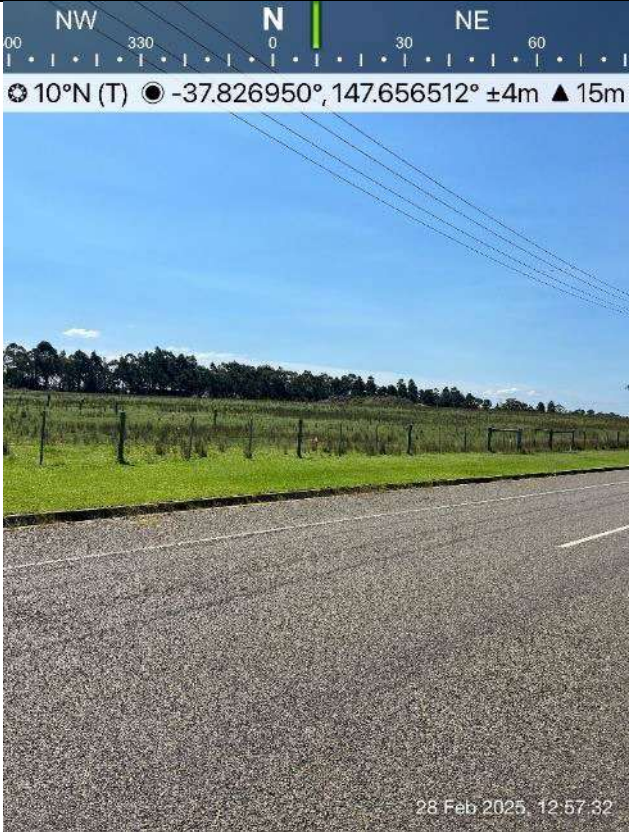


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Appendix 3 – Photos

<p>Looking north at the subject site.</p>	
<p>Looking northwest along Lucknow Road.</p>	

<p>Looking northwest from Lucknow Road at the recently approved subdivision site.</p>	
<p>Looking north from Lucknow Road at the recently approved subdivision site.</p>	

Appendix 4 – References

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APPENDIX C

Clause 56 Assessment

CLAUSE 56 ASSESSMENT

Clause 56 – Residential Subdivision

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

The purpose of Clause 56 is:

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

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

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

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

To ensure residential subdivision design appropriately provides for:

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

Clause 56 provides the following requirements:

“An application to subdivide land:

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

The provisions of Clause 56 are addressed below.

Clause 56.01 requires an application to be accompanied by:

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

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

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

Clause 56.03-2 Activity Centre Objective:	To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.
Response:	<p>The proposed subdivision does not include an activity centre. The subject site is located approximately 2 kilometres from the central business area of Bairnsdale which provides an adequate level of services and facilities. The subject site is within walkable distance to the public bus service which provides an adequate link to the nearest activity centre.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.03-4 Built Environment Objective:	To create urban places with identity and character.
Response:	<p>No Neighbourhood Character Statement or specific neighbourhood character has been identified for this area. The locality is largely established with residential land use. Built form includes single-storey, elevated single-storey and double-storey dwellings on lots of differing shapes and sizes. Development is typically in the form of single dwellings fronting the street and provided with a single access point. The prevailing lot pattern comprises generally rectangular allotments with similar road frontages.</p> <p>The proposed lot layout is site responsive and will provide for future development that can be consistent with the existing surrounding development. The size and configuration of the proposed lots allow for the provision of appropriate services and infrastructure to support future dwellings.</p>

	<p>All allotments will have suitable driveway access. Proposed lots 1-6 will have access provided directly from Lucknow Street and all other lots will have access provided from the internal road that will connect directly to Lucknow Street along the southern boundary.</p> <p>The proposed new access points and the new internal road are not expected to result in a detrimental impact to the flow of traffic in this location. The proposed lot layout will enable future residential development that will not be inconsistent with the existing lot layout in the area and existing residential development.</p> <p>There are no significant features in the area that would be detrimentally affected by the proposed subdivision and likely future residential development. The subject site adjoins a former rail reserve to the north now being the East Gippsland Rail Trail, direct access to the rail reserve will be provided via a reserve area along the northern boundary of the adjoining lot that has recently been approved for a 33-lot subdivision at 83 Lucknow Street. The proposed subdivision will not negatively impact the existing rail reserve, streetscape or neighbourhood character.</p> <p>The proposal will include a footpath on the western side of the internal road, street lighting and general street landscaping to create a sense of identity.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.04-1 Lot diversity and distribution objectives:	<p>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</p> <p>To provide higher housing densities within walking distance of activity centres.</p> <p>To achieve increased housing densities in designated growth areas.</p> <p>To provide a range of lot sizes to suit a variety of dwelling and household types.</p>
Response:	<p>The proposed subdivision will result in 34 vacant residential allotments that can be developed with a dwelling in the future. The future development of residential dwellings will result in housing densities that are consistent with existing development within the area. The density proposed is responsive to the site conditions, relative to the area and of a suitable density to assist in addressing the current housing shortage.</p> <p>It is noted there is an existing 33 lot subdivision currently under construction at 73 Lucknow Street and a recently approved 33 lot subdivision at 83 Lucknow Street adjoining the western boundary which will soon be under construction.</p> <p>The proposal meets the objectives and standards of this clause.</p>

Clause 56.04-2 Lot area and building envelopes objective:	To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.
Response:	<p>This application seeks approval for the creation of 34 allotments, all greater than 300m² in area to accommodate future residential dwellings. The proposed lot dimensions and layout are considered to adequately accommodate solar access for existing development surrounding the site and any future development on the vacant lots. The size and configuration of the proposed lots is considered more than adequate to accommodate any future development whilst respecting surrounding lot configurations for future uses and development surrounding the site. It is expected that future residential development will be able to comply with the requirements of Clause 54 of the East Gippsland Planning Scheme.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.04-3 Solar orientation of lots objective	To provide good solar orientation of lots and solar access for future dwellings.
Response:	<p>The proposed subdivision creates 34 allotments of various orientation, however predominantly north south or east west orientation. Each lot has a northern aspect that can be incorporated into any proposed future dwelling design. Each of the lots will have appropriate solar access and any future development will be required to be considerate of the solar access of surrounding properties.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.04-4 Street orientation objective:	To provide a lot layout that contributes to community social interaction, personal safety and property security.
Response:	<p>The proposed lots will each provide an appropriate street frontage, supporting future development that promotes good visibility, passive surveillance, community interaction and overall safety. Lots 1–6 will have frontage and access to Lucknow Street, while the remaining lots will obtain access from the new internal road. In addition to the adjoining road reserve, the site also adjoins a rail reserve along the northern boundary being the East Gippsland Rail Trail.</p> <p>The proposal meets the objectives and standards of this clause.</p>

Clause 56.04-5 Common area objectives	To identify common areas and the purpose for which the area is commonly held. To ensure the provision of common area is appropriate and that necessary management arrangements are in place. To maintain direct public access throughout the neighbourhood street network.
Response:	<p>The proposed subdivision does not include any common property.</p> <p>This clause is not relevant to the proposal.</p>
Clause 56.05-1 Integrated urban landscape objectives:	<p>To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</p> <p>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</p> <p>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</p> <p>To provide for integrated water management systems and contribute to drinking water conservation.</p>
Response:	<p>The proposed subdivision includes a new internal road that will be used to provide access to proposed lots 7 to 33. The proposed new internal road will provide shared vehicle and pedestrian access to the proposed allotments and provide a suitable connection to the surrounding road network and public facilities.</p> <p>The proposed design of the street network including landscaping and connectivity is consistent with the previous two subdivision adjoining to the west and consistent with the requirements of the East Gippsland Shire Council.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.05-2 Public open space provision objective:	<p>To provide a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space.</p> <p>To provide a network of public open space that caters for a broad range of users.</p> <p>To encourage healthy and active communities.</p> <p>To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.</p> <p>To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.</p>
Response:	<p>The proposed subdivision does not include any public open space. There is a public open space area located approximately 900 metres west of the subject site being Cameron Crescent Reserve in addition to the East Gippsland Rail Trail immediately adjoining the northern boundary. A connection to the Rail Trail is provided in the adjoining subdivision which will give residents an appropriate link that is a short walking distance.</p>

