

PARISH OF WURRUK WURRUK
TOWNSHIP OF WURRUK
SECTION 6
CROWN ALLOTMENT 2 (PART) & 3 (PART)
LAST PLAN REF: PS 924061C (LOT 3)
TITLE REF: VOL. 12588 FOL. 202
ADDRESS: 58 WURRUK WAY, WURRUK, VIC. 3850

PLAN OF PROPOSED SUBDIVISION

EASEMENTS:
E-2 EASEMENT FOR PIPELINE OR ANCILLARY PURPOSES IN FAVOUR OF CENTRAL GIPPSLAND REGION WATER AUTHORITY.
E-3 EASEMENT FOR DRAINAGE IN FAVOUR OF LOTS 1 & 2 ON PS 924061C.



MGA 2020
ZONE 55

THE SUBJECT SITE FROM WURRUK WAY



DIMENSIONED AERIAL PHOTOGRAPH OF THE SUBJECT SITE



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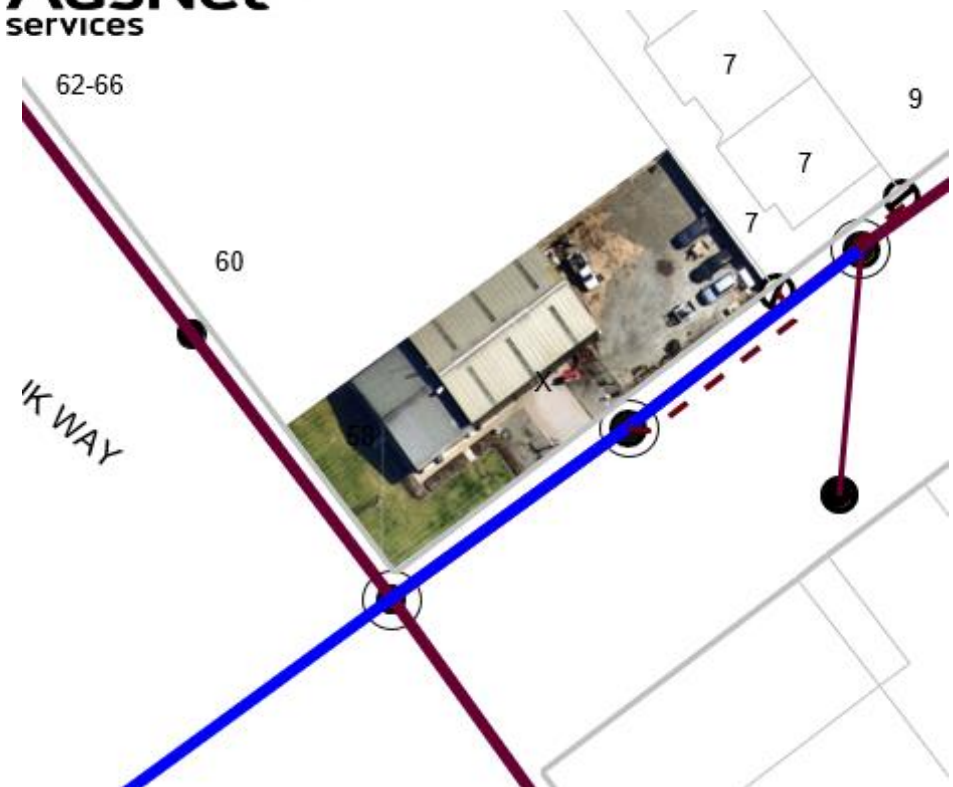
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THE SHED IN THE NORTH PORTION OF THE SUBJECT SITE FROM PRINCE STREET



