

Town Planning Report

Development Plan

Land bound by Desailly, Macarthur & Reeve
Streets and New Railway Road, Sale

Issued
27/10/2025



Executive Summary:

██████████ is seeking to redevelop land at 38-50 Macarthur Street, Sale with a 2-storey commercial building that has an underground carpark beneath it.

This development needs to be preceded by approval of a Development Plan that includes all of the information set out at Point 4.0 of Schedule 1 to **Clause 43.04** of the Wellington Planning Scheme.

This report has been prepared to accompany the Development Plan showed at **Figure 1**. This plan has been prepared to cover 38-50 Macarthur Street as well as the balance of the DPO area affecting it for approval by Council under **Clause 43.04**.

The report includes:

- An appraisal of the relevant clauses in the Wellington Planning Scheme;
- The proposed boundaries of the development plan area and a justification for those boundaries.
- The overall subdivision of the area, noting that the rest of the Development Plan area is already fully developed and no subdivision is proposed as part of this plan.
- The overall pattern of development in the Development Plan area.
- The existing and proposed use and development of each part of the area.
- The existing network of roads, footpath & cycling routes and public transport services.
- Infrastructure Services.
- An integrated drainage scheme for the portion of the Development Plan area that is being developed.
- The pattern and location of the existing road network, noting that there won't be any additions to the internal road system.
- The location of the nearest public transport services.
- The location of community facilities across Sale more broadly with respect to the Development Plan area.
- The location of public toilets.
- An appraisal of 38-50 Macarthur Street and the development proposed thereon.

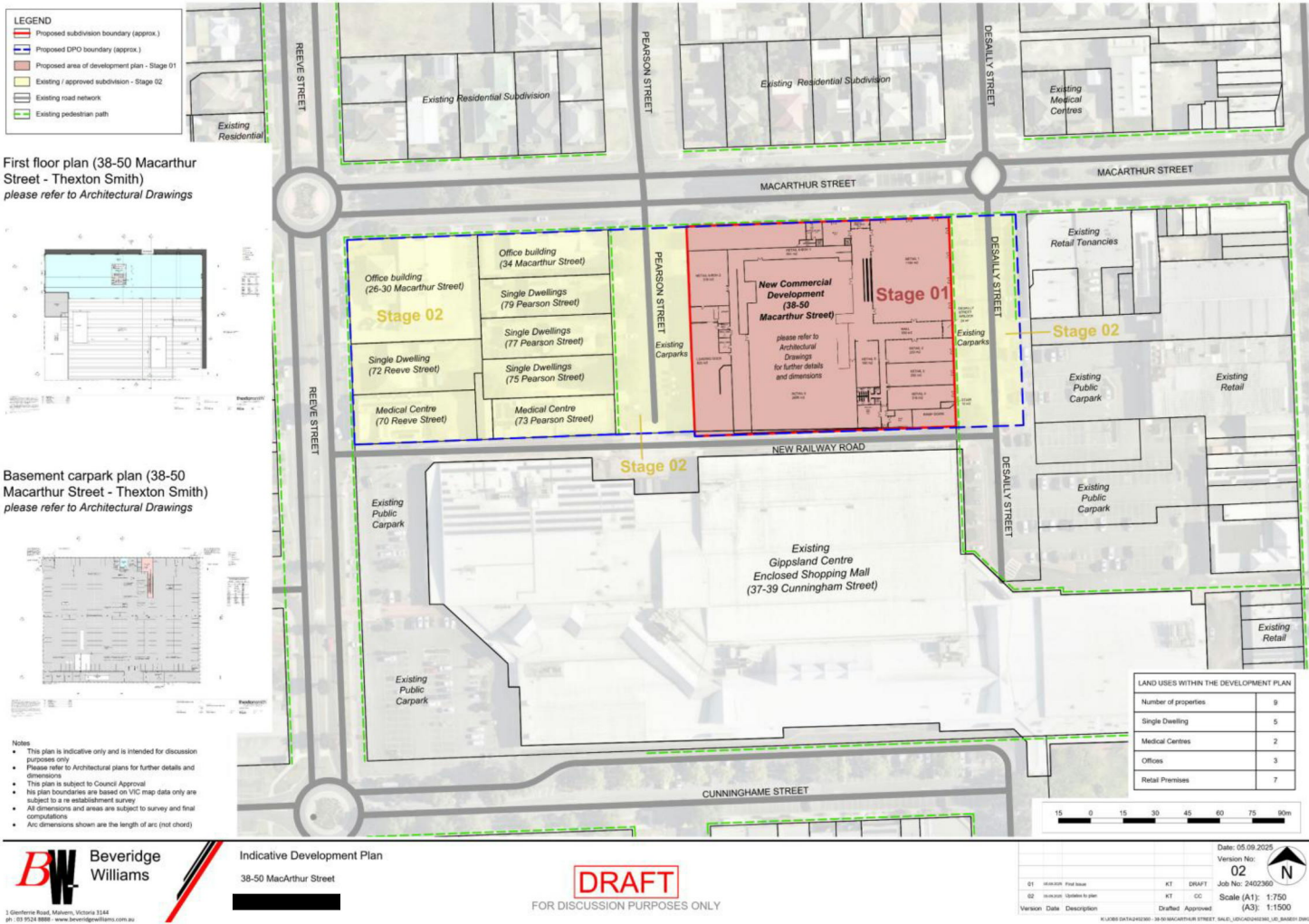
Due to the fact that the area covered by the Development Plan Overlay (Schedule 1) is already developed and the new development at 38-50 Macarthur Street doesn't include any new roads or public space, this plan does not include the following items:

- Any new roads or intersection points.
- An overall Landscaping Plan for the whole overlay affected area.

This report is accompanied by the following reports & designs:

1. A Development Plan for approval under **Clause 43.04**;
2. A set of designs of the proposed new commercial building at 38-50 Macarthur Street prepared by Thexton Smith, including a landscape plan;
3. A Traffic Report prepared by Beveridge Williams & Co. Pty. Ltd.;
4. A Waste Management Plan prepared by Beveridge Williams & Co. Pty. Ltd.; and,
5. A Drainage Report prepared by BCE.

Figure 1: Proposed Development Plan



Relevant Planning Scheme Clauses:

As discussed on page two, the Development Plan for which approval is sought through this application is bound by Macarthur, Reeve & Desailly Streets and New Railway Road in Sale. It covers 38-50 Macarthur Street, Sale and 8 other properties on its east side, with Pearson Street running through the middle in a north-south direction.

The Wellington Planning Scheme contains a number of clauses that are relevant to the broader Development Plan Overlay area. They are:

- **Clause 02.03-1** (Settlements – Larger Settlements);
- **Clause 02.04** (Strategic Framework Plans), noting that Sale is recognized as a 'Regional centre' – see the Wellington Shire Framework Plan at **Figure 2** opposite;
- **Clause 11.01-1R** (Settlement - Gippsland) noting that Sale is recognized as a 'Regional centre' where Council is encouraged to 'promote growth' – see the Gippsland Regional Growth Plan at **Figure 3** opposite;
- **Clause 11.01-1L** (Settlement - Wellington), noting that the Sale & Wurruk Strategy Plan, which can be seen at **Figure 4** below, recognizes the subject site as being located within the 'CBD area' and in a 'Commercial Zone';
- **Clause 11.03-1L** (Sale Activity Centre), noting that the Sale CBD Strategy Plan, which can be seen at **Figure 5** below, recognizes the subject site as being located within 'Activity Centre' and in a 'Commercial Zone';
- **Clause 17.01-1S** (Diversified Economy);
- **Clause 17.02-1S** (Business);
- **Clause 17.02-1R** (Commercial Centres - Gippsland);
- **Clause 34.01** (Commercial 1 Zone) – see page 4;
- **Clause 43.02** (Design & Development Overlay) – see page 4;
- **Clause 43.04** (Development Plan Overlay) – see page 4; and,
- **Clause 65** (Decision Guidelines).

The Plan is discussed in light of these Clauses over the following pages.