	<p>The subdivision includes footpaths that link to the surrounding footpaths providing connection to public open space areas in the locality.</p> <p>The proposal meets the objectives and standards of this clause.</p>
<p>Clause 56.06-2 Walking and cycling network objectives:</p>	<p>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</p> <p>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</p> <p>To reduce car use, greenhouse gas emissions and air pollution.</p>
<p>Response:</p>	<p>There are no existing footpaths on the northern side of Lucknow Street. A new footpath is proposed along the western side of the proposed internal road and along the southern boundary that will provide a connection to the existing footpaths along Lucknow Street as indicated on the engineering plans contained in Appendix D. The proposed footpath network is consistent with the residential subdivisions at 73 and 83 Lucknow Street and provides suitable and safe access to surrounding areas.</p> <p>The proposal meets the objectives and standards of this clause.</p>
<p>Clause 56.06-4 Neighbourhood street network objective:</p>	<p>To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.</p>
<p>Response:</p>	<p>The proposal includes a new internal road that will provide safe vehicle access to proposed lots 7 to 33. The proposed internal road will include a footpath on the western side of the proposed road and along the northern side of Lucknow Street, providing for the safe movement of pedestrians and cyclists. The footpath network in this location is generally on one side of the street, however provides a suitable connection to the surrounding areas and to the central business district of Bairnsdale.</p> <p>The proposed road will be constructed to the standards outlined in the Infrastructure Design Manual and will provide for safe vehicle movements. Whilst there is no public transport proposed to this new road network, the standard is appropriate and will not impede traffic flow on Lucknow Street.</p> <p>The proposal meets the objectives and standards of this clause.</p>

Clause 56.06-5 Walking and cycling network detail objectives:	To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities. To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.
Response:	<p>As previously stated the proposal includes a new footpath along the western side of the proposed internal road and along the southern boundary adjoining Lucknow Street which will provide suitable access for pedestrians and cyclists with adequate connections to the existing footpaths and cycling networks. The standard of construction will be to the satisfaction of the East Gippsland Shire Council and in accordance with the requirements of the Infrastructure Design Manual.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.06-6 Public transport network detail objectives:	To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users. To provide public transport stops that are accessible to people with disabilities.
Response:	<p>There is public transport available within a reasonable walking distance of the subject site being a bus stop, located approximately 500 metres west of the subject site on the corner of Lucknow and Hoddinott Street.</p> <p>This bus route provides access throughout Bairnsdale and further afield and departs two hourly.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.06-7 Neighbourhood Street network detail objective:	To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.
Response:	<p>An internal road is proposed directly from Lucknow Street and has been designed to provide a suitable connection between the subdivision recently approved at 83 Lucknow Street and to the existing road network to ensure safe and practical access. A Traffic Impact Statement is contained in Appendix E that provides a suitable assessment of the existing road network and the proposed new internal road.</p> <p>The proposal meets the objectives and standards of this clause.</p>

Clause 56.06-8 Lot access objective:	To provide for safe vehicles access between roads and lots.
Response:	<p>Access to allotments 1 – 6 will be directly from Lucknow Street and all other allotments will have access provided via the new internal road that will connect directly to Lucknow Street. The proposed internal road will provide for safe vehicle access between the roads and future dwellings. The proposed access point will be constructed to the satisfaction of the responsible authority and in accordance with the requirements of the Infrastructure Design Manual.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.07-1 Drinking water supply objectives	To reduce the use of drinking water. To provide an adequate, cost-effective supply of drinking water.
Response:	<p>The proposed lots will be connected to the existing reticulated water supply which provides for drinking water supply. Upgrading of the water supply system will ensure that the proposed subdivision does not exceed the capacity of the services in this location. The application will be referred to East Gippsland Water for consideration.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.07-2 Reused and recycled water objective	To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.
Response:	<p>A reuse and recycle water supply is not available to this site at this time. Water supply to all allotments will be via the existing reticulated water system to the satisfaction of the responsible authority.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.07-3 Waste water management objective	To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.
Response:	<p>All allotments will be connected to the existing reticulated sewerage network. The proposed additional vacant lots are not expected to exceed the capacity of the network.</p>

	<p>The proposal will be referred to East Gippsland Water as the sewerage service provider for consideration.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.07-4 Stormwater management objectives	<p>To minimise damage to properties and inconvenience to residents from stormwater.</p> <p>To ensure that the street operates adequately during major storm events and provides for public safety.</p> <p>To minimise increases in stormwater and protect the environmental values and physical characteristics of receiving waters from degradation by stormwater.</p> <p>To encourage stormwater management that maximises the retention and reuse of stormwater.</p> <p>To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.</p>
Response:	<p>The proposal will include appropriate drainage infrastructure. A stormwater management plan will be provided and is expected to be a condition on any planning permit to be granted.</p> <p>Stormwater created from any future dwellings will be directed to the legal point of discharge to the satisfaction of the responsible authority. The proposed new internal road has been designed to ensure that all stormwater runoff is directed to the legal point of discharge to the satisfaction of the responsible authority.</p> <p>An engineering plan is contained in Appendix D which provides details of the proposed internal road and drainage infrastructure.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.08-1 Site Management objectives	<p>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</p> <p>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</p> <p>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</p>
Response:	<p>The subject site is not susceptible to erosion however, all preventative measures will be implemented during the construction phase of the proposed subdivision to ensure no erosion occurs. Vegetation removal is required, however it is not anticipated that this will result in any additional erosion hazard.</p> <p>The proposal meets the objectives and standards of this clause.</p>

Clause 56.09-1 Shared Trenching objectives:	To maximise the opportunities for shared trenching. To minimise constraints on landscaping within the street reserves.
Response:	<p>Given the proposal is seeking a multi lot subdivision that will result in 34 allotments, there is ability for shared trenching for new services.</p> <p>Each of the relevant service authorities will be contacted prior to certification of the plan to ensure all service requirements are met and shared trenching can occur where possible.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.09-2 Electricity, telecommunications and gas objectives:	To provide public utilities to each lot in a timely, efficient and cost effective manner. To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.
Response:	<p>All vacant lots will be connected to services including reticulated water, sewerage, telecommunications, drainage, electricity and a good quality road network. The proposed 34 lot subdivision is not expected to affect the existing service arrangements nor exceed capacity.</p> <p>Each of the service providers have provided preliminary advice which concludes the existing network has adequate capacity or can be upgraded accordingly. Each of the service providers will be referred a copy of the planning permit application which will enable conditions to be included on any planning permit granted ensuring appropriate service provision.</p> <p>The proposal meets the objectives and standards of this clause.</p>
Clause 56.09-3 Fire hydrants objectives:	To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.
Response:	<p>The nearest fire hydrants are located within Lucknow Street. It is anticipated that additional fire hydrants may be required to ensure all lots are adequately serviced. It is anticipated that this will form a condition on any planning permit to be granted.</p> <p>The proposal meets the objectives of this clause.</p>

Clause 56.09-4 Public lighting objective:	To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles. To provide pedestrians with a sense of personal safety at night. To contribute to reducing greenhouse gas emissions and to saving energy.
Response:	<p>There is existing street lighting within Lucknow Street adjoining the subject site to the south. Street lighting will be provided to the satisfaction of the responsible authority and in accordance with the Infrastructure Design Manual.</p> <p>The proposal meets the objectives and standards of this clause.</p>



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APPLICATION FOR PLANNING PERMIT

**MULTI LOT SUBDIVISION AND
REMOVAL OF VEGETATION**

93 LUCKNOW STREET, EAST BAIRNSDALE

REF: 25106

CONTENTS

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2	Site Context	5
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4	Site Context	13
5	Zones and Overlays	14
6	Planning Assessment	16
7	Conclusion	18

DOCUMENT REVISION

1	Draft Report	DAC	18/11/2025
2	Final Report	CMC	24/11/2025

APPENDIX

A	Copy of Title and Title Plan
B	Proposed Plan of Subdivision
C	Clause 56 Assessment
D	Engineering Plan
E	Traffic Impact Statement
F	Clause 13.02-1S Assessment
G	Environmental Report
H	Tree Summary Report
I	Native Vegetation Removal Report

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1. INTRODUCTION

Development Solutions Victoria Pty Ltd act on behalf of the applicant for this planning permit application for a multi lot residential subdivision and removal of vegetation at 93 Lucknow Street, East Bairnsdale.

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

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

Ongoing regional migration is driving sustained housing demand across the East Gippsland Shire. The proposed multi lot subdivision will assist in meeting this demand by increasing the residential land supply and facilitating orderly, planned growth.

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

Address	93 Lucknow Street, East Bairnsdale
Site Description	Lot 1 on Title Plan 136075V
Title Particulars	Vol 09732 Fol 723
Site Area	2.023 Hectares
Proposal	Multi Lot Subdivision and Removal of Vegetation
Planning Scheme	East Gippsland Planning Scheme
Zone	General Residential Zone – Schedule 1
Overlays	No Overlays
Aboriginal Cultural Heritage	Not identified as an area of Cultural Heritage Sensitivity
Permit Triggers	Clause 32.08-3 General Residential Zone Subdivision
Notice	No exemption available
Referrals	Clause 66.01 – EGCMA, CFA, EGW and SP Ausnet
Work Authority Licence	Not applicable
Planning Scheme requirements	Municipal Planning Strategy – Clause 02 Settlement - Growth area towns – Clause 02.03-1 Environmental and landscape values – Clause 02.03-2 Environmental risks and amenity – Clause 02.03-3 Built environment and heritage – Clause 02.03-5 Planning Policy Framework – Clause 10 Settlement – Clause 11 Environmental and landscape values – Clause 12 Environmental risks and amenity – Clause 13 Built environment and heritage – Clause 15 Housing – Clause 16 General Residential Zone – Clause 32.08 Native Vegetation – Clause 52.17 Decision guidelines – Clause 56 Decision guidelines – Clause 65.01 Decision guidelines – Clause 65.02

2. SITE CONTEXT

Site

The subject site is located at 93 Lucknow Street, East Bairnsdale. A copy of the Title and Title Plan is contained in **Appendix A**. The title is not affected by any restrictive covenants or agreements.