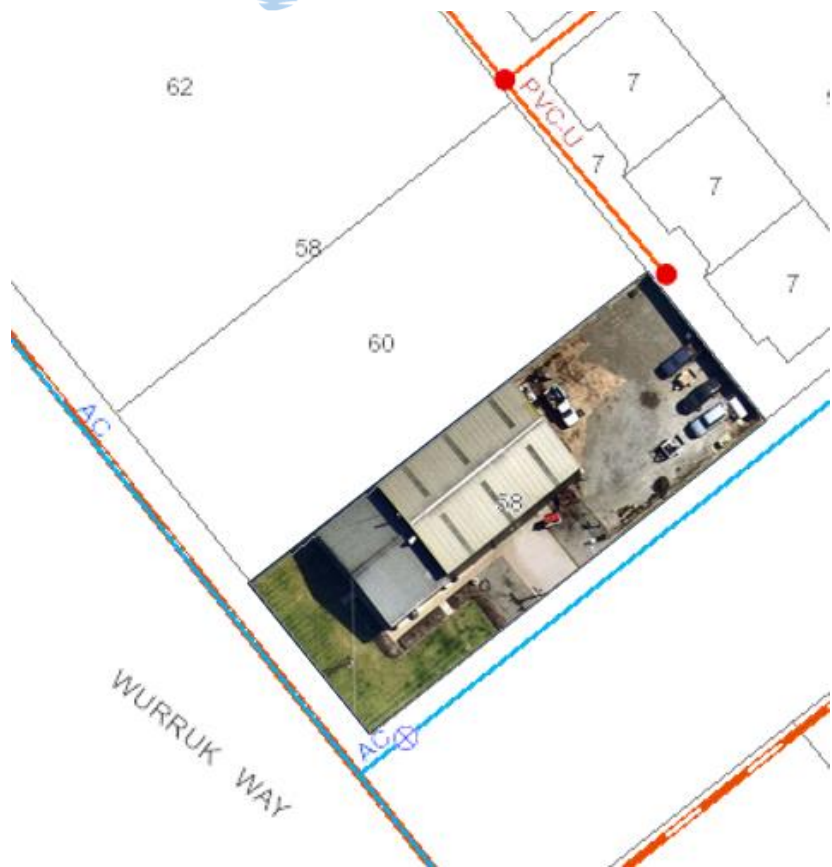
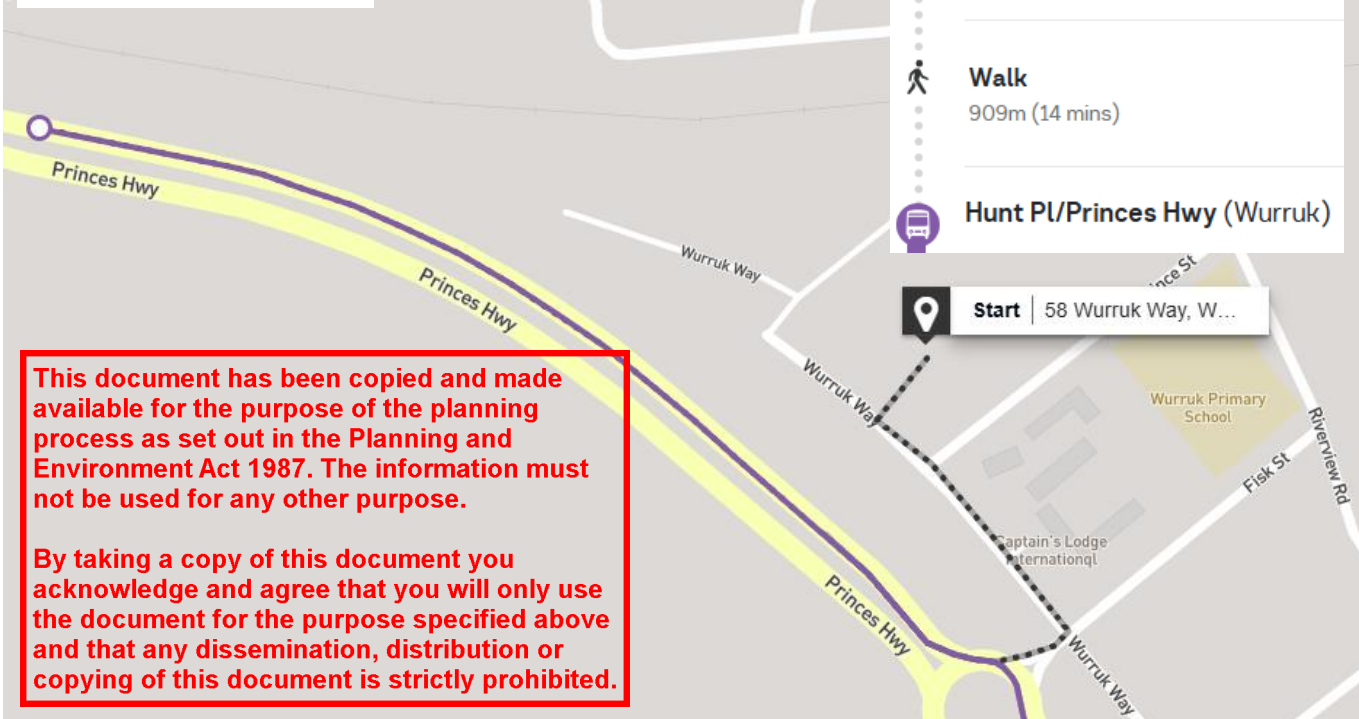
THE SOUTHERN PORTION OF THE SUBJECT SITE FROM PRINCE STREET