Figure 2: Wellington Shire Strategic Framework Plan

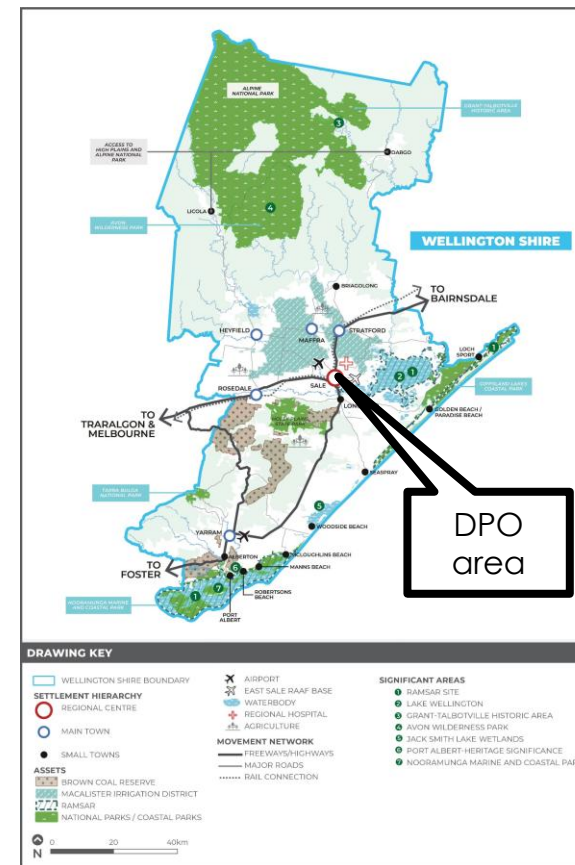


Figure 3: Gippsland Regional Growth Plan

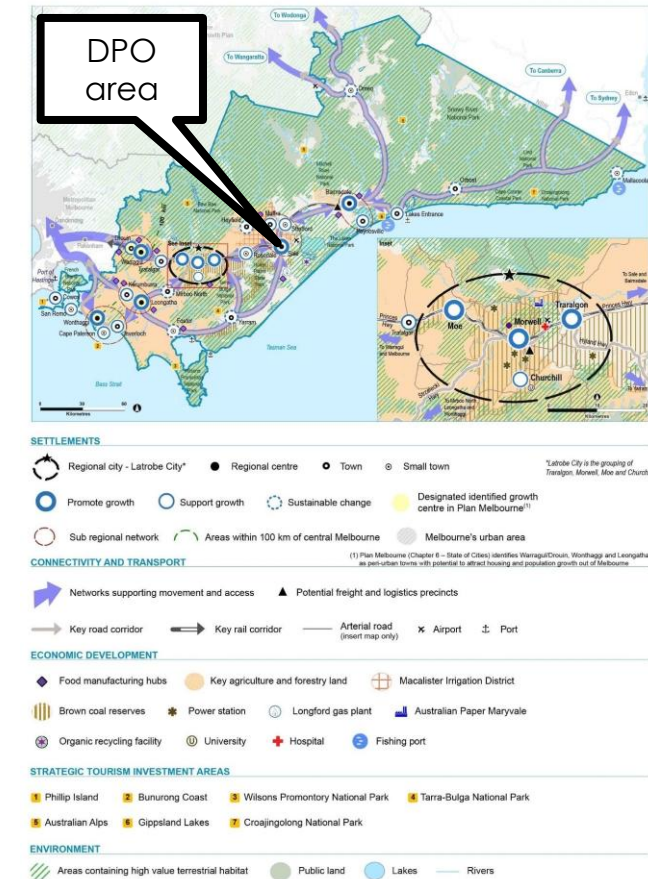


Figure 4: Sale & Wurruk Strategy Plan

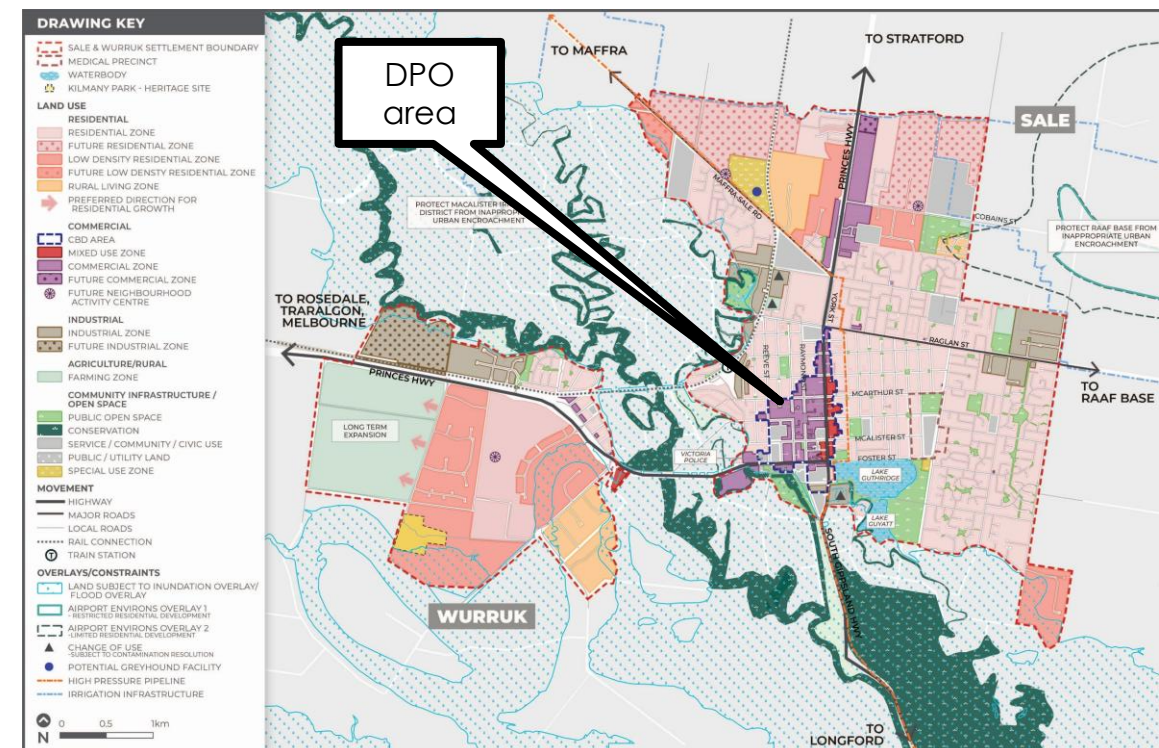
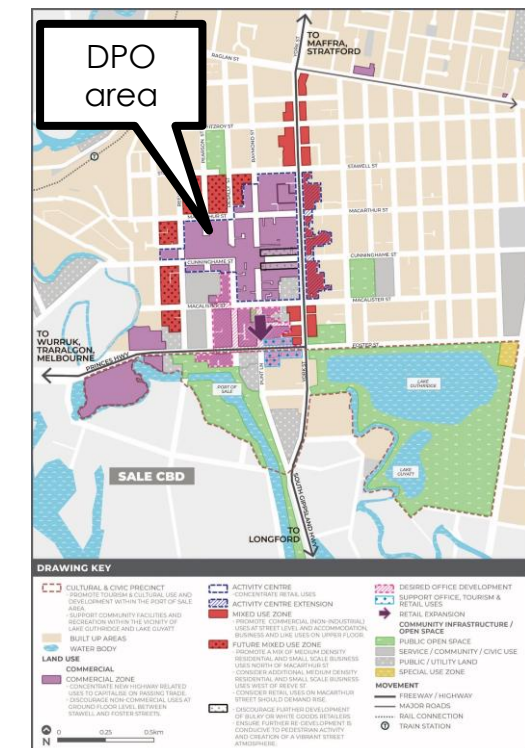


Figure 5: Sale CBD Strategy Plan



Zoning & Overlay Maps:

As noted on page 3, the area covered by the proposed Development Plan is:

- located within the Commercial 1 Zone (Clause 34.01) – see the zoning map at **Figure 6**;
- affected by a Design & Development Overlay (Schedule 6) – see the overlay map at **Figure 7**; and,
- affected by a Development Plan Overlay (Schedule 1) – see the overlay map at **Figure 8**.

Figure 6: Zoning Map with 38-50 Macarthur Street outlined red and the balance of the contiguous DPO area outlined yellow

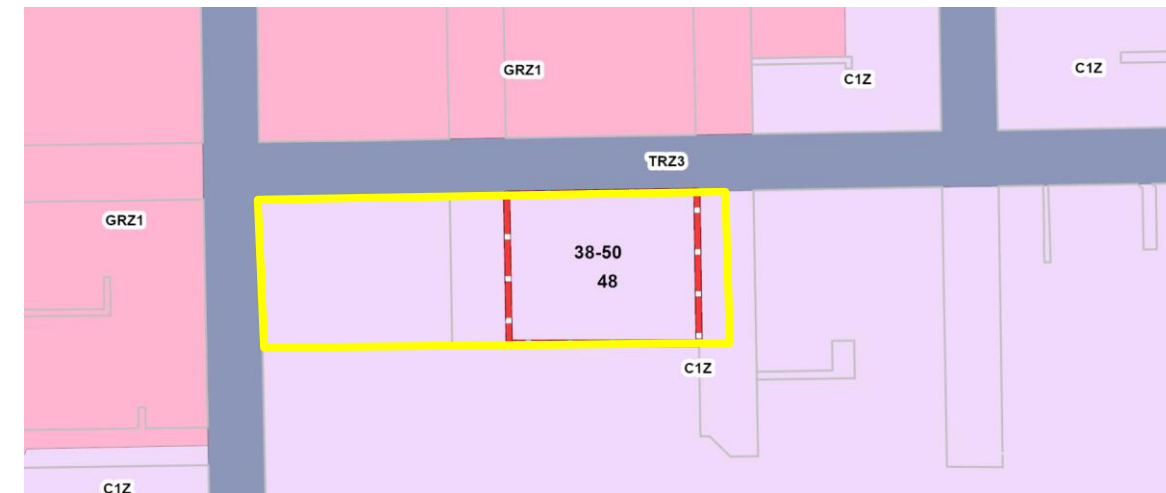


Figure 7: Design & Development Overlay Map with 38-50 Macarthur Street outlined red and the balance of the contiguous DPO area outlined yellow

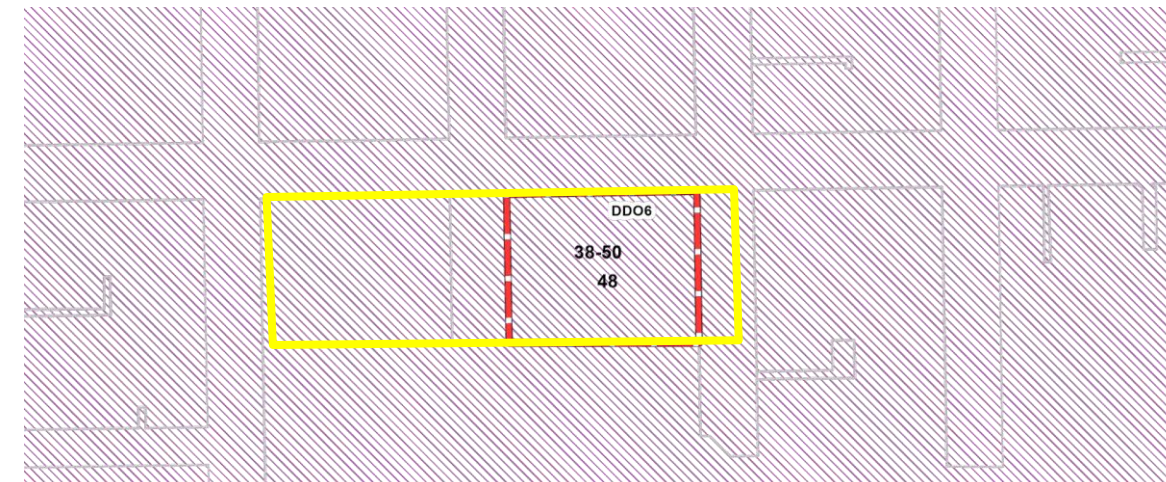
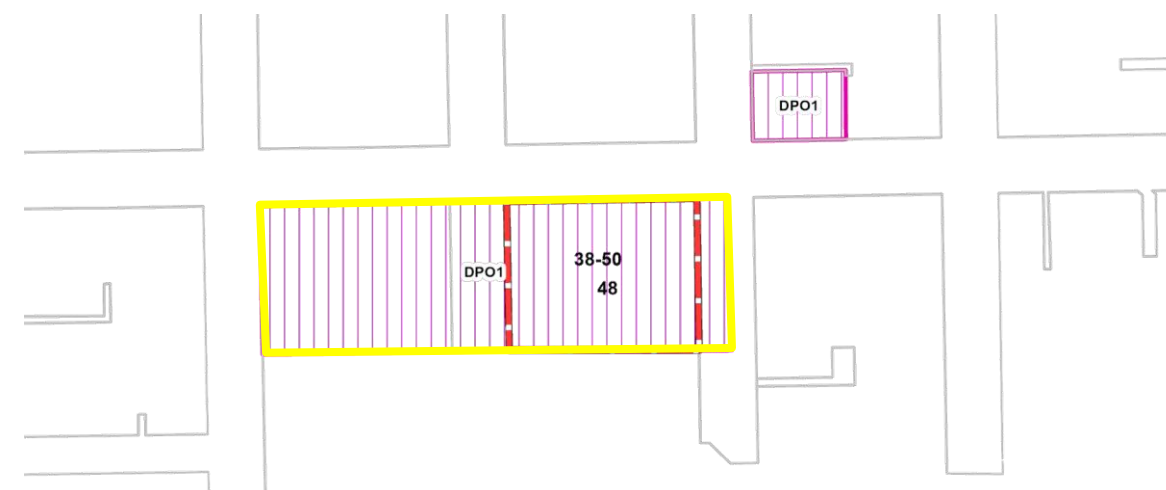


Figure 8: Development Plan Overlay Map with 38-50 Macarthur Street outlined red and the balance of the contiguous DPO area outlined yellow



Proposed Boundaries:

As can be seen at **Figure 9**, the Development Plan Overlay:

- covers the overlay affected area bound by Reeve Street, Macarthur Street, Desailly Street and New Railway Road;
- 51, 53 & 55 Macarthur Street.

As can be seen at **Figure 10**, the Development Plan for which approval is sought under this application does not include the properties at 51, 53 & 55 Macarthur Street.

This is because these three properties, which sit at the northeast corner of Desailly & Macarthur Streets, are physically separated from the balance of the Overlay affected area.

Point 2.0 of Schedule 1 to **Clause 43.04** requires that, before any building and works are carried out at 38-50 Macarthur Street, they must be generally in accordance with a Development Plan approved under **Clause 43.04**.

At present, there is no Development Plan supporting the development of 38-50 Macarthur Street.

Hence, the proposed development of that site cannot be considered to be 'generally in accordance' with it.

In light of this, a new Development Plan must be approved by Council under **Clause 43.04** prior to commencement of the proposed development at 38-50 Macarthur Street.