The site is a rectangular shaped allotment with a total area of approximately 2.023 hectares and contains an existing dwelling and outbuilding to be demolished.

The site is relatively flat in nature and contains two large trees within close proximity to the existing dwelling and one large tree in the centre of the site.

Access to the subject site is existing via two crossovers along southern boundary directly from Lucknow Street. The crossover in the eastern portion of the southern boundary is a bitumen crossover and provides direct access from the existing dwelling to Lucknow Street. The second crossover centrally located along the southern boundary is a gravel crossover and provides access to the balance of the site. Lucknow Street is a bitumen sealed road with concrete kerb and channel traversing in an east to west direction.

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

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



Figure 1 – Locality Plan – 93 Lucknow Street, East Bairnsdale (source: mapshare.vic.gov.au)



Figure 2 – Locality Plan – 93 Lucknow Street, East Bairnsdale (source: mapshare.vic.gov.au)

Surrounds

The land surrounding the site comprises predominantly residential development, with a combination of vacant residential and public land.

Adjoining the northern boundary is the rail reserve being the East Gippsland Rail Trail, and further afar is industrial land. Adjoining the eastern boundary is vacant residential land. Adjoining the southern boundary is Lucknow Street and further existing residential development. Adjoining the western boundary is vacant residential land soon to be under construction for a recently approved multi lot subdivision.

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

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



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Photograph 1 – Aerial Photograph of the subject site and surrounding land
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Photograph 2 – Subject site at 93 Lucknow Street, showing location of proposed access.



Photograph 4 – Subject site facing northwest.



Photograph 6 – Subject site facing northeast.



Photograph 3 – Subject site facing west along the southern boundary.



Photograph 5 – Subject site facing north.



Photograph 7 – Subject site facing east along the southern boundary.



Photograph 8 – Existing access, dwelling and garden shed on subject site facing north.



Photograph 10 – Neighbouring property adjoining the eastern boundary at 103 Lucknow Street, East Bairnsdale.



Photograph 12 – Property directly opposite the subject site at 112 Lucknow Street, East Bairnsdale.



Photograph 9 – Adjoining the northern boundary – the East Gippsland Rail Trail.



Photograph 11 – Neighbouring property adjoining the western boundary at 83 Lucknow Street, East Bairnsdale.



Photograph 13 – Lucknow Street facing east.



Photograph 14 – Lucknow Street facing west.

3. THE PROPOSAL

This application seeks approval for a multi lot residential subdivision under the provisions of the General Residential Zone. A proposed plan of subdivision is provided in **Appendix B**.

The proposed subdivision seeks to create 34 lots suitable for future residential development and will adjoin the recently approved multi-lot subdivision to the west at 83 Lucknow Street, East Bairnsdale. The proposed allotments range in size from 373m² to 529m².

The individual allotment details are provided within the proposed plan of subdivision below and contained in **Appendix B**.

Access

The proposal includes the creation of a new access road centrally located along the southern boundary as indicated on the proposed plan of subdivision. The new access road will be a 16 metre wide road reserve and will extend from Lucknow Street towards the northern boundary, connecting to the internal road in the adjoining subdivision to the west at 83 Lucknow Street and ceasing at the eastern boundary providing future connectivity for residential development to the east. The proposed new road will cover a total area of 3,943m². A Traffic Impact Statement is

contained in **Appendix E** which provides specific details on the proposed road. Each lot will have individual access provided. Lots 1-6 will have access provided directly from Lucknow Street and all remaining lots will have access provided via the new internal road.

Services

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

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

Drainage

A Stormwater Management Plan will be provided and is expected to be a condition on any planning permit to be approved. An Engineering Plan is provided in **Appendix D** which provides details of road drainage and infrastructure to be constructed. Consistent with the adjoining subdivision, onsite detention and treatment measures will be provided as per engineering recommendations.

Vegetation Removal

The subject site contains only three large trees in addition to the landscape gardens

surrounding the existing dwelling. All three trees require removal with only one requiring planning approval which is identified as a native tree being a Blue gum (*Eucalyptus globulus*). The second native tree has already been removed as it is exempt from planning approval under Clause 52.17-7 being within 10 metres of an existing building. The third tree is not native and does not require planning approval. A Tree Summary Report and NVIM are provided in **Appendix H & I**.

The removal of the native tree will require an offset to be purchased to the value of 0.014 General Habitat Units.

Earthworks

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

Landscaping

The proposed design of the street network including landscaping and connectivity is consistent with the previous two subdivisions adjoining the site and to the west, both are consistent with the requirements of the East Gippsland Shire Council.

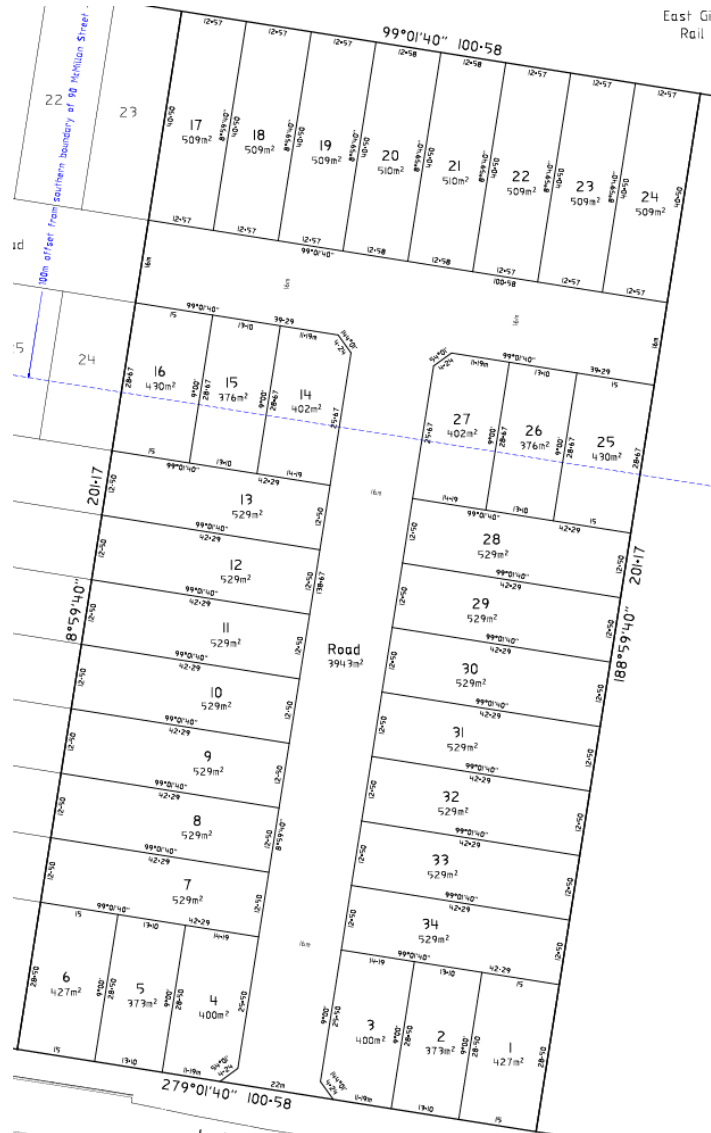
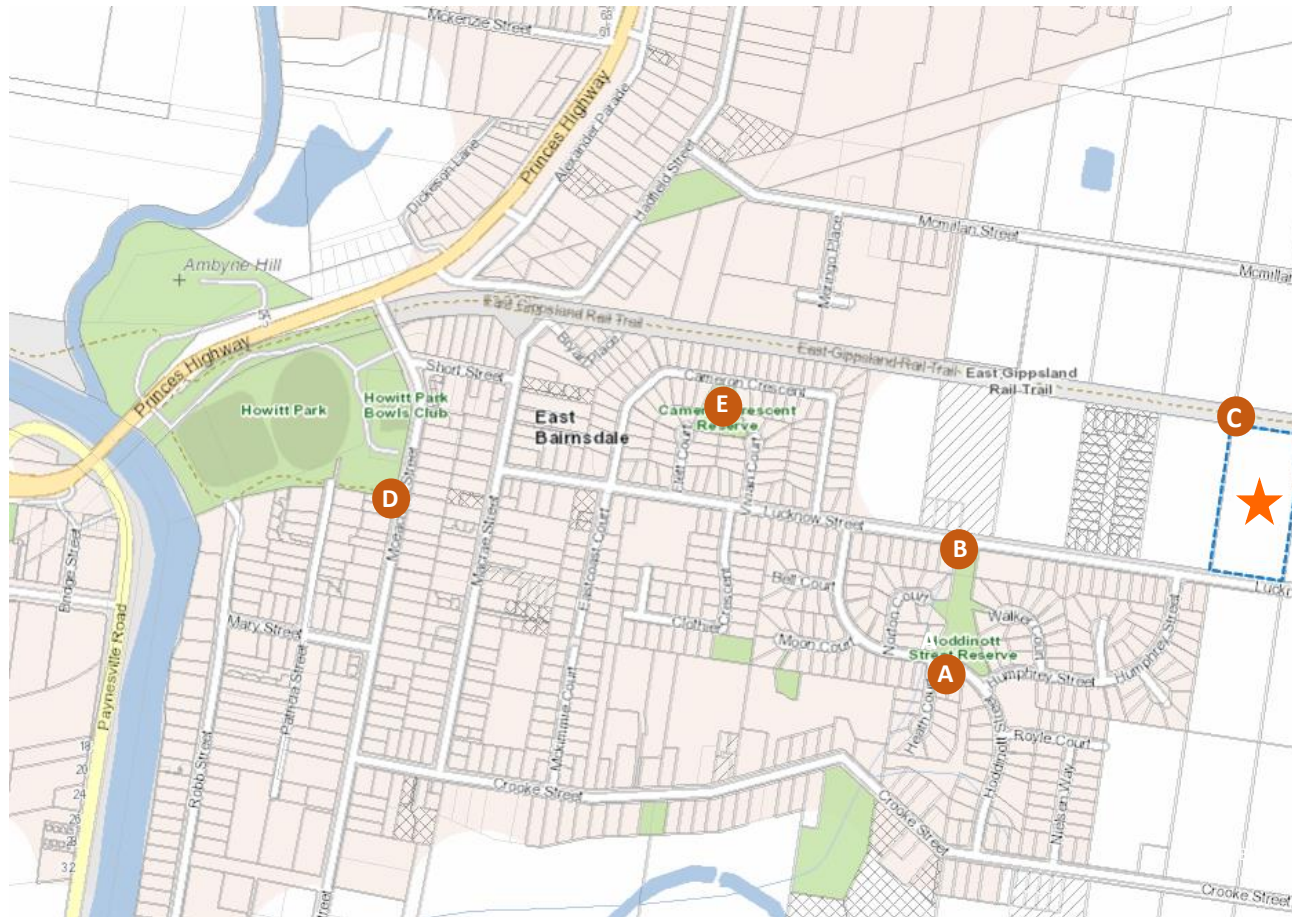