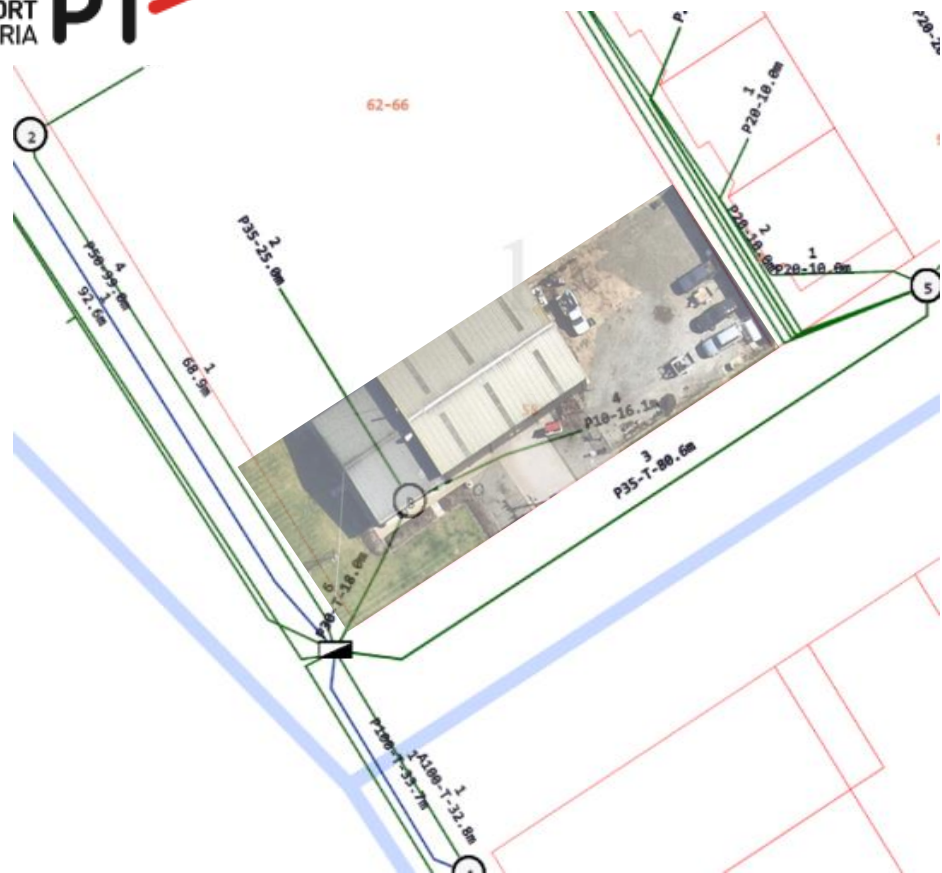
LEGEND – Overview Plot of Electricity Assets

SYMBOL	NAME
	Low Voltage Underground Cable
	High Voltage Underground Cable
	Underground Cable
	Underground Pit
	Low Voltage Pole to Underground Pit
	Low Voltage Pole
	Underground Street Lighting Cable
	Underground Street Lighting Cable
	High Voltage & Low Voltage Pole
	22kV High Voltage Pole, 66kV Pole
	High Voltage Overhead Line
	Overhead Line
	High Voltage Overhead Line
	Earthing Overhead Line
	Substation Pole, Kiosk Substation, Indoor Substation, Ground Type Substation



Legend

- Electrical Cables
- Hydrant
- Water Valve
- Sewer Manhole
- Water Main (Critical)
- Water Main
- Sewer Main (Critical)
- Sewer Main
- Decom Water Main
- Decom Sewer Main