Given the proposed development at 38-50 Macarthur Street will sit in the same area as was covered by the current approved Development Plan and there is no impact upon the properties at 51, 53 & 55 Macarthur Street as a result of this development, the new Development Plan proposed through this application uses the same boundaries as the current Development Plan, i.e. the land bound by Reeve, Macarthur & Desailly Streets and New Railway Road.

This area is outlined yellow on the Proposed Development Plan Boundary Map at **Figure 10**.

Figure 9: Proposed Development Plan Boundary Map showing the Overlay (hatched purple), a recent aerial photo, 38-50 Macarthur Street outlined red and the boundary of the new Development Plan outlined yellow

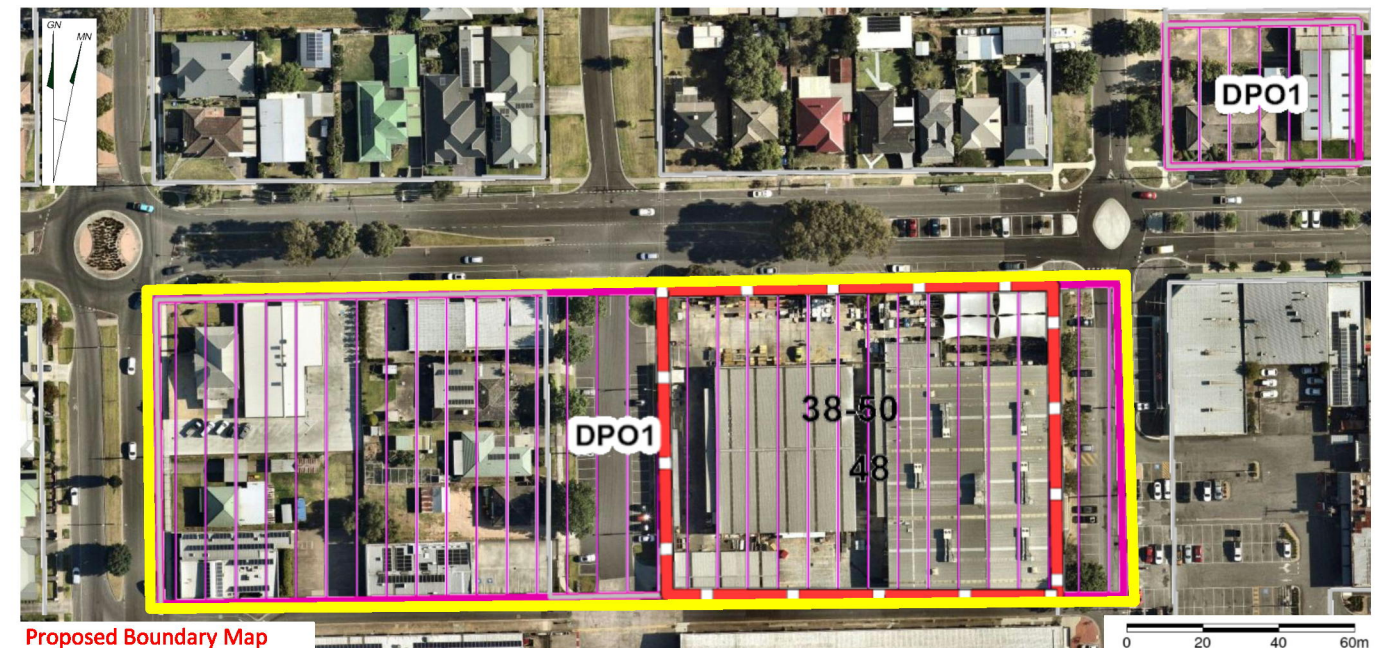
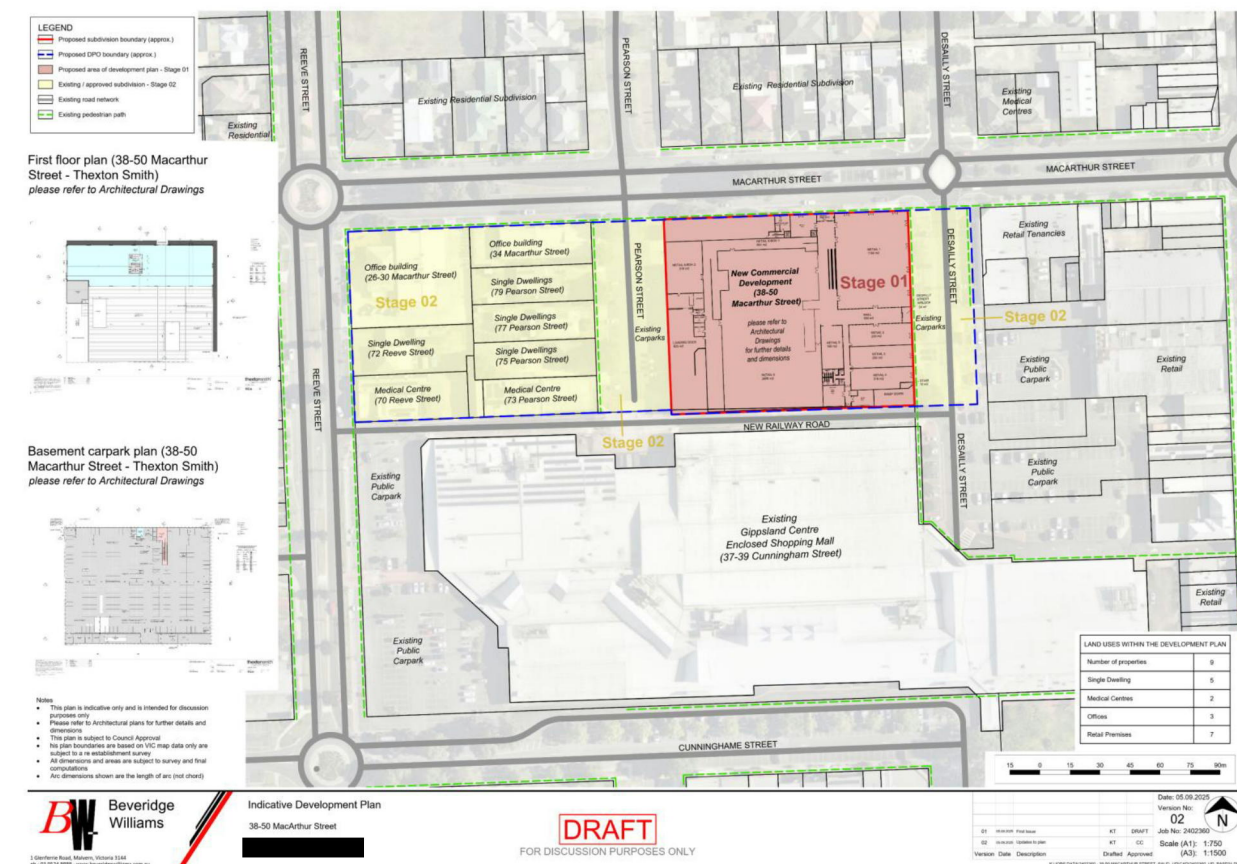


Figure 10: Proposed Development Plan



Pattern of Subdivision & Development across the DPO affected area:

The overall subdivision pattern across the Development Plan Overlay affected area is shown opposite in **Figure 11**.

The features of the 9 properties within the Development Plan Overlay affected area, including their existing and proposed land uses, are set out in **Table 1**, with the numbers referenced on the image opposite.

As **Table 1** shows, the Development Plan area:

- is populated by 5 commercial uses and 4 private single dwellings; and,
- Includes lots with area ranging from around 770m² (79 Pearson Street) to 8,212m² (38-50 Macarthur Street).

A photo montage of improvements within the Development Plan area is provided on page 7.

Figure 11: Image of the Development Plan area outlined red with the subdivision pattern overlaid in black

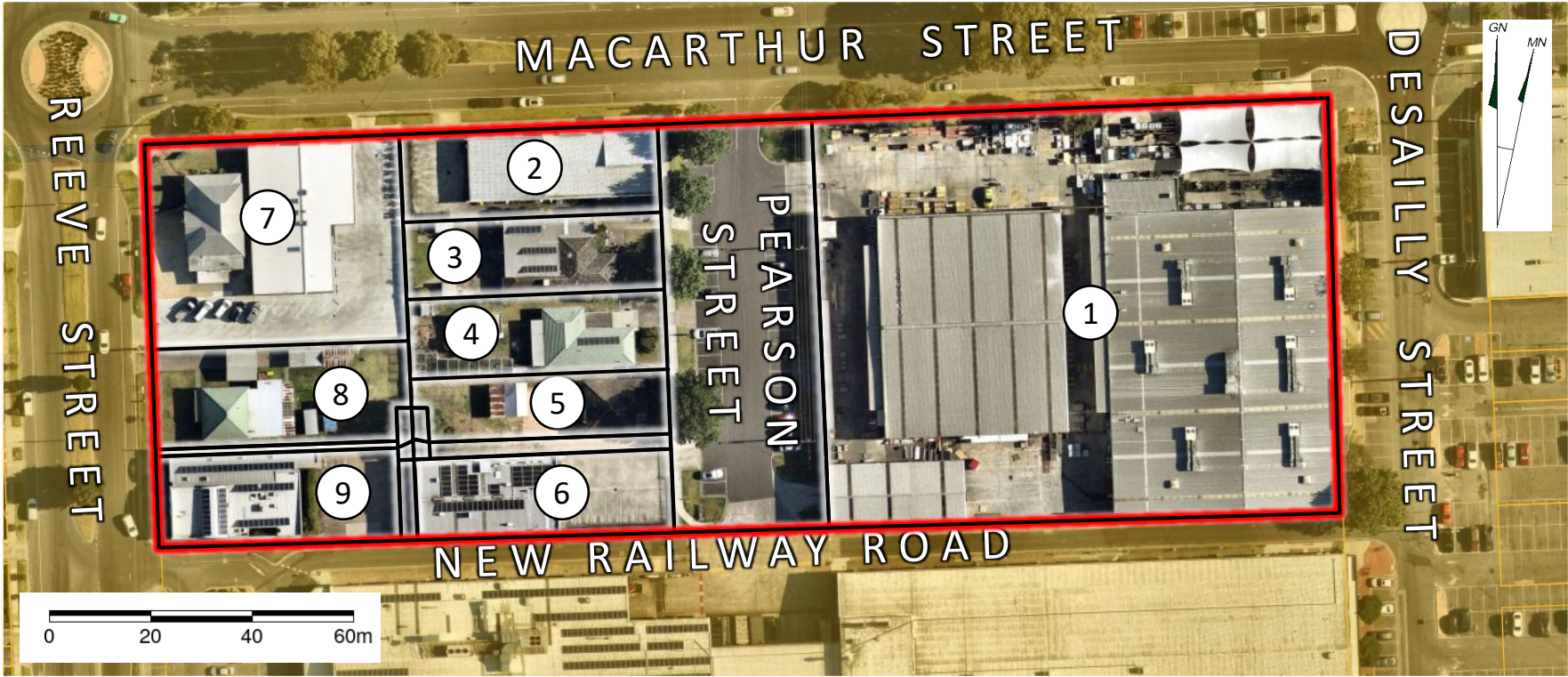


Table 1: Features of the properties within the Development Plan Overlay affected area					
Property Number	Title Details:	Address:	Area:	Existing Land Use:	Proposed Land Use:
1	Plan of Consolidation 364733L	38-50 Macarthur Street	8,212m ²	Trade Supplies (Timber yard and Hardware Store)	Carpark – subfloor, Shops – ground floor & Office – first floor.
2	Lot 1 on Lodged Plan 67367	34 Macarthur Street	±870m ²	2 Offices	2 Offices
3	Lot 2 on Lodged Plan 67367	79 Pearson Street	±770m ²	Single dwelling	Single dwelling
4	Consolidation Plan 106195	77 Pearson Street	±800m ²	Single dwelling	Single dwelling
5	Lots 1 & 2 on Title Plan 344483 and Lots 1 & 2 on Title Plan 648781	75 Pearson Street	±785m ²	Single dwelling	Single dwelling
6	Plan of Consolidation 375338	73 Pearson Street	±780m ²	Medical Centre (General Practice)	Medical Centre (General Practice)
7	Plan of Consolidation 382039B	26-30 Macarthur Street	2,023m ²	3 offices with a common carpark	3 offices with a common carpark
8	Lot 1 on Title Plan 245725	72 Reeve Street	±975m ²	Single dwelling	Single dwelling
9	Lot 1 on Title Plan 410508	70 Reeve Street	±975m ²	Medical Centre (Chiropractor)	Medical Centre (Chiropractor)

Photo Montage:

Photos 1-12 show the development within and roads surrounding the Development Plan Overlay area.