Figure 3 – Proposed Subdivision Plan – One Plan

4. SITE CONTEXT



Site Context	Facility
A	East Bairnsdale Community Hub
B	Bus Stop Hoddinott Street/ Lucknow Street
C	East Gippsland Rail Trail
D	East Handy Store
E	Cameron Crescent Playground

Bairnsdale CBD Facilities to Subject site	
Bairnsdale Post Office	2.8 km
Bairnsdale Regional Health Service	5 km
Eastwood Early Learning Centre	4.1 km
Lucknow Primary School	4.6 km
Bairnsdale Aquatic and Recreation Centre	5.4 km
Howitt Park	1.6 km
Coles Supermarket	2.8 km
Macleod Street Medical	3.5 km

5. ZONES AND OVERLAYS

General Residential Zone – Schedule 1

The purpose of the General Residential Zone is:

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

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

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

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

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

The relevant decision guidelines of the General Residential Zone are addressed in Section 6 of this submission.

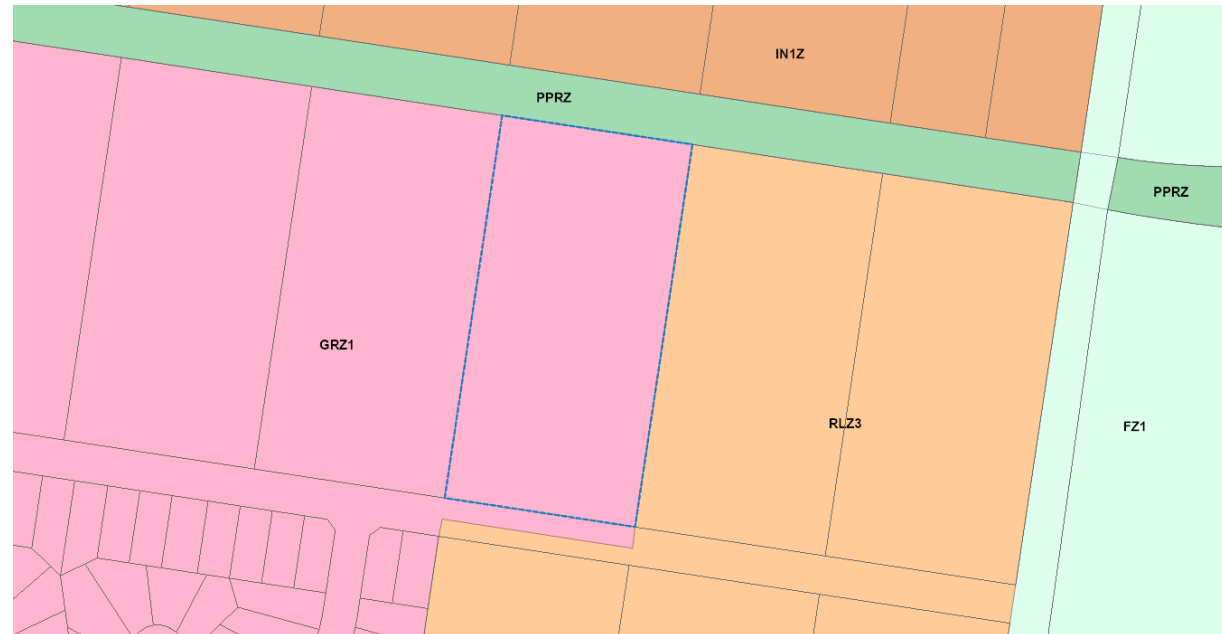


Figure 4 – Zoning Map – (source - mapshare.vic.gov.au)

Aboriginal Cultural Heritage

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

6. PLANNING ASSESSMENT

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

- The proposal meets the objectives of the Municipal Planning Strategy at **Clause 02** and the Planning Policy Framework at **Clause 10** by providing for a multi lot residential subdivision that will result in 34 vacant residential lots that can be developed in the future with a residential dwelling whilst being respectful of the existing surrounding development and the environment.
- There are no specific environmental constraints associated with the subject site however the proposed lot layout has been designed to ensure there are no negative environmental implications as sought to achieve by the relevant clauses including **Clause 02.03** and **Clause 11**.
- **Clause 02.03-1** identifies Bairnsdale as a growth area town and encourages development on fully serviced residential land. The regional migration trend has resulted in a consistently rising housing

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

- The subject site has access to an appropriate level of services. The proposed vacant allotments will be connected to all available services and infrastructure including reticulated water, sewerage, electricity, telecommunications and a good quality road network.
- The subject site is identified as being within a designated bushfire prone area and as such an assessment against **Clause 13.02-1S** is contained in **Appendix F**. The assessment concludes the management of bushfire risk with mitigation measures can achieve a safe and effective outcome. Management of bushfire risks will be through building regulatory controls, requiring every dwelling to be assessed against AS3959.
- Fire hydrants are currently located within Lucknow Street. It is expected that additional hydrants may be required within the new road reserve to ensure all new dwellings are within a reasonable distance to a fire hydrant. It is anticipated that the proposed subdivision will be referred to the Country Fire Authority for comment.
- The proposal meets the objectives of **Clause 16** by providing for an additional 34 vacant

residential allotments that can be developed with a dwelling in the future which in turn will support housing for the area. **Clause 16.01-2S** recognises the need to ensure land supply is sufficient to meet demand. The proposed multi lot subdivision will support an increase in land supply and is located on the eastern fringe of East Bairnsdale within a reasonable distance to services and public transport.

- The proposal is consistent with the decision guidelines of the General Residential Zone at **Clause 32.08-12** which seeks to encourage development that respects the neighbourhood character.
- Any future residential development of the lots have adequate area to ensure development can be in keeping with the neighbourhood character of the area. There are two similar designed multi lot subdivisions to the west of the subject site at 73 and 83 Lucknow Street, East Bairnsdale approved with planning permit numbers 5.2024.27.2 and 5.2025.132.1 respectively. 83 Lucknow Street adjoins the western boundary of the subject site and will soon be under construction. The proposed subdivision has been designed to connect to the adjoining subdivision via an internal road as indicated on the proposed plan of subdivision.