LEGEND	
	Parcel and the location
	Pit with size "5"
	Power Pit with size "25". Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.
	Manhole
	Pillar
	Cable count of trench is 2. One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart. One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.
	2 Direct buried cables between pits of sizes, "5" and "9" are 10.0m apart.
	Trench containing any INSERVICE/CONSTRUCTED (Copper/RS/Fibre) cables.
	Trench containing only DESIGNED/PLANNED (Copper/RS/Fibre/Power) cables.
	Trench containing any INSERVICE/CONSTRUCTED (Power) cables.
	Road and the street name "Broadway ST"
	Scale 0 20 40 60 Meters 1:2000 1 cm equals 20 m

ADJOINING PROPERTIES:

The subject site abuts:

- 60 Wurruk Way along the full extent of its 60.35 metre long north boundary. This property has area of 1,579m² formed in a rectangular shape. It accommodates a large steel shed that is used by an electrical equipment and trades supplier. The building occupies the southeastern portion of the land, while the balance is sealed with a hardstand surface and used for vehicle parking & manoeuvring. This property is fenced on its north, south & east sides and has lawn within its front setback;
- 7 Prince Street along the full extent of its 22.77 metre long northeast boundary. This property contains a medium density residential development that comprises 6 houses. Lot size in the development ranges from 209m² (Unit 1) to 322m² (Unit 6). The dwellings are all single-storey, brick-walled, metal-roofed buildings that each comprise 2 bedrooms. The entirety of the abuttal is taken up with a shared driveway;
- Prince Street along the full extent of its 60.35 metre long southeast boundary. This road reserve has a width of 30 metres where it abuts the subject site. It comprises a two-way, un-marked, bitumen-sealed road pavement with grassed verges, street trees and concrete kerb & channel drainage down both sides. A concrete footpath runs along the south side; and,
- Wurruk Way along the full extent of its 22.77 metre long southwest boundary. This road reserve has a width of 70 metres where it abuts the subject site. It comprises a two-way, line-marked, bitumen-sealed road pavement with gravel shoulders and grassed verges with open style drainage where it abuts the subject site. It forms a T-intersection with Prince Street at the southern tip of the subject site and connects back to the Princes Highway via Fisk Street 150 metres to the south.

60 WURRUK WAY



7 PRINCE STREET



NORTH UP PRINCE STREET



NORTHWEST UP WURRUK WAY



AERIAL PHOTOGRAPH OF THE SUBJECT SITE WITH ADJOINING ROADS & PROPERTIES LABELLED



THE PROPOSAL:

It is proposed to subdivide the land into two lots in the manner shown opposite.

Proposed Lot 1 will have area of 375m² formed in a rectangular shape. It will be vacant and enjoy access via a new crossover to Prince Street that will be constructed as part of the subdivisional works.

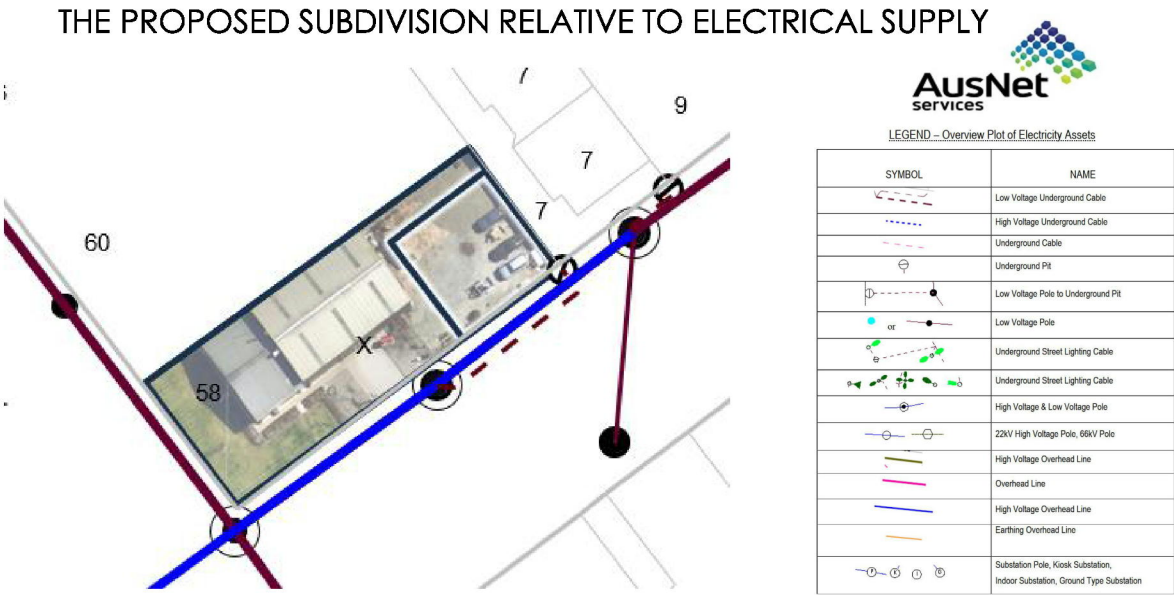
Proposed Lot 2 will have area of 1,000m² formed in an L-shape. It will contain the existing industrial shed, the office area on its southwest side and the carparking on either side of the existing crossover/driveway to Prince Street.