Their locations and directions are referenced on the image at **Figure 12**.

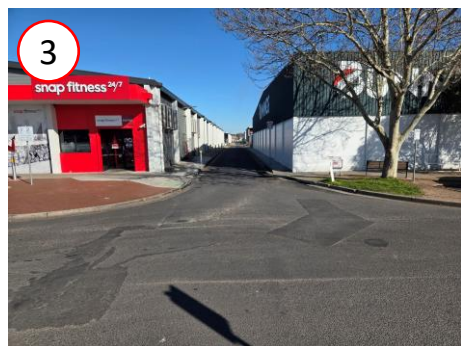


Figure 12: Image of the Development Plan area with the location & directions of photos in the montage marked



Available Infrastructure services:

As can be seen opposite and below, each property in the Development Plan Overlay affected area has access to:

- Reticulated electricity – see **Figure 13**;
- Reticulated town water supply & sewer mains – see **Figure 14**; and,
- Reticulated telecommunication (NBN) cables – see **Figure 15**.

The image at **Figure 16**, which was prepared by BCE, provides an appraisal of existing reticulated drainage capacity around 38-50 Macarthur Street, i.e. the development site at the east end of the Development Plan Overlay affected area.

Figure 16: Map of existing reticulated drainage around 38-50 Macarthur Street, Sale (Prepared by BCE)

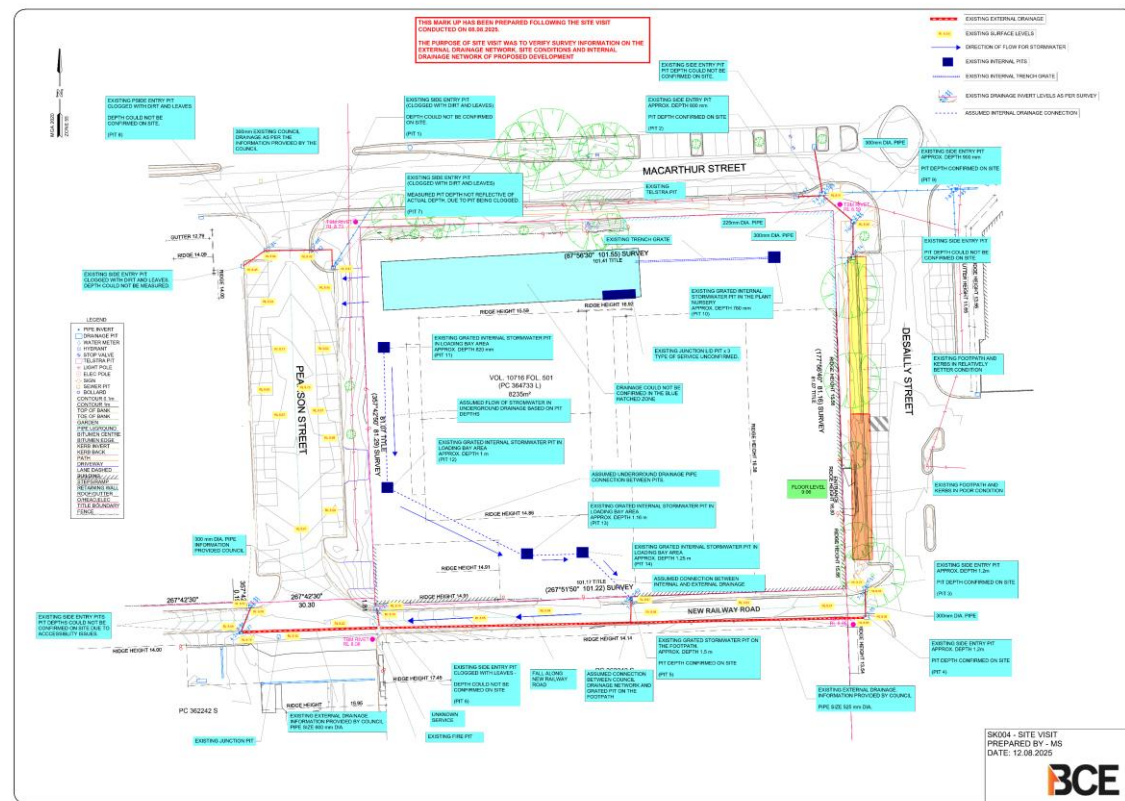


Figure 13: Reticulated Electricity Map

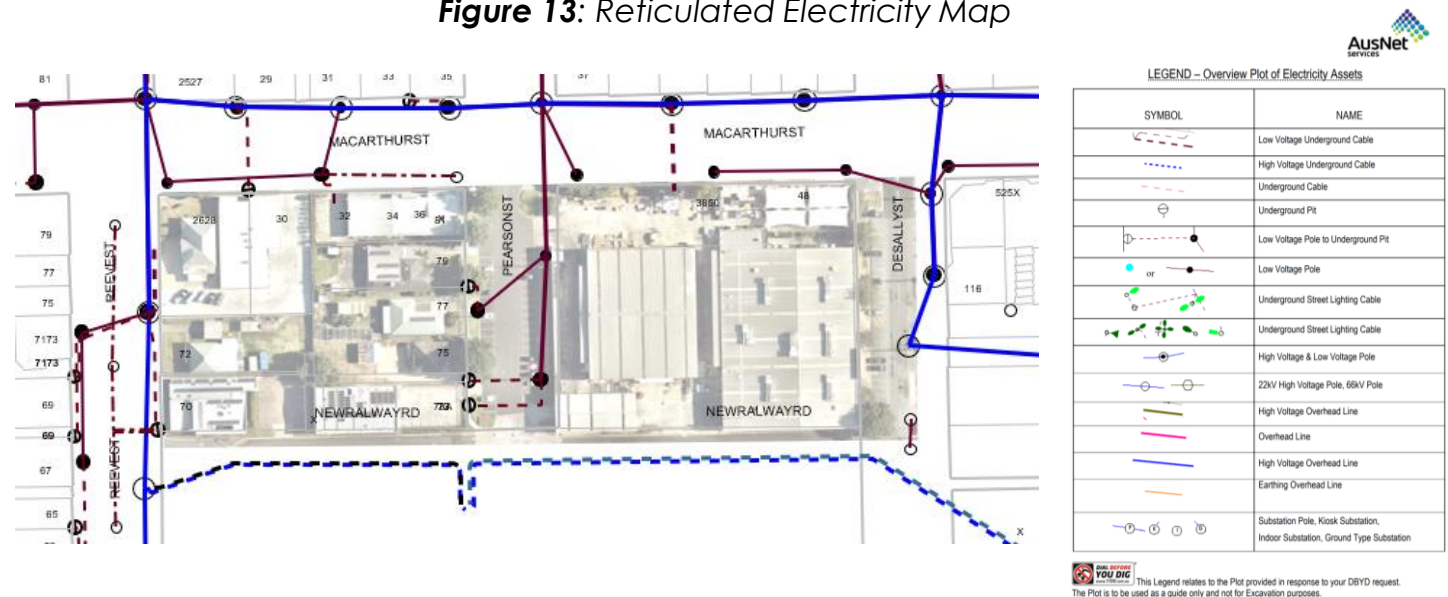


Figure 14: Reticulated Sewer & Water Map



Figure 15: Reticulated Telecommunications (NBN) Map

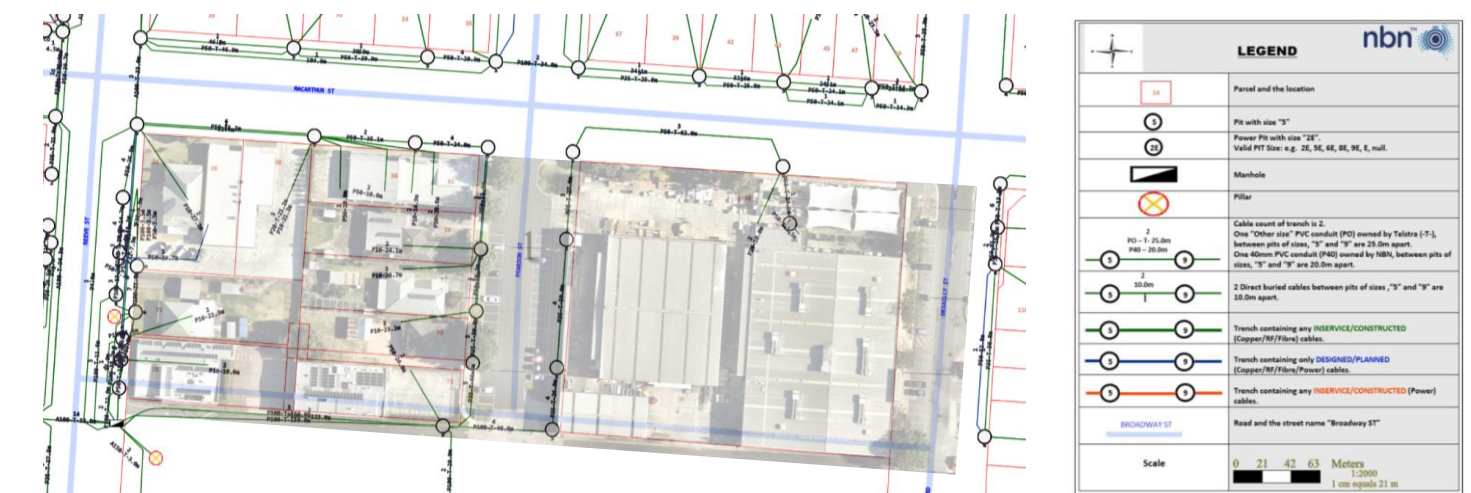


Figure 17: Movement Network Map

Road, footpath & public transport services:

The Movement Network Map at **Figure 17** demonstrates the road, footpath & public transport network across the Development Plan Overlay affected area and its surrounds.