- The proposed subdivision has addressed the relevant standards as set out in Clause 56 and is contained in **Appendix C**.
- The pattern of subdivision for the area is varied with lots ranging in shapes and sizes, the proposal will have the same layout as the adjoining multi lot subdivision. A environmental report is contained in **Appendix G** that provides a detailed assessment of residential lots in close proximity to commercial properties and concludes the risk is low and the subdivision is appropriate for the area.
- Each lot will have individual access provided. Lots 1-6 will have access provided directly from Lucknow Street along the southern boundary and all remaining lots will have access provided via the new internal road that will connect to Lucknow Street as indicated on the proposed plan of subdivision. A Traffic Impact Statement is contained in **Appendix E** that concludes the site is suitable for the proposed subdivision and is unlikely to have a negative impact on the existing Road network. The new internal road will have a 16 metre wide road reserve which will provide for appropriate area to include on street parking between crossovers as well as include drainage and service infrastructure.
- Street lighting will be provided in accordance with the Infrastructure Design Manual and as required by the East Gippsland Shire Council.
- An engineering Plan is contained in **Appendix D** that provides details of the proposed internal road construction and service infrastructure location.
- The proposal is consistent with the decision guidelines of **Clause 52.17** which seeks to protect significant vegetation, minimise its loss during development, and preserve existing trees and plant life. The proposed subdivision will result in the loss of one native tree being a large blue gum. The removal of the tree is inevitable to facilitate the proposed subdivision. A tree summary report is contained in **Appendix H** which provides details of the tree including species, location and health status. A Native Vegetation Information Management Report is contained in **Appendix I** that concludes an offset will be required to be purchased to the value of 0.014 General Habitat Units. The subject site does contain two additional trees which will require removal. One is exempt due to being within 10 metres of an existing building and the other one is not native, the trees have now been removed.
- This submission has addressed the decision guidelines of **Clause 65.01** and the proposed subdivision supports orderly planning of the area whilst taking into consideration the potential effect on the environment, human health and the amenity of the area.
- The subject site is not identified as being susceptible to erosion hazards, however, standard erosion prevention measures will be adopted during the construction phase of the proposed subdivision.
- There are no factors of this proposal that are likely to cause or contribute to land degradation, salinity or reduce water quality.
- This submission has addressed the decision guidelines of **Clause 65.02** and it is concluded the proposed subdivision is suitable in this location and the vacant lots being created can adequately accommodate residential dwellings in the future that will in turn support the community by providing for additional housing that has access to a suitable level of infrastructure and services. The additional vacant lots are not expected to exceed the capacity of the services in this location.

7. CONCLUSION

This submission is in support of a planning permit application for a multi lot subdivision and removal of vegetation at 93 Lucknow Street, East Bairnsdale.

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

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

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

Development Solutions Victoria

Disclaimer:

This document has been prepared for planning permit application purposes only. The report has been made with careful consideration and with the best information available to Development Solutions Victoria Pty Ltd at the time.

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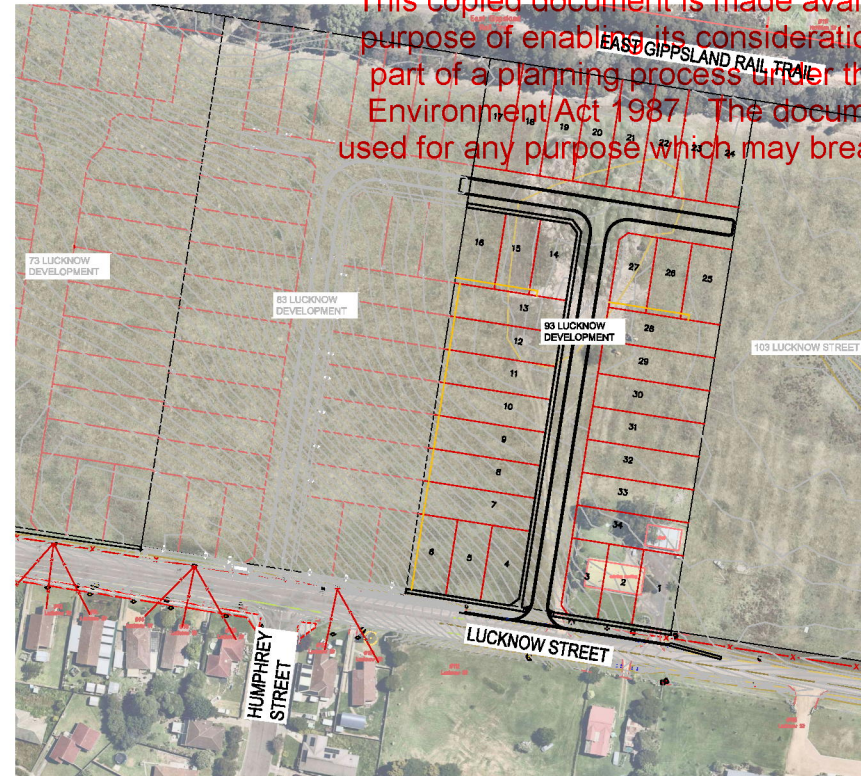
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SHEET INDEX

SHEET	DESCRIPTION
SK001	TITLE SHEET, AERIAL PLAN, LOCALITY PLAN
SK002	NOTES
SK003	LEGEND
SK004	TYPICAL CROSS SECTION
SK005	SHEET LAYOUT PLAN
SK010	FUNCTIONAL LAYOUT PLAN - SHEET 1
SK011	FUNCTIONAL LAYOUT PLAN - SHEET 2

IDM STANDARD DRAWING SHEET INDEX

DRAWING NO.	DRAWING TITLE
SD000	STANDARD DRAWING COVER SHEET
SD110	TYPICAL KERB BEDDING DETAIL
SD145	SUBSOIL DRAINAGE
SD200	PEDESTRIAN CROSSING
SD205	TYPICAL FOOTPATH DETAIL
SD210	TYPICAL FOOTPATH JOINTS
SD220	REINFORCED CONCRETE PAVEMENT ISOLATION JOINT
SD225	REINFORCED CONCRETE PAVEMENT TYPICAL JOINT
SD270	FOOTPATH TO PEDESTRIAN CROSSINGS DDA
SD310	TRENCHING BACKFILL (TRENCHES WITHIN 1m OF
SD400	TYPICAL PIT DIMENSIONING AND SETTING OUT DETAIL
SD405	UNHAUNCHED PITS (450Ø MAX. PIPE)
SD410	HAUNCHED PITS
SD415	MIN. WALL THICKNESS FOR REINFORCEMENT IN MASS
SD420	JUNCTION PIT IN ROAD RESERVE
SD425	JUNCTION PIT WITH CONCRETE COVER (NON
SD426	JUNCTION PIT WITH NON-CONCRETE COVER (NON
SD430	SIDE ENTRY PIT 900mm INLET WITH CAST IRON COVER
SD431	900 x 600mm SIDE ENTRY PIT PIPES UP TO 450mmØ
SD435	SIDE ENTRY PIT 900mm INLET WITH CAST IRON COVER
SD440	SIDE ENTRY PIT 900mm INLET WITH CAST IRON COVER
SD441	GRATED SIDE ENTRY PIT WITH LIGHTWEIGHT COVER
SD445	DOUBLE SIDED ENTRY PIT 1900mm INLET WITH
SD450	DOUBLE SIDED ENTRY PIT 1900mm INLET WITH
SD455	DEPRESSED GRATED PIT
SD460	INLET CATCH PIT
SD498	CONCRETE ENDWALL FOR PIPES UP TO 375mmØ
SD510	HOUSE DRAIN UNDER ROAD PAVEMENT
SD515	STREET DRAIN CONNECTION
SD516	STREET DRAIN CONNECTION (45° TO PIPE WHERE
SD520	EASEMENT DRAIN CONNECTION
SD525	FLUSHOUT RISER DETAIL
SD530	FLUSHOUT RISER COVER DETAIL