An existing 2 metre wide pipeline easement in favour of Gippsland Water will run along the northeastern perimeters of both proposed lots.

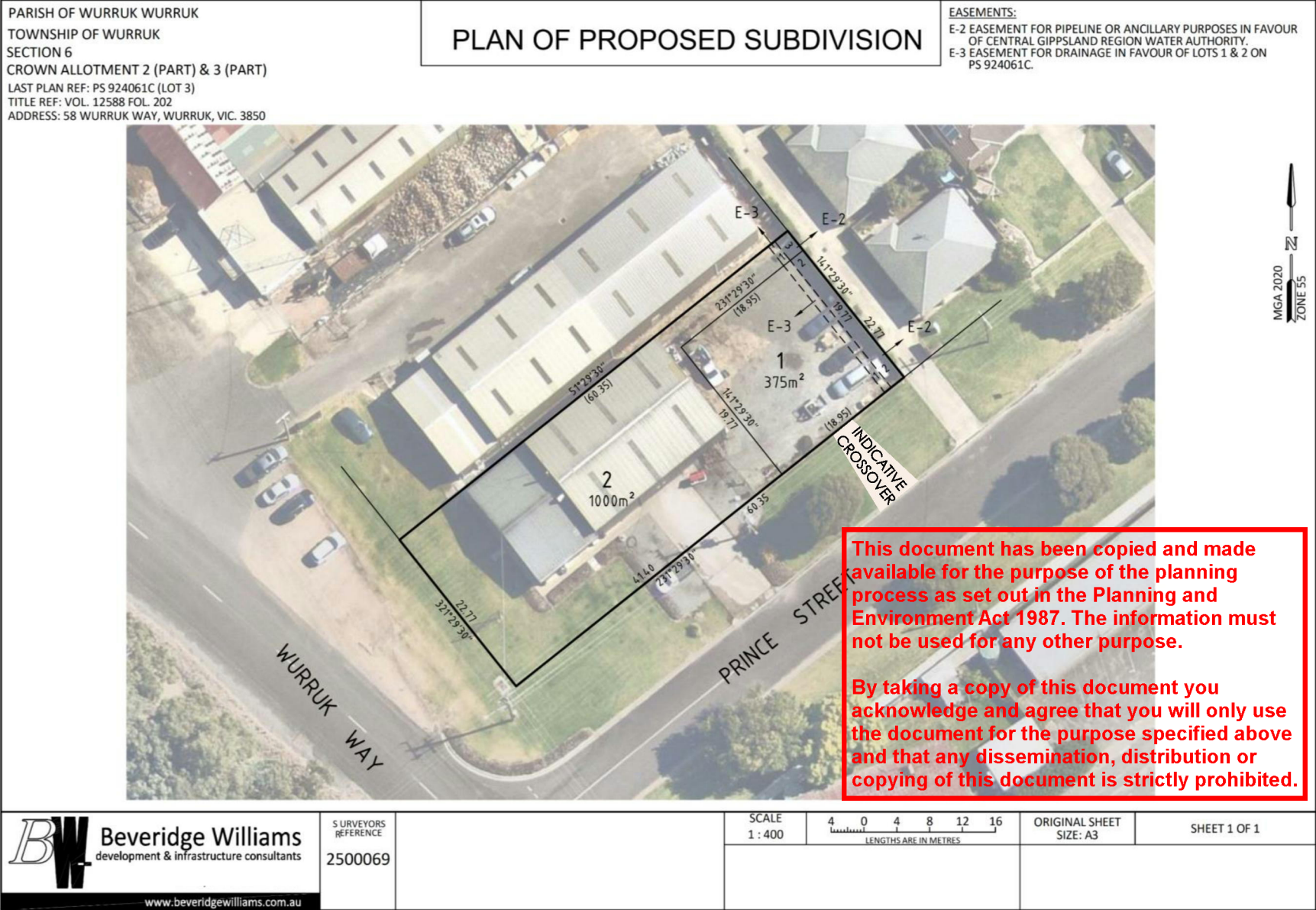
An existing 1 metre wide drainage easement in favour of Lots 1 & 2 on PS924061C will also run along the northeastern perimeters of both lots.