As can be seen from this image and the photos on page 7, all properties within the Development Plan Overlay area are served by:

- An extensive road network comprising:
 - Reeve Street, which is a two-way, divided bitumen road with a single lane on each side of a central median strip. It flanks the north side of the DPO area. It intersects with Macarthur Street at a roundabout at the northwest corner of the DPO area;
 - Macarthur Street, which is also a two-way, divided bitumen road with a single lane on each side of a central median strip. It flanks the north side of the DPO area. This road intersects with Reeve Street at the roundabout at the northwest corner of the DPO area and intersects with Desailly Street in a roundabout at the northeast corner of the DPO area;
 - Desailly Street, which is a two-way, bitumen road that flanks the east side of the DPO area. It intersects with the roundabout at the northeast corner of the DPO area and has indented parking bays on both sides;
 - New Railway Road, which is a one-way, private bitumen road that flanks the south side of the DPO area. 38-50 Macarthur Street enjoys access over this private road via an easement; and,
 - Pearson Street, which is a two-way, north south running bitumen road that bisects the DPO area. This road terminates at its intersection with New Railway Road at the south side of the DPO area. It has indented parking bays running down each side.
- An extensive network of concrete footpaths that wrap around the north, east and west sides of the DPO area and provide access to the balance of the shopping precinct and public transport;
- A public bus stop that is located on the opposite side of the enclosed shopping mall and is accessible via the footpath network; and,
- Two public toilets in the enclosed mall to the south and one at the corner of Raymond & Cunninghame Street.



LEGEND:

- Development Plan Overlay affected area:** (Red outline)
- Footpath network:** (Pink line)
- Road network:** (Black line)
- Public Bus Stop:** (Green bus icon)
- Proposed development at 38-50 Macarthur Street:** (Yellow outline)
- Public Toilets:** (Toilet icon)

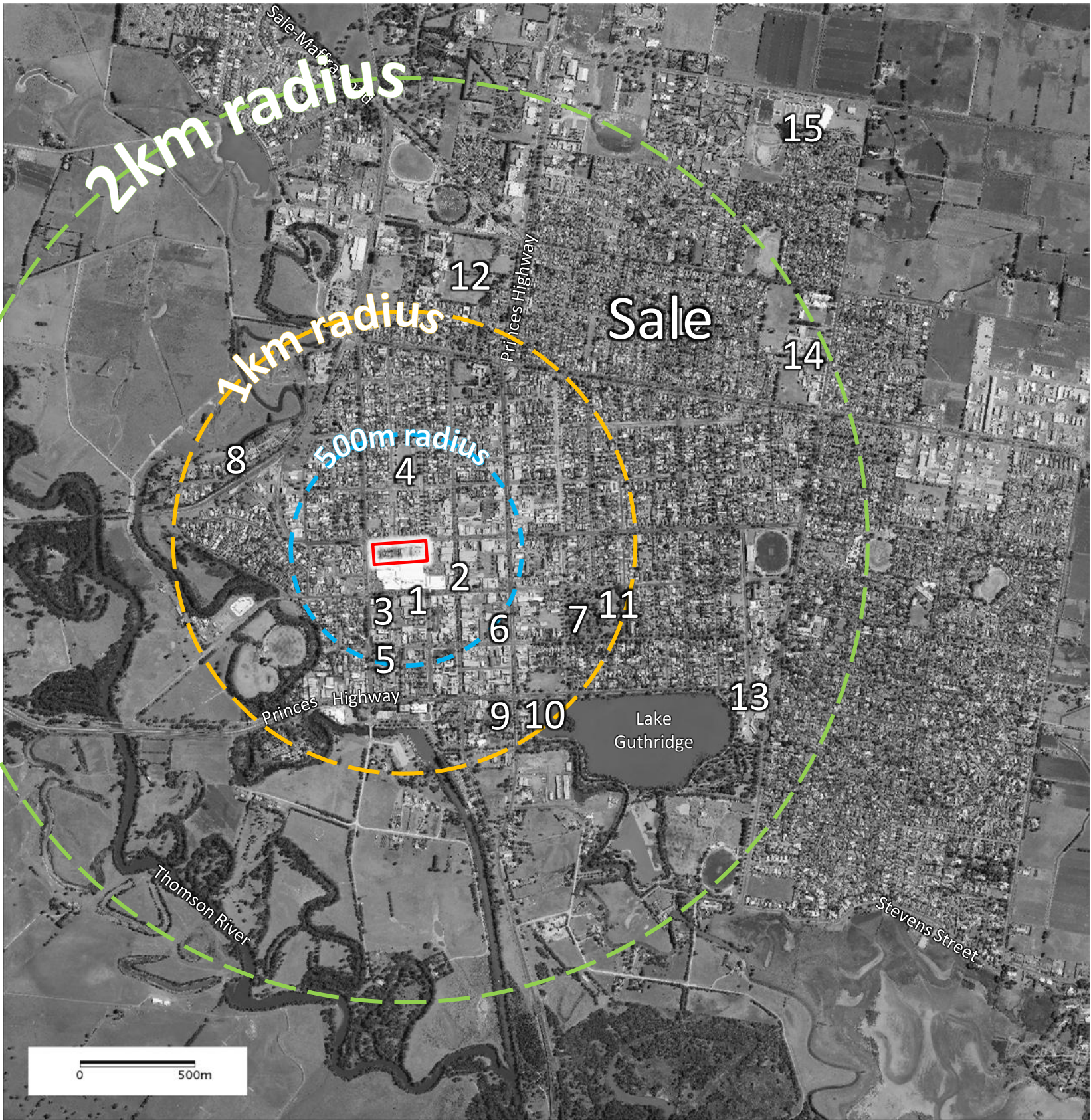
Community Facilities:

The proximity of the DPO area to key community facilities across the township is shown in the map at **Figure 18** opposite.

Map Key:

Facility Number	Facility	Distance from the subject site
1	Public Bus Stop	80 metres
2	Raymond Street (Sale's Main Street)	100 metres
3	Secondary School	250 metres
4	Active/Passive Recreation Reserve	400 metres
5	Primary School	480 metres
6	Secondary School	500 metres
7	Passive Recreation Reserve	850 metres
8	V/Line Train Station	900 metres
9	Primary School	800 metres
10	Active/Passive Recreation Reserve	1 kilometres
11	Primary School	1 kilometre
12	Secondary School	1.2 kilometres
13	Indoor/outdoor pool & gymnasium and active/passive outdoor recreation precinct	1.8 kilometres
14	2 x Primary + 1 Secondary School	1.9 kilometres
15	Regional indoor sports complex and outdoor netball courts & hockey pitches	2.4 kilometres

Figure 18: Map showing the DPO area relative to key facilities across Sale



38-50 Macarthur Street, Sale:

As discussed on page 2, it is proposed to:

- Demolish the existing building at 38-50 Macarthur Street, Sale, which is used for a Timber Yard & Trade Supplies; and,
- Construct a new two storey commercial building with an underground carpark beneath it to accommodate shops at ground floor level and office space at the first floor level.

These changes are the only aspects of change that the proposed new Development Plan will facilitate.

Table 1 provides details relating to 38 Macarthur Street.

Table 1. Site Details	
Address:	38-50 Macarthur Street, Sale
Lot Details:	Plan of Consolidation 364733L
Title Particulars:	Volume: 10716, Folio: 501
Title Restrictions:	None.
Area & services:	8,212m ² formed in a flat rectangular shape.
Zoning:	Commercial 1 – see below
Overlays:	Design & Development (Schedule 6) & Development Plan (Schedule 1)
Permit Trigger:	Clause 34.01-1: A permit is required to carry out building and works on land in the Commercial 1 Zone. Clause 52.06: A permit is required to carry out building and works on land in the
Improvements:	The site is occupied by a large timber yard and trade supplies use (Bunnings Warehouse). This building can be seen on the plan of existing conditions provided opposite at Figure 19 and in the photographs at Figures 20-22 opposite. As mentioned above, the buildings shown on this plan will be demolished as part of the redevelopment proposed through this application.

Figure 19: Plan of Existing Conditions (prepared by Thexton Smith)



Figure 20: 38-50 Macarthur Street looking west



Figure 21: 38-50 Macarthur Street looking south



Figure 22: 38-50 Macarthur Street looking east



Proposed development at 38-50 Macarthur Street, Sale:

The proposed redevelopment of 38-50 Macarthur Street is demonstrated across **Figures 23-26** opposite & below. It involves:

- The demolition of an existing trade supplies outlet building and timber yard;
- Construction of a new building that features two-storeys aboveground with a maximum parapet height of 10m above natural ground level and a basement level carpark comprising 259 spaces beneath;
- 3,000m² of gross leasable shop (supermarket) floor area at ground level;
- 1,704m² of net retail floor area at ground level;
- 2,571m² of net office floor area across the ground and first floor levels; and,
- 210m² of gross restaurant floor area at ground level.

It is intended that the facility be managed as a single facility, i.e. there will be 'Centre Manager' responsible for leasing tenancies and maintaining all public spaces. This manager will ensure that all waste is dealt with in accordance with the Waste Management Plan accompanying this application.

Figure 26: Elevations



Figure 23: First Floor Office Plan

L1 ROOM SCHEDULE		
DEPARTMENT	ROOM NAME	AREA
Amenities	LOBBY	6 m²
	Room	4 m²
	STORE	1 m²
Commercial	COMMERCIAL	2623 m²
	COMMERCIAL LOBBY	27 m²
		2651 m²
Services	ACC W/SH	7 m²
	FEMALE	22 m²
	MALE	17 m²
	PLANT ROOM	218 m²
	SERVICES	2 m²
	STAIR 2	9 m²
Grand total: 11		2936 m²

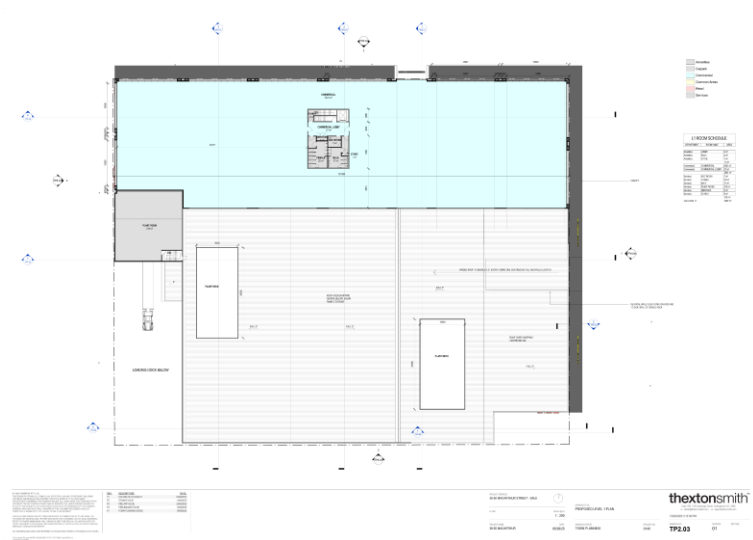


Figure 24: Ground Floor Shops Plan

GL ROOM SCHEDULE		
DEPARTMENT	ROOM NAME	AREA
Amenities	ACC WC	5 m²
	CNTR MGMT	6 m²
	DELIVERIES	80 m²
	FEMALE	14 m²
	MALE	14 m²
	Room	6 m²
	Room	5 m²
	SERVICE PASSAGE	19 m²
	STAFF CHNG	5 m²
	WASTE	180 m²
		207 m²
Commercial	COM LOBBY	27 m²
		24 m²
Common Areas	DESAILLY STREET AIRLOCK	22 m²
	MACARTHUR STREET AIRLOCK	22 m²
Retail	RETAIL 1	1134 m²
	RETAIL 2	233 m²
	RETAIL 3	230 m²
	RETAIL 4	216 m²
	RETAIL 5	160 m²
	RETAIL 6	2088 m²
	RETAIL 6-BOH 1	181 m²
	RETAIL 6-BOH 2	319 m²
	RETAIL 6-BOH 3	10 m²
	RETAIL 6-BOH 4	13 m²
Services	RETAIL 6-BOH 5	25 m²
	RETAIL 7	93 m²
		5872 m²
	LIFT 1	6 m²
	LIFT 2	6 m²
	SERVICES	12 m²
	STAIR 1	10 m²
	STAIR 2	15 m²
Grand total: 31		6799 m²