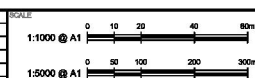
AERIAL PLAN
SCALE 1:1,000



LOCALITY PLAN
SCALE 1:5,000

93 LUCKNOW STREET - LAND DEVELOPMENT

ISSUE	DESCRIPTION	DATE	DESIGNED	CHECKED	APPROVED
A	PRELIMINARY ISSUE	06.11.2025	MR	MR	RM



CLIENT

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93 LUCKNOW STREET
EAST BAIRNSDALE
PROPOSED LAND DIVISION

TITLE SHEET, AERIAL PLAN, LOCALITY PLAN

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

DWG NO. M025-2834
SHEET SK001

Printed 12/12/2025
Page 135 of 143

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SAFETY IN DESIGN NOTES

- SID1** MLEI CONSULTING ENGINEERS HAVE CONDUCTED A PRELIMINARY SAFETY IN DESIGN REVIEW OF THE DESIGN ON THESE DRAWINGS. IT IS SUMMARIZED IN THE NOTES BELOW. THE REVIEW IS BASED GENERALLY ON THE PROCEDURE OUTLINED IN THE SAFE WORK AUSTRALIA PUBLICATION "SAFE DESIGN OF STRUCTURE CODE OF PRACTICE".
- SID2** THE DESIGN HAS NOT BEEN REVIEWED WITH CONTRACTORS/BUILDER AT THE TIME OF ISSUE FOR TENDER OR CONSTRUCTION. CONSTRUCTION METHODS VARY BETWEEN CONTRACTORS, SO IT IS NOT POSSIBLE FOR MLEI CONSULTING ENGINEERS TO PERFORM AN EXHAUSTIVE SAFETY IN DESIGN OR SAFETY IN CONSTRUCTION REVIEW. ONCE APPROVED, THE CONTRACTOR IS REQUIRED TO UNDERTAKE A THOROUGH REVIEW OF THE DESIGN WITH THEIR SUBCONTRACTORS TO IDENTIFY SAFETY RISKS DURING CONSTRUCTION AND DURING THE LIFE OF THE BUILDING.
- SID3** THE SAFETY RISK MITIGATION ITEMS BELOW ARE BASED ON MLEI'S DESIGN OFFICE EXPERIENCE AND DO NOT NECESSARILY ACCOUNT FOR ALL CONSTRUCTION, OPERATION, MAINTENANCE AND DEMOLITION SAFETY RISKS BASED ON INFORMATION WHEN THIS DRAWING WAS MADE IN ITS CAPACITY AS DESIGNER ONLY. MLEI HAS TRIED TO IDENTIFY SAFETY RISKS PERTAINING TO CONSTRUCTION, OPERATION, MAINTENANCE AND DEMOLITION PHASES OF THE ASSET. INCLUSION (OR NOT) OF ANY ITEM DOES NOT REDUCE OR LIMIT OBLIGATIONS OF CONSTRUCTOR, USER, MAINTAINER AND DEMOLISHER TO UNDERTAKE APPROPRIATE RISK MANAGEMENT ACTIVITIES TO REDUCE RISK AND IS NOT AN ADMISSION BY MLEI THAT INCLUSION OF ANY ITEM IS THE DESIGNERS RESPONSIBILITY.
- SID4** REVIEW ADEQUACY OF WORKING SPACE AVAILABLE FOR CONSTRUCTION ACTIVITIES. ENSURE SEPARATION OF PLANT AND PERSONNEL ON SITE, INCLUDING MOVEMENTS OF BOTH.
- SID6** LOCATE LIFTING SLEW AND LAY DOWN AREAS AWAY FROM REGULAR CONSTRUCTION TRAFFIC.
- SID6** ENSURE ISOLATION SAFE SYSTEMS OF WORK OR PROTECTIVE MEASURES ARE INSTALLED BEFORE WORKING NEAR LIVE ELECTRICAL INFRASTRUCTURE. PROVIDE PROTECTION OF ELECTRICAL OVERHEAD WIRING SYSTEMS DURING CONSTRUCTION.
- SID7** WRITTEN RISK ASSESSMENTS ARE ADVISED FOR ACCESS TO OPEN EXCAVATIONS.
- SID8** PROVIDE ACCESS AND EGRESS TO EXCAVATIONS APPROPRIATE IN CASE OF INMATION, COLLAPSE AND ENGULFMENT.
- SID8** LOCATE STOCKPILES AND HEAVY EQUIPMENT INCLUDING CRANES AWAY FROM BURIED SERVICES AND BUILDING BOUNDARIES WHERE ADJACENT BASEMENTS ARE PRESENT.
- SID10** SEEK ADVICE FROM SUITABLY QUALIFIED GEOTECHNICAL OR STRUCTURAL ENGINEER PRIOR TO OPERATION OF HEAVY SURFACE PLANT AND EQUIPMENT OR STOCKPILING MATERIAL NEAR OPEN EXCAVATIONS OR EXISTING RETAINING STRUCTURES.
- SID11** BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE. ONLY THEIR LOCATION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.



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

SITE REHABILITATION NOTES - ALL LOTS

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

GENERAL NOTES

- THESE DRAWINGS ARE NOT CADASTRAL PLANS AND MUST NOT BE USED IN DETERMINING PRECISE DETAILS WITH RESPECT TO BOUNDARIES.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- ALL DIMENSIONS SHALL BE VERIFIED ON SITE.
- ALL LEVELS ARE EXPRESSED IN METRES.
- ALL CO-ORDINATES ARE A.M.G. BASED, UNLESS NOTED OTHERWISE.
- LEVEL DATUM IS A.H.D.
- SET OUT OF BUILDING AND ASSOCIATED FEATURES SHALL BE SUPPLIED TO THE CONTRACTOR IN AN ELECTRONIC 2D FORMAT (AUTOCAD 2020) WHICH CONTAINS CONTROL POINTS AND T.B.M. NO. TABULATED SET OUT INFORMATION IN HARD COPY WILL BE ISSUED. CAD FILES WILL BE ISSUED IN METRES. CONTRACTOR TO ALLOW FOR FILE CONVERSION AS REQUIRED. ORIGINAL FULL SIZE DRAWING MAY BE SCALED SUBJECT TO CORRECT BAR SCALE VERIFICATION.
- THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATIONS.
- REFER TO DETAIL DRAWINGS FOR ALL KNOWN UNDERGROUND PIPEWORK AND DETAILS.
- SPOIL TO BE STOCKPILED AS DIRECTED BY THE SUPERINTENDENT AND EXCESS NOT USED IS TO BE REMOVED FROM SITE BY CONTRACTOR.
- THESE DRAWINGS ARE A SCHEMATIC REPRESENTATION OF SERVICES INFORMATION CONTAINED IN DRAWINGS ISSUED BY THE RELEVANT AUTHORITIES. THE INFORMATION CONTAINED IN THESE DRAWINGS IS INDICATIVE ONLY, AND REFERENCE SHOULD BE MADE TO THE RELEVANT AUTHORITIES DOCUMENTATION TO CONFIRM ACCURACY AND COMPLETENESS. WHERE INFORMATION IS AVAILABLE, THE SUB-SURFACE SERVICES INSTALLED BY CONTRACTORS OTHER THAN THE AUTHORITIES HAVE BEEN SHOWN, BUT ADDITIONAL UNDOCUMENTED SERVICES MAY BE PRESENT. SHOULD THE CONTRACTOR BELIEVE THAT SUB-SURFACE SERVICES ARE AT RISK OF DAMAGE DURING CONSTRUCTION, THE CONTRACTOR SHOULD NOTIFY THE RELEVANT AUTHORITIES AND ESTABLISH THE EXACT LOCATION OF THE SERVICES.
- THE FINISHED SURFACE SHALL BE EVENLY GRADED BETWEEN DESIGN SURFACE LEVELS.
- DEMOLISH AND REMOVE ALL EXISTING INSTALLATIONS WHICH ARE TO BE AFFECTED BY NEW WORKS. EXTENT OF DEMOLITION TO BE CONFIRMED ON SITE WITH THE SUPERINTENDENT PRIOR TO ANY WORKS.
- CONTRACTOR TO ADJUST LIDS OF EXISTING SERVICE PITS TO MATCH FINISHED SURFACE LEVEL. PROVIDE HEAVY DUTY COVER IF IN PAVED AREA TO THE REQUIREMENTS OF THE RELEVANT AUTHORITY, IF APPLICABLE. RELOCATE SERVICE AS REQUIRED.
- WORKMANSHIP AND MATERIALS ARE TO BE IN ACCORDANCE WITH THE RELEVANT CURRENT S.A.A. CODES INCLUDING ALL AMENDMENTS, AND THE LOCAL STATUTORY AUTHORITIES, EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
- ALL VERGES ARE TO BE MADE LEVEL AND FIRM AND FINISHED WITH COUNCIL APPROVED HYDROSEED MIX.

COMPACTION NOTES

- PRIOR TO THE COMMENCEMENT OF ANY FILLING OPERATION, THE ENTIRE SITE AREA IS TO BE COMPACTED AND TESTED IN ACCORDANCE WITH AS 1289.5.1.1 (1986) TO PRODUCE THE FOLLOWING:
-80.0% STANDARD COMPACTION AT THE FINAL EXCAVATED NATURAL SURFACE LEVEL AND AT 200mm BELOW THE EXCAVATED NATURAL SURFACE LEVEL
- EACH 200mm FILL LAYER SHALL BE COMPACTED AND TESTED IN ACCORDANCE WITH AS 1289.5.1.1 TO PRODUCE THE FOLLOWING:
-80.0% STANDARD
THE FINAL FILL LAYER FILL SHALL BE COMPACTED & TESTED IN ACCORDANCE WITH AS 1289.5.1.1 TO PRODUCE THE FOLLOWING:
-100.0% STANDARD
-TESTING SHALL BE CARRIED AT A RATE TO SATISFY THE REQUIREMENTS OF AS 3798-LEVEL 1 OVERVIEW.
- TESTING SHALL BE EVENLY SPACED OVER THE ENTIRE SITE, AND AT RANDOM LOCATIONS. TEST RESULTS SHALL BE APPROVED BY THE GEOTECHNICAL.