Proposed Lot 1 has been designed to accommodate a small commercial/light industrial/storage development.

As shown below, both lots will be able to be connected to reticulated electricity, water & sewer.



THE PROPOSED SUBDIVISION RELATIVE TO SEWER & WATER MAINS



STREETSCAPE VIEW OF PROPOSED LOT 2 WITH AN INDICATIVE CROSSOVER LOCATION SHOWN:



Point 2.0 to Schedule 1 to **Clause 43.02** provides a set of performance criteria that apply to applications to develop land that is affected by the Design & Development Overlay Schedule 2, as the subject site is.

The proposed subdivision seeks to comply with these requirements in the following manner:

Landscaping:

Proposed Lot 1 is large enough to accommodate a 2-metre deep landscape buffer in the front setback. Combined with the extensive depth of the existing grassed verge area and the 5 metre building setback required below, this treatment will be sufficient to mitigate the visual impacts of a new commercial building.

Proposed Lot 2 will retain ample land for landscaping in the street setbacks around the existing building.

Building Setback:

The subject site abuts Wurruk Way and Prince Street. As can be seen opposite, a new building with dimensions of up to 13.95m x 10.23m could be built on proposed Lot 1 while retaining the required 9m street setback. Given the existing building on Lot 2 is set back 8.5m from Prince Street and the adjoining units at 7 Princes Street are setback 5m, this 9m setback complies with the standard.

The land abuts the General Residential Zone along its northeast boundary. So, any building on proposed Lot 1 must be set back 5 metres from that boundary. As can be seen on the Design Response Plan opposite, a new, 13.95m x 10.23m building can be constructed on Lot 2 without encroaching into that 5 metre setback.

Acoustics:

As can be seen opposite, any new building on proposed Lot 1 will be set back less than 30 metres from the private residences to the east. Hence, any industrial use that seeks to operate within that building will be subject to the need for a planning permit that can impose acoustic performance standards. Otherwise, it is noted that any roller door constructed in the new building would need to face southeast, i.e. away from the residential uses to the east. This will further mitigate noise impacts upon adjoining residents.