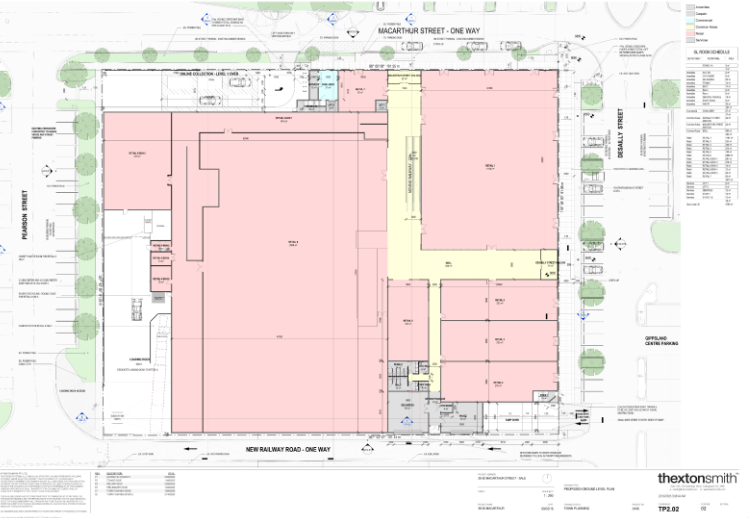


Figure 25: Basement Carpark Plan

BASEMENT ROOM SCHEDULE		
DEPARTMENT	ROOM NAME	AREA
Carpark	RETAIL CARPARK	7468 m²
		7468 m²
Commercial	COM LOBBY	29 m²
		29 m²
Retail	RETAIL LOBBY	118 m²
		118 m²
Services	FIRE PUMP ROOM	132 m²
	FIRE TANK ROOM	168 m²
	LIFT 1	6 m²
	LIFT 2	6 m²
	MSSB	32 m²
	SERVICES	16 m²
	SERVICES	36 m²
	STAIR 1	12 m²
	STAIR 2	4 m²
	SUBSTATION	54 m²
Services	WASTE STORE	13 m²
		403 m²
Grand total: 14		8017 m²



Design Response for the proposed development at 38-50 Macarthur Street, Sale
(prepared by Thexton Smith):

This design summary provides an outline of the processes, thought and reasoning that was undertaken during the design process for the proposed mixed use development at 38-50 MacArthur Street, Sale.

The design has been considered against local Australian architectural precedence, as well as good design practice and passive solar design. The immediate context, which is shown at **Figure 27** was assessed and interpreted, considering proximity to roads and residential neighbours, as well as built form and materiality.

These constraints and considerations were all intertwined with the operational requirements of a welcoming and functional mixed use development.

In assessing the proposed design, it is noted that practical aspects of the building operation and the wider ramifications of these drove key decisions that then flowed on through the design process, which can be seen at **Figure 28**.

Key operational decisions:

- Anchor retail loading bay accessed off Pearson Street
- Online collection of Pearson Street and left onto MacArthur Street
- Waste and deliveries accessed off New Railway Road
- Basement car park access near New Railway Road
- Mall entries fronting Desailly Street and MacArthur Street.

Figure 27: Site Context Plan



Figure 28: Design Response



Design Response for the proposed development at 38-50 Macarthur Street, Sale (prepared by Thexton Smith):

Once these key operational decisions were made, secondary design decisions were addressed:

- Level 1 commercial to front MacArthur Street to give prominence to the street and capture northern sunlight
- Central core to level 1 to maximise facade and daylight access
- Amenities to ground level located near service areas, within close proximity to mall
- Retail premises address both street frontage and mall.

Once the secondary design decisions were made, tertiary design decisions followed:

- Breaking down the built form length, primarily to MacArthur Street in an effort to minimise visual bulk / monotony
- Express mall entries with raised awning and differing louvres / signage to ensure visual cue to patrons for ease of wayfinding
- Sun protection
- Access and street activation.

As shown at **Figure 29**, the resulting well articulated built form is accompanied by a much improved pedestrian experience, and well as a more considered and, over time, more abundant landscape offering due to the opportunity to provide substantial trees to Desailly Street.

Figure 29: 'Proposed v Existing' images of the development from Desailly, Macarthur & Pearson Streets

MACARTHUR STREET: PROPOSED



MACARTHUR STREET: EXISTING



DESAILLY STREET: PROPOSED



DESAILLY STREET: EXISTING



PEARSON STREET: PROPOSED



PEARSON STREET: EXISTING



Traffic Impact Assessment:

An appraisal of the traffic impacts of the proposed development at 38-50 Macarthur Street has been carried out by Beveridge Williams & Co. Pty. Ltd. These were its findings:

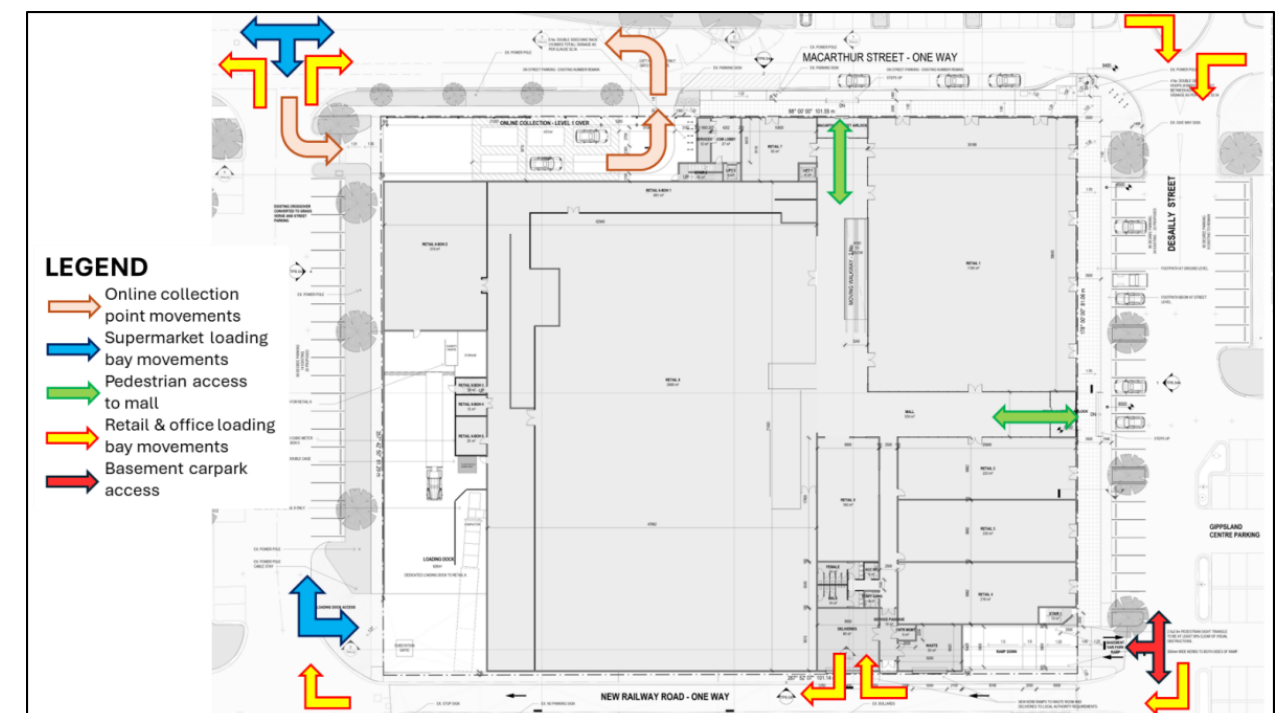
- The Wellington Shire strategic planning documents are supportive of the proposed development.
- There is substantial active and public transport in the vicinity of the site, which will be of significant benefit to the proposed uses.
- The recorded crash history in the vicinity of the site does not indicate any crash trend that requires urgent remedial actions.
- The proposed standard and accessible car parking provision is appropriate per Clause 52.06 of the Wellington Shire Planning Scheme and the National Construction Code (NCC):
 - o Compared to the existing use, the proposed carparking provision for the project site is expected to result in a surplus of 29 total spaces (25 standard spaces and 4 accessible spaces) from a statutory (Clause 52.06) and NCC perspective. The carpark has been designed in accordance with AS2890.1 Off-Street Parking, AS2890.6 Off-Street parking for people with disabilities and Clause 52.06 where appropriate.
 - o The column placement will need to be updated once structural engineering advice is received to ensure that the carpark clearance envelope is satisfied per Clause 52.06.
- The carpark ramp design is suitable and has been designed per AS2890.1 Off-Street Parking and has been assessed using 2D vertical swept path analysis for B99 and B85 vehicles.
- A total of 38 bicycle spaces (25 employee and 13 shopper/visitor) are required per **Clause 52.34** of the Wellington Shire Planning Scheme. The proposed bicycle provision meets this requirement, with 40 employee bicycle spaces (15 space surplus) and 18 visitor/shopper spaces (5 space surplus).
- The proposed loading arrangements for the supermarket, retail tenancies, and office are appropriate from a traffic engineering perspective.
- The operational movements for the online collection point are appropriate and will be beneficial from a traffic and parking perspective.

The proposed development is expected to generate traffic volumes that are consistent with the proposed future development of the Sale CBD and shopping precinct. The expected traffic generation characteristics of the proposed development would not be inconsistent with the existing, surrounding land uses.

The recommendations outlined in this Report are summarised below:

- Provide a lockable bicycle compound for employees at the proposed bicycle racks in the basement.
- Provide Give Way linemarking within the basement carpark.
- Provide chevron linemarking at the entrances to the ramp to guide vehicles.
- Ensure that the column placement is updated once structural engineering advice is received to ensure that the carpark clearance envelope is satisfied per Clause 52.06.
- Indicative location of bicycle parking on the southwest corner of MacArthur Street / Desailly Street intersection should be reviewed to ensure that it does not impede vehicle and pedestrian sightlines.
- Trailers and caravans should be prohibited from accessing the online collection point.

Figure 30: Proposed Access Arrangements



Drainage Plan:

A Drainage Plan has been for the proposed development at 38-50 Macarthur Street by BCE, with the ground and first floor plans shown opposite. Its findings for the developed site are due to the existing condition of the site consisting predominantly of a level building, there are no significant falls within the proposed development. It is proposed that the developed site will be slightly built up and graded towards the roadways from the building to achieve sufficient stormwater overland flow path.

The developed site will consist of the following drainage components:

- An internal drainage network capable of accommodating 10% AEP (1 in 10 Year ARI) peak flow in the form of grated pits, floor wastes and pipe networks.
- A detention system capable of restricting the post development flows to predevelopment flow levels. Predevelopment flow rates of 1 in 1 year (63.2% AEP) and post development storage rates of 1 in 10 year (10% AEP).
- A major overland flow drainage system conveying the 1 % AEP (1 in 100 Year ARI) peak flow event.

Additionally, 'Water Sensitive Urban Design' initiatives will be incorporated to treat the stormwater associated with the building works to the satisfaction of the Wellington Shire Council.

Water Sensitive Urban Design' (WSUD) initiatives may include on-site retention and gross pollutant traps or rain gardens – see a potential example at **Figure 34**.

We additionally note the following:

- Proposed measures to enhance stormwater discharge quality from the site in accordance with Melbourne Water WSUD guidelines are utilised in the design
- A major drainage network catering for the 1% AEP storm event to pass through the development without causing damage or nuisance to adjacent lots.
- It is anticipated that stormwater runoff from the proposed development will be directed to two Legal Point of Discharge (LPOD) locations. One via a connection to the council's side entry pit on McArthur Street (north-west corner of the site), and the other via a connection to the side entry pit on New Railway Road (south-west corner). These discharge points are provisional and will require formal approval from the relevant Council authority. Refer to Appendix D for detailed drainage strategy and these connection points.