PAVEMENT NOTES

- ALL SET OUT DIMENSIONS AND LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF THE WORKS.
- ALL DIMENSIONS ARE MEASURED TO FACE OF KERB OR BUILDING GRIDS UNLESS NOTED OTHERWISE.
- REFER TO RELEVANT CIVIL DRAWINGS FOR GRADINGS AND SERVICES.

EXISTING SERVICES NOTES

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

TRAFFIC NOTES

- ALL TRAFFIC CONTROL DEVICES AND RETROREFLECTIVE RAISED PAVEMENT MARKERS TO BE INSTALLED IN ACCORDANCE WITH AS 1742, ID1 REQUIREMENTS AND VICROAD SPECIFICATIONS.
- ALL LANE DIMENSIONS QUOTED ARE TO THE CENTRE OF LINEMARKING OR TO THE FACE OF THE KERB.
- ALL LINEMARKING 0.1m WIDE UNLESS OTHERWISE SHOWN.

STORMWATER NOTES

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

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

NO.	DESCRIPTION	DATE	STATUS	REVISION
A	PRELIMINARY ISSUE	05.11.2025	ISSUED	

NO.	DESCRIPTION	DATE	STATUS	REVISION
MR	MR	RM	RM	05.11.2025

NO.	DESCRIPTION	DATE	STATUS	REVISION
MR	MR	RM	RM	05.11.2025

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MR	MR	RM	RM	05.11.2025

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NO.	DESCRIPTION	DATE	STATUS	REVISION
MR	MR	RM	RM	05.11.2025

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GENERAL LEGEND

PROPOSED

M000 + REFERENCE CENTERLINE

(B2) KERB AND GUTTER - IDM KERB TYPE "B2"

(B3) KERB AND OUTFALL GUTTER - IDM KERB TYPE "B3"

(SM2-M) SEMI MOUNTABLE KERB AND GUTTER - MODIFIED IDM KERB TYPE "SM2-M"

(M2) SPOON DRAIN - IDM KERB TYPE "M2"

EARTHWORKS EXTENT

(X-OVER) DRIVEWAY CROSSOVER - SINGLE
REFER IDM STD DRG SD240

(X-OVER) DRIVEWAY CROSSOVER - DOUBLE
REFER IDM STD DRG SD245

36.00 DESIGN MAJOR CONTOUR

36.50 DESIGN MINOR CONTOUR

NS = EXISTING NATURAL SURFACE
FS = FINISHED SURFACE

KERB RAMP WITH TACTILE INDICATORS

ASPHALT PAVEMENT

CONCRETE FOOTPATH PAVEMENT

UNSEALED PAVEMENT SHOULDER

4.5kL RAINWATER TANK - COMBINATION TANK
2.5kL DETENTION VOLUME, PROVIDE 30mm ORIFICE AT OUTLET
2.0kL RETENTION VOLUME
OVERFLOW AND OUTLET TO CONNECT TO PROPERTY CONNECTION

PROTECTOR ECP.1850 TREATMENT DEVICE, INSTALLED IN 73 LUCKNOW DEVELOPMENT

PROTECTOR SP.30.DC.R5-1 TREATMENT DEVICE, INSTALLED IN 73 LUCKNOW DEVELOPMENT

ALLOTMENT GRADING DIRECTION

OVERLAND FLOW DIRECTION

EASEMENT

EXISTING

36.00 EXISTING MAJOR CONTOUR

36.50 EXISTING MINOR CONTOUR

EXISTING LIP OF KERB

EXISTING KERB INVERT

EXISTING TOP OF KERB

EXISTING BACK OF KERB

KERB RAMP WITH TACTILE INDICATORS

STORMWATER LEGEND

PROPOSED

STORMWATER PIPE - POLYPROPYLENE

OVERSIZED STORMWATER PIPE FOR PEAK FLOW STORAGE - POLYPROPYLENE

STORMWATER PIPE - RCP (CLASS 4)

STORMWATER PIPE - uPVC (CLASS SN8)

SUBSOIL DRAINAGE - IN ACCORDANCE WITH IDM STD SD145

ALLOTMENT STORMWATER CONNECTION - REFER IDM STD DRG SD516

REAR OF ALLOTMENT - EASEMENT DRAIN CONNECTION - REFER IDM STD DRG SD520

(M000-0) STORMWATER DRAINAGE LINE No / STRUCTURE No.

STORMWATER JUNCTION PIT - REFER IDM STD DRG SD420

STORMWATER SIDE ENTRY PIT 900x600 - REFER IDM STD DRG SD 430

STORMWATER GRATED PIT 1000x450 - REFER IDM STD DRG SD 481

STORMWATER HEADWALL

EXISTING

STORMWATER PIPE

STORMWATER JUNCTION PIT

STORMWATER GRATED INLET PIT

STORMWATER SIDE ENTRY PIT 900x600

STORMWATER SIDE ENTRY PIT 1900x600

STORMWATER HEADWALL

STORMWATER INSPECTION PENNING

STORMWATER GRATED INSPECTION OPENING

KERB INSERT DRAINAGE OUTLET

DRAINAGE WING WALL

SERVICES LEGEND

PROPOSED

W WATER MAIN

S SEWER MAIN

T COMMUNICATIONS CABLES

E POWER CABLES

Ⓢ ELECTRICAL CONNECTION

Ⓢ ELECTRICAL LIGHT POLE WITH OUTREACH

Ⓢ SERVICES CONNECTION POINTS

EXISTING

W WATER MAIN

S SEWER MAIN

G GAS MAIN

T TELECOMMUNICATIONS CABLES

E POWER CABLES

X POWER OVERHEAD CABLES

SWD STORMWATER PIPE

Ⓢ SIGN

Ⓢ SEWER MANHOLE

Ⓢ POWER POLE

Ⓢ TELECOMMUNICATIONS PIT

ABBREVIATIONS

AMP	AUSTRALIAN HEIGHT DATUM
BM	BOTTOM OF WALL
CH	CHAINAGE
CJ	CONSTRUCTION JOINT
CL	CENTERLINE
CRS	CENTRES
CST	COMMON SERVICE TRENCH
CTP	CURVE TANGENT POINT
CTP	COMMON TANGENT POINT
DRG	DRAWING
EL	ELEVATION LEVEL
EX	EXISTING
FFL	FINISHED FLOOR LEVEL
FG	FIELD GULLY
GIP	GRATED INLET PIT
HW	HEADWALL
IL	INVERT LEVEL
JB	JUNCTION PIT
K&G	KERB & GUTTER
MAX	MAXIMUM
MIN	MINIMUM
NOM	NOMINAL
NTS	NOT TO SCALE
PSM	PERMANENT SURVEY MARK
RL	REDUCED LEVEL
R	RADIUS
RW	RETAINING WALL
SEP	SIDE ENTRY PIT
SEP-G	SIDE ENTRY PIT - GRATED INLET
SIO	STORMWATER INSPECTION OPENING
SIOG	STORMWATER GRATED INSPECTION OPENING
SNB	STREET NAME SIGN
STD	STANDARD
TBM	TEMPORARY BENCH MARK
TC	TANGENT / CURVE POINT
THK	THICK
TK	TOP OF KERB
TP	TANGENT POINT
TW	TOP WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE

SETOUT POINT LOCATIONS

UPRIGHT KERB & GUTTER/TRAY

SPOON DRAIN

BARRIER KERB

EDGE BEAM

MEDIAN & ROUNDABOUT KERB

SIT-ON KERB

SEMI MOUNTABLE KERB & GUTTER/TRAY

SEMI MOUNTABLE KERBSING

LOW PROFILE ROUNDABOUT KERB

DRIVEWAY INVERT

ROAD BARRIER SETOUT POINT LOCATION
ROADSIDE FACE OF RAIL (NO OFFSET)

SIDE ENTRY PIT
(MID POINT OF THE FRONT FACE OF PIT AT THE KERB INVERT)

JUNCTION PIT / FGP / GIP ETC.
(CENTER OF PIT)

HEADWALL
(CENTRE OF THE FACE OF THE HEADWALL AT PIPE INVERT)

CENTRELINE OF SWALE

NOTE: ALL DESIGN LEVELS ARE TO SETOUT POINT LOCATIONS AS SHOWN (UNLESS NOTED OTHERWISE).

NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED
1	PRELIMINARY ISSUE	05.11.2025	MR	MR	RM
2					
3					
4					
5					
6					
7					
8					
9					
10					

SCALE	CLIENT

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93 LUCKNOW STREET
EAST BAIRNSDALE
PROPOSED LAND DIVISION

LEGEND

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

DATE: 05.11.2025
DRAWN BY: M025-2834
CHECKED BY: SK003
REVIEW BY: 14



PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

DATE: 12/12/2022

CADD NO. M025-2834 SHEET SK004 REV. A



PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

DATE: 12/12/2022

TIME: 12:12

TYPE: D

READ: A

CWG NO. M025-2834

SHEET SK005

REV. A

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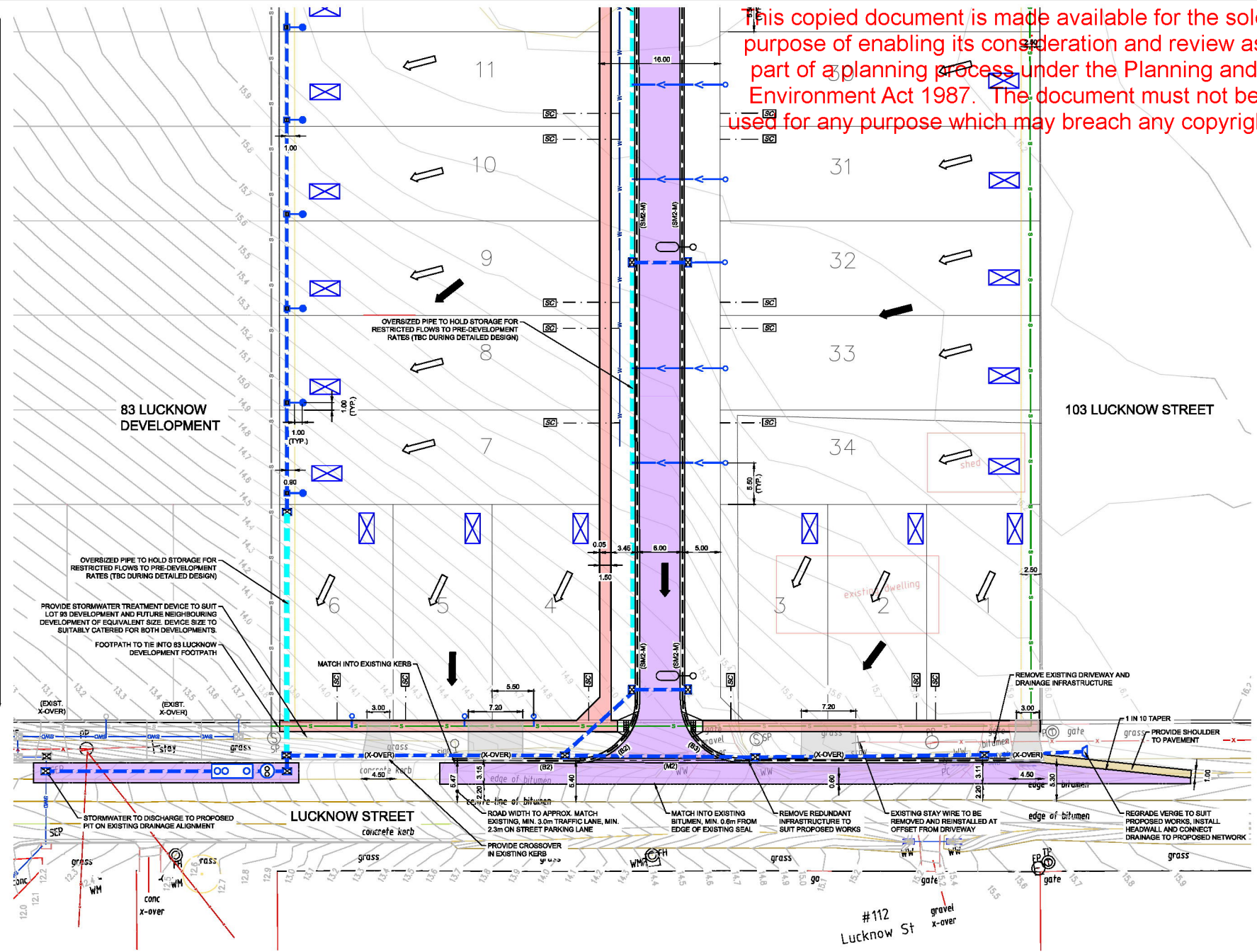
GENERAL LEGEND

PROPOSED

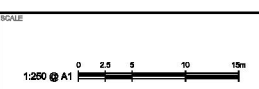
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- EARTHWORKS EXTENT
- (X-OVER) DRIVEWAY CROSSOVER - SINGLE REFER IDM STD DRG S0240
- (X-OVER) DRIVEWAY CROSSOVER - DOUBLE REFER IDM STD DRG S0245
- 36.00 DESIGN MAJOR CONTOUR
- 36.50 DESIGN MINOR CONTOUR
- ALLLOTMENT CORNER LEVELS:
NS = EXISTING NATURAL SURFACE
FS = FINISHED SURFACE
- KERB RAMP WITH TACTILE INDICATORS
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NO.	DESCRIPTION	DATE	BY	CHECKED	DATE
B	PRELIMINARY ISSUE	11.11.2025	MR	MR	RM
A	PRELIMINARY ISSUE	06.11.2025	MR	MR	RM



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93 LUCKNOW STREET

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FUNCTIONAL LAYOUT PLAN - SHEET 1

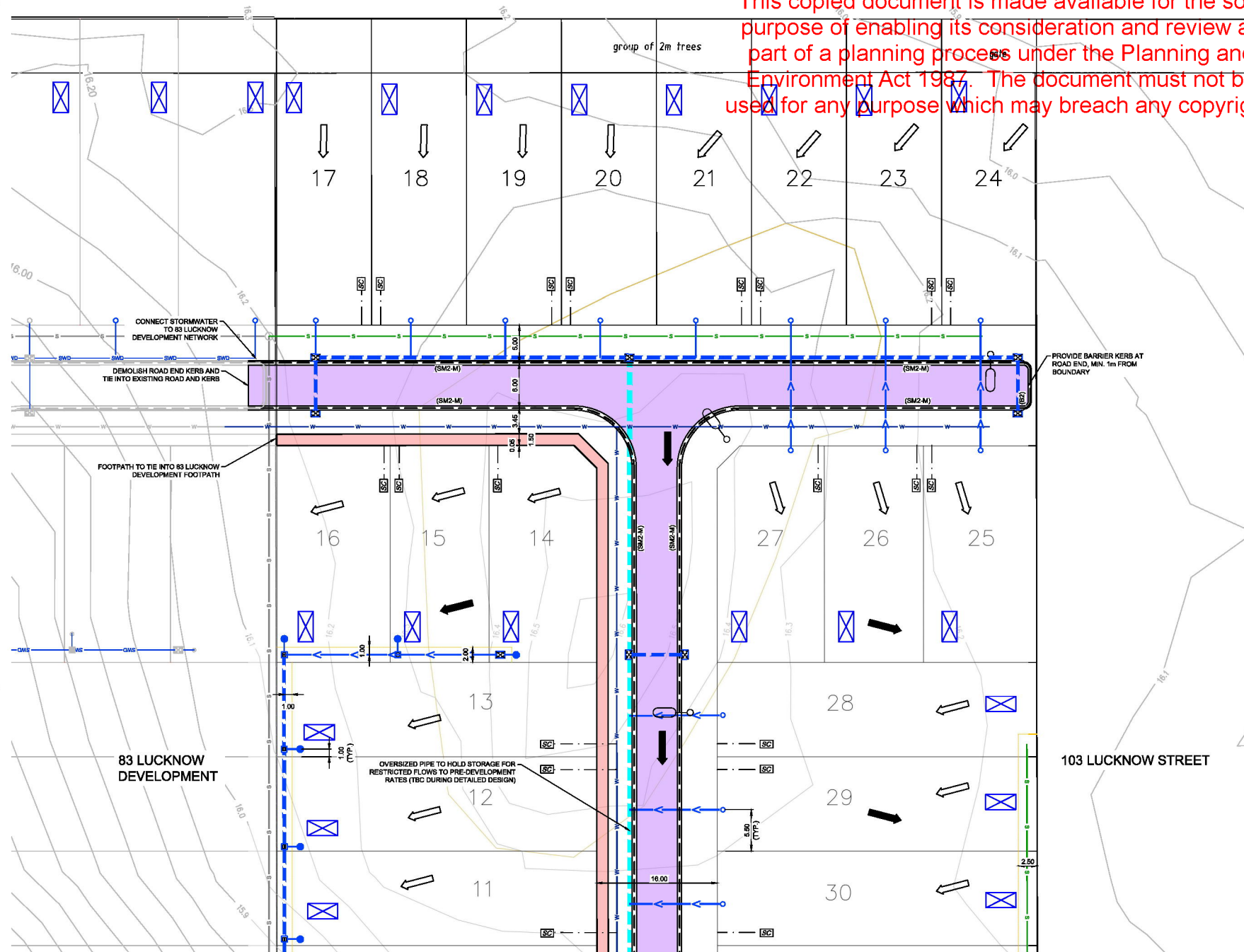
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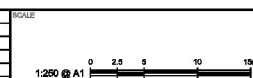
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B	PRELIMINARY ISSUE	MR	MR	RM	RM	11-11-2023
A	PRELIMINARY ISSUE	MR	MR	RM	RM	06-11-2023
W*	PREGNANT	MRSAN	MRSBENT	CHICAGO	APRILGARY	DIT



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**93 LUCKNOW STREET
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FUNCTIONAL LAYOUT PLAN - SHEET 2

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