Figure 31: Basement Level Drainage Plan

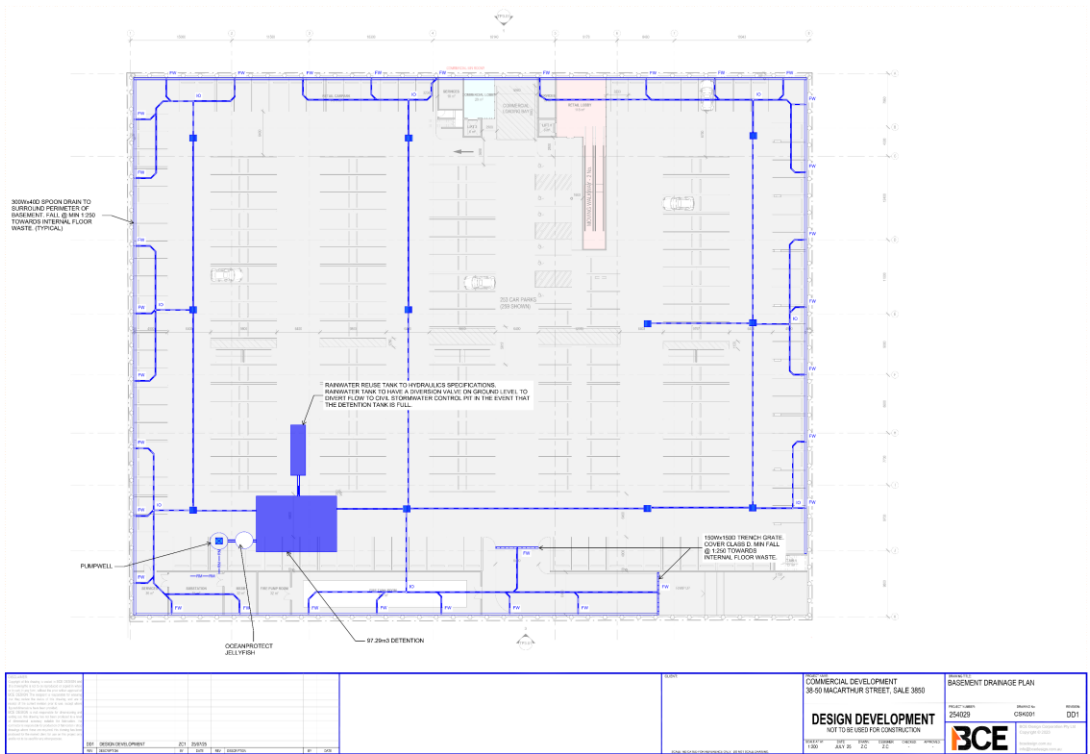


Figure 32: Ground Level Drainage Plan

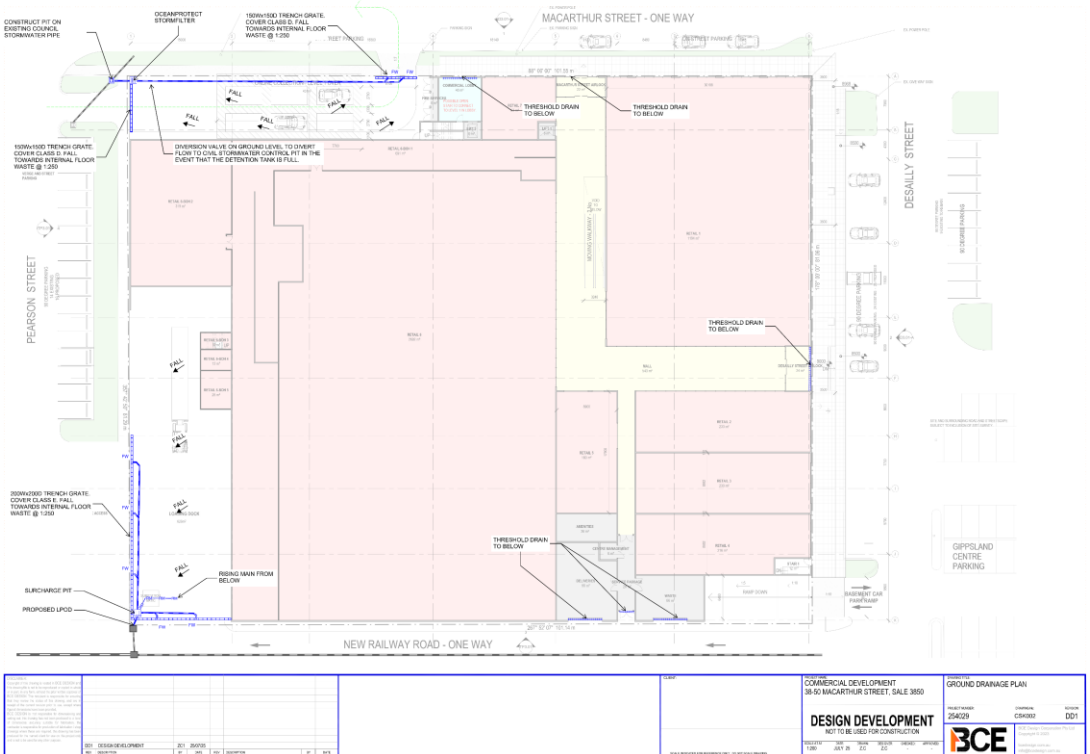


Figure 33: MUSIC Model

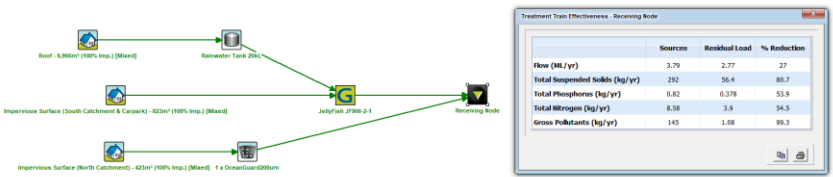
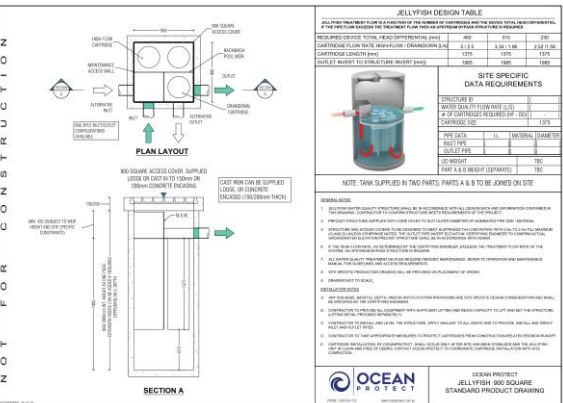


Figure 34: On-site Treatment System



Advertising Signage:

Once a Development Plan is approved under the provisions of **Clause 43.04**, the provisions of the Development Plan Overlay will exempt future planning permit applications made for building and works or the erection of signage in the affected area from:

- the requirement to notify adjoining owners about the proposal prior to a decision being made; and,
- the possibility of a third party seeking a review of a Council decision to grant a permit.

The land affected by the Development Plan Overlay is all located in the Commercial 1 Zone. Hence, most commercial uses carried out in the tenancies proposed to be created at 38-50 Macarthur Street will not require a planning permit.

However, the provisions of **Clause 52.05** require that a planning permit be issued for many classifications of signage, including internally illuminated signage and business identification signage that exceeds an area of 8m² on any single property.

As discussed previously, the facility will be owned and managed as a single property. Hence, most business identification signage will require a planning permit, as the 8m² threshold will be passed very quickly. Many other signage types may also trigger the need for a planning permit under **Clause 52.05-2**. In order to ensure that surrounding owners are aware of the quantum and type of signage that it is anticipated future tenants will seek permits for the proposed elevations include indicative signage locations, sizes and types. Each tenancy will be able to display a 4.5m x 0.5m illuminated box awning signs above each door section for Tenancies 1-4 & 7 and 0.5m high, non-illuminated business identification signs along the front of the awnings (see sign 6 on elevation 1 and elevation 5 opposite). As shown at **Figure 35** opposite, it is expected there will be:

- Ten 1m x 8m illuminated box awning signs above each window on the Macarthur Street elevation for the 1st level office tenancy (Sign 1);
- A 10.2m x 1.85m illuminated box mounted sign for tenancy 6 (Sign 2);
- A non-illuminated 1.2m x 2m wall sign above the door to the level 1 tenancies on the north elevation (Sign 3);
- An illuminated set of individual letters & numbers totalling 6m x 0.8m mounted above the awning on the north elevation for the commercial lobby entry (Sign 4);
- An illuminated set of individual letters with an illuminated box behind for tenancies 5 & 6, totalling 6m x 0.8m mounted on top of the awning for the commercial lobby entry on the east elevation (Sign 5);
- An illuminated 8.8m x 1.6m wall sign for tenancy 5 on the east elevation (Sign 7);
- 3 sets of internally illuminated box signs for tenancies 5 & 6 arranged one above the other at each end of the south elevation & the north end of east elevation: 7.2m x 2m top; 7.2m x 1.2 bottom (Sign 8);
- Non-illuminated 2.7m x 1.2m receiving sign for loading bay on the south elevation (Sign 10);
- Non-illuminated 9.1m x 0.85m entry sign on the west elevation for tenancy 6 (Sign 11); and,
- 3 Non-illuminated carpark signs above ramp on elevation 2: 2.9m x .515m large; and 1.5m x 0.35m small (Sign 13).

Figure 35: Proposed elevation with indicative signage shown



Planning Assessment:

The proposed Development responds to the relevant Clauses of the Wellington Planning Scheme in the following manner:

Clause 02.03 (Settlements – Larger Settlements):

The proposed new Development Plan will facilitate the redevelopment of an 8,212m² property at the eastern end of the DPO area that has been used as a timber yard & trade supplies outlet for many decades.

The DPO area sits on the northwest corner of Sale's central activity district and enjoys excellent access to reticulated services, public transport and vehicular & pedestrian movement networks.

The proposed redevelopment involves:

- The demolition of an existing trade supplies outlet building and the canopy over the timber yard;
- Construction of a new building that features two-storeys aboveground and a basement level carpark comprising 259 spaces beneath;
- 3,000m² of gross leasable shop (supermarket) floor area at ground level;
- 1,704m² of net retail floor area at ground level;
- 2,571m² of net office floor area across the ground and first floor levels; and,
- 210m² of gross restaurant floor area at ground level.

It is noted that the timber yard and trade supplies outlet, i.e. Bunnings Warehouse, is moving to a more appropriate location on a purpose-built site in a highway-fronting commercial estate in Sale's northern growth front.

The proposed change of land use will significantly increase the capacity of 38-50 Macarthur Street, which is a key site within the Wellington Shire's regional centre of Sale, to capitalise on its location by accommodating a much broader range of employees across a more diverse mix of businesses.

This outcome will reinforce Sale's role as a regional centre. Hence, the proposed Development Plan accords with the strategies set out at **Clause 02.03-6**.

Clause 11.01-1R (Settlement – Gippsland):

The redevelopment facilitated by the proposed Development Plan will consolidate and intensify the use of a key site within Sale's central activity district for commercial purposes. This will support Sale's role as a regional centre and improve the vibrancy of prosperity of its town centre by providing for more commercial floorspace with ample carparking to offset the additional demand that may be generated. Hence, the proposed Development Plan accords with the strategies set out at **Clause 11.01-1R**.

Clause 11.03-1L (Sale Activity Centre):

The redevelopment facilitated by the proposed Development Plan will better concentrate major retail, commercial and administrative land uses in Sale's central activity district, where there is excellent accessibility. This will improve the role Sale's central activity district plays as a focus for shopping, business, leisure, working and community activities. It will also maximise the choices that residents of the Shire will enjoy in terms of employment, services and social interaction in the surrounding community spaces, e.g. the outdoor mall area. The presence of a large below-ground carpark will also provide a secure, all-weather parking option that has mechanised access to street level. This will improve the accessibility of Sale's central activity district to people who have limited mobility, as they will no longer have to navigate through the difficult terrain or brave inclement weather to access the main shopping precinct. The facility will also contain multiple bicycle parking options and be fully accessible from Sale's footpath network so as to improve opportunities for non-motorised transport. Finally, the proposed redevelopment will add large, modern supermarket, retail and office floorspace areas to the commercial activity district, which will assist in attracting prominent national and public sector tenants to the town. This will serve to improve the town's capacity to provide goods and services to residents of the Shire. These outcomes all accords with the objectives and strategies at **Clause 11.03-1L**.

Clause 17.01-1S (Diversified economy):

The redevelopment facilitated by the proposed Development Plan will provide well-located, well-serviced, modern commercial floorspaces in a location that can attract prosperous and/or important public and private tenants. This will serve to protect and strengthen the role Sale's central activity district plays as destination for employers across a range of sectors important to residents. It will also improve access to jobs closer to where people live. These outcomes all accords with the objectives and strategies at **Clause 17.01-1S**.

Planning Assessment (continued):

Clause 17.02-1S (Business):

The proposed new Development Plan will facilitate an improvement to the supply of land available for commercial activity in a central activity district where benefits can be aggregated through proximity to the surrounding service industries. The availability of ample carparking will ensure that the viability of existing businesses within the central activity district will not suffer negative impacts as a result of this growth. Meanwhile, the presence of excellent infrastructure connection capacity will ensure that future tenants will be well placed to prosper in this location. Hence, the proposed Development Plan accords with the strategies set out at **Clause 17.02-1S**.

Clause 17.02-1R (Commercial Centres - Gippsland):

The proposed new Development Plan will facilitate the redevelopment of a key site within a regional centre that is will be subject to significant growth, i.e. Sale. Hence, the proposed Development Plan accords with the strategies set out at **Clause 17.02-1R**.

Clause 34.01 (Commercial 1 Zone):

The redevelopment facilitated by the proposed Development Plan will:

- Implement the Municipal Planning Strategy and the Planning Policy Framework, as outlined above;
- Improve the vibrancy of Sale's commercial centre by providing superior passive surveillance of the adjoining carpark area for more hours of the day, by comparison with the current timber yard and trade supplies use;
- Limit the extent of illumination facing onto Macarthur and Pearson Streets so as to mitigate amenity impacts upon residential land uses located on the opposite (north & west) sides of the road;
- Accommodate pedestrian and vehicular access points so as to avoid experiencing impacts from traffic or loading/unloading associated with adjoining uses;
- Allow drainage that is responsive to Council's prevailing reticulated drainage system;
- Allow easy connection to the surrounding reticulated utility services;
- Provide access points that avoid creating unsafe traffic behaviour so as to create an appropriately secure environment for pedestrians and cyclists using the footpath network;
- Include enough well-designed carparking on site to accommodate all anticipated users in a safe, efficient and comfortable manner;
- Allow the ongoing safe use of the existing movement network;
- Allow safe and efficient storage and removal of waste from the building;
- Significantly activate the frontage onto Desailly Street at both ground and first floor levels, which will be a stark improvement upon the current building's predominantly blank wall;
- Provide shelter for pedestrians along walking along Desailly Street to and from the new building and the balance of the activity centre;
- Avoid overlooking and overshadowing of residences to the north and east, by virtue of the fact that the new building will separated from them by the Macarthur and Pearson Street road reserves. Hence, the new building will only have a view of their front yards and not cast a shadow long enough to overshadow them; and,
- Facilitate excellent solar access across the first and ground floor tenancies adjacent to the northern and eastern windows.

Clause 43.02 (Design & Development Overlay):

The redevelopment facilitated by the proposed Development Plan will lead to a building with height of 10m above natural ground level or 18.85m (Australian Height Datum). Hence, it does not trigger the need for a planning permit under **Clause 43.02** and will not disrupt the safe operation of the RAAF Base East Sale.

Clause 43.04 (Development Plan Overlay):

The proposed Development Plan and accompanying material contained in this report includes:

- A description of the land to which the plan applies – see **Table 1**;

Planning Assessment (continued):

- The proposed use and development of each part of the land – see **Table 1**;
- The proposed boundaries of the development area and a justification for those boundaries – see page 5.
- The overall subdivision of the area, including where possible, the proposed subdivision lot layout – see page 6.
- The overall pattern of development of the area – see page 6.
- The proposed use and development of each part of the area – see **Table 1**.
- Street networks that provide direct, safe and convenient pedestrian and cycle access and where appropriate, support the use and operation of public transport – see page 9.
- An accessible and integrated network of walking and cycling routes for safe and convenient travel to other adjoining communities (including existing and future areas included within the DPO), local destinations, open spaces and points of interest – see pages 9 & 10.
- The provision of a new commercial facility and how it will be located with other community or social facilities to create lively, clustered and more walkable neighbourhood destinations and centres of social and commercial activity.
- The provision of an integrated drainage scheme for the area – see the attached report and MUSIC modelling prepared by BCE, which is summarised on page 15.
- The pattern and location of the major arterial road network of the area including the location and details of:
 - Intersections.
 - Access points.
 - Pedestrian crossing or safe refuges.
 - Cycle lanes.
- The identification of public transport stops within easy walking distance.
- Communal areas within the ground level of the building to facility community interaction.
- A canopy over the footpath in Desailly Street to provide shelter for pedestrians.

The proposed Development Plan does not include any public open space, both because the new uses are commercial in nature and as there is ample public open space within the general vicinity, i.e. at Brennan Park and in the open pedestrian mall to the southeast.

Clause 52.05 (Advertising signage)

The anticipated type, volume and location of advertising signage is detailed on page 17. It is considered an appropriate amount of signage in light of the site's location in the heart of a commercial precinct, the extent of existing illumination created by streetlights on Macarthur Street and the need for each of the tenancies to identify & differentiate themselves.

With regard to the internally illuminated signage proposed for the northern elevation and its potential to impact residents on the opposite side of Macarthur Street, it is noted that there are already a number of streetlights lining Macarthur Street as well as a significant number of security/floodlights in the northern portion of the existing land use. The light pollution created by these existing lights can be seen at **Figure 36**. As a result, the proposed internally illuminated signage will not lead to an increase in material detriment for the owners living on the opposite side of Macarthur Street, relative to the existing setting.

Figure 36: Streetscape photos of 38-50 Macarthur Street taken at 9:15pm on 22/10/2025



Planning Assessment (continued):

Clause 52.06 (Carparking)

As noted in the carparking demand assessment provided in the Traffic Impact Assessment Report accompanying this application, the proposed provision of 259 spaces (including 6 accessible spaces) in a basement carpark represents a shortfall of 27 standard spaces and a surplus of 1 accessible space (26 total spaces) under the provisions of **Clause 52.06**.

However, this potential shortfall is offset by the fact that the site's present hardware store use generates a carparking demand of 86 spaces under **Clause 52.06**, but does not provide any car parking spaces on site.

So, based on Clause 52.06, the proposed development will lead to a net increase of 60 carparking spaces that will be available to the general public relative to the present situation. On top of this, the proposed development will embellish existing bicycle parking capacity and provide end of trip facilities. The inclusion of an on-line collection point for the supermarket will also alleviate some of the demand for public carparking spaces.

It is noted that the carparking audit carried out as part of the Traffic Impact Assessment Report occurred in August 2025 and found that there was ample public parking spaces available around the subject site. As shown at **Figures 37 & 38**, competition for public parking spaces around the redevelopment site can be stronger during the peak pre-Christmas period in mid-December than was found in the August survey.

In this regard, it is noted that the net increase of 60 available parking spaces and improvement in options for non-motorised transport and an online collection point for grocery pickup provided by the proposed development should result in minimal adverse impact to carparking availability. In fact, they may lead to an increase in the availability of off-site carparking spaces during peak times. For these reasons, the proposed parking provision has been deemed acceptable from a high-level traffic engineering perspective.

Any significant effects the environment, including contamination of land, may have on the use or development:

The overlay affected area is not recognised as having been exposed to contamination and there are no other identified significant environmental effects that are likely to impact the proposed development.

The Municipal Planning Strategy and the Planning Policy Framework:

This is discussed previously.

The purpose of the zone, overlays or other provision:

This is discussed previously.

Any matter required to be considered in the zone, overlay or other provision:

These matters are discussed previously.

Figure 37: Historic aerial photography showing that there were 29 public parking spaces available around the redevelopment site on the 14th of December, 2009



Figure 38: Historic aerial photograph showing that there were 19 public parking spaces available around the redevelopment site on the 15th of December, 2017



Planning Assessment (continued):

The Orderly Planning of the Area:

The approval of the proposed Development Plan will facilitate a more diverse and intensified commercial use of land that will shortly become vacant. This outcome will improve Sale's capacity to operate as a regional centre by providing modern shop and office space to accommodate large public and private tenants within its central activity district. These outcomes can be achieved without creating inappropriate traffic behaviour, drainage impacts, waste storage & removal impacts or carparking shortfalls. Council has consistently granted planning permits in similar circumstances. So, approval will represent a consistent, or orderly approach to planning.

The effect on the environment, human health and amenity of the area:

The proposed Development Plan area is largely developed. The only addition will be the new two-storey commercial development at 38-50 Macarthur Street, which sits at the eastern end of the DPO affected area. This site is separated from all residential and sensitive land uses by Macarthur & Pearson Streets. The new building is designed to avoid creating traffic, waste storage & removal, drainage and carparking impacts. Hence, it provides an appropriate environmental, human health and amenity outcome.

The proximity of the land to any public land.

The Development Plan area abuts Desailly, Macarthur and Reeve Streets and is bisected by Pearson Street. The proposed addition to the Development Plan area will be the new development at 38 Macarthur Street, which is only proximal to Desailly, Macarthur & Pearson Streets. The impacts of this development have been assessed by Beveridge Williams and deemed acceptable.

Factors likely to cause or contribute to land degradation, salinity or reduce water quality

The Development Plan Overlay affected area is already fully developed. As demonstrated by the drainage plan approved by BCE, the proposed redevelopment of 38-50 Macarthur Street can be achieved without leading to land degradation, salinity or a reduction in water quality across the overlay affected area.

Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.

As above.

The extent and character of native vegetation and the likelihood of its destruction.

The proposed redevelopment will only impact Council street trees. Where required, these will all be replaced in accordance with the proposed landscape plan included with the architectural package and/or at the direction of Council.

Whether native vegetation is to be or can be protected, planted or allowed to regenerate.

As above.

The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.

The Development Plan Overlay area is not identified as being subject to flood, erosion or fire hazard.

The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

As demonstrated in the Traffic Impact Assessment accompanying this application, the approval of the Development Plan and the subsequent construction of a new commercial building at 38-50 Macarthur Street can be achieved without creating a negative impact on traffic flows or behaviour across the overlay affected area.

The impact the use or development will have on the current and future development and operation of the transport system.

As above.