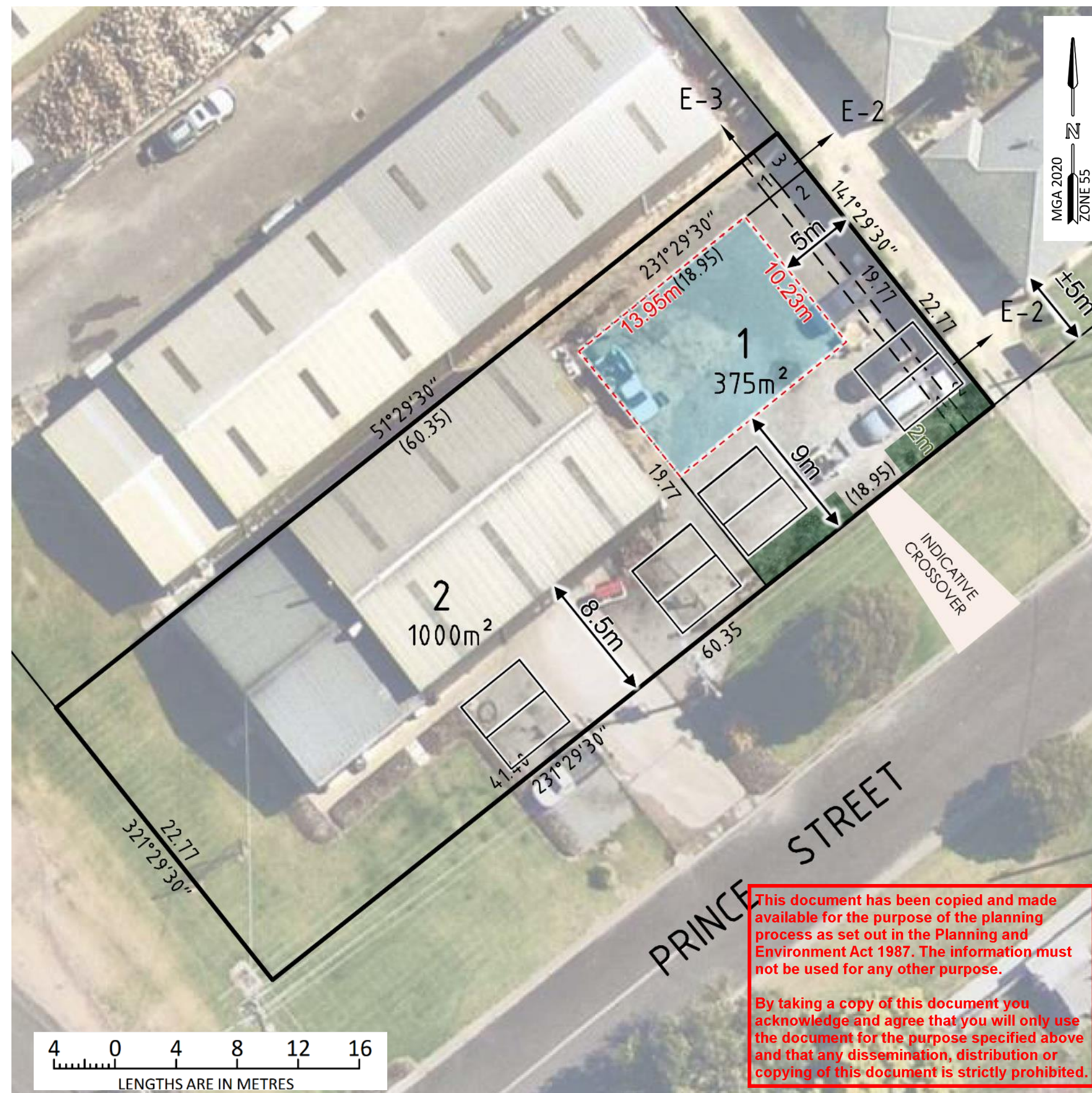
Carparking and access:

As shown opposite, the existing industrial use on proposed Lot 2 will enjoy access to 4 carspaces on its south side and will retain ample space for more to be constructed on its west side, if required. Meanwhile, proposed Lot 1 will have room for 4 cars to park on its south side and an 8.8m long rigid commercial vehicle to park fully within the site, if required. Given any new industrial use carried out within the (maximum) 10.23m x 15.95m building would attract a carparking requirement of 4 spaces ($4.73 = 163.17\text{m}^2 \times 2.9 \text{ carspaces}/100\text{m}^2$), this provision meets **Clause 52.06**.

Both lots will enjoy access via double width crossovers to Prince Street – see opposite. The carparks can both be designed to allow internal drainage.

Storage Areas:

The lots are designed to allow all storage associated with the tenancies to be carried out within the buildings.



Planning Policy Framework & Municipal Strategic Statement:

The proposal involves the subdivision of the land into two lots. As shown opposite, they will have area of 375m² (Lot 1) and 1,000m² (Lot 2). Lot 2 will accommodate the existing building, its access and some carparking, Lot 1 will be sold for commercial/light industrial/storage use & development. As such, it accords with the policy objectives of:

- **Clause 11.01** as it will strengthen the commercial sector operating across the Sale & Wurruk area by providing an opportunity for more business owners to operate from their own property. This will provide greater security for the workforce and facilitate greater investment; and,
- **Clauses 17.02-1S**, as it will create 2 separate business properties, one with an existing, self-contained facility thereon and a vacant lot to accommodate a new small business. This will increase the potential land supply and facilitate further investment in Wurruk's commercial precinct.

The purpose of the zone and overlays:

The proposed development has been designed to comply with the purpose of **Clause 34.02** by facilitating an appropriate lot arrangement to allow the ongoing use of the existing building for commercial purposes and construction of a new, small commercial/light industrial/storage building in a manner that will not exacerbate impacts upon the safety or amenity of nearby sensitive uses.

The proposed development has been designed to comply with the purpose of **Clause 43.02** by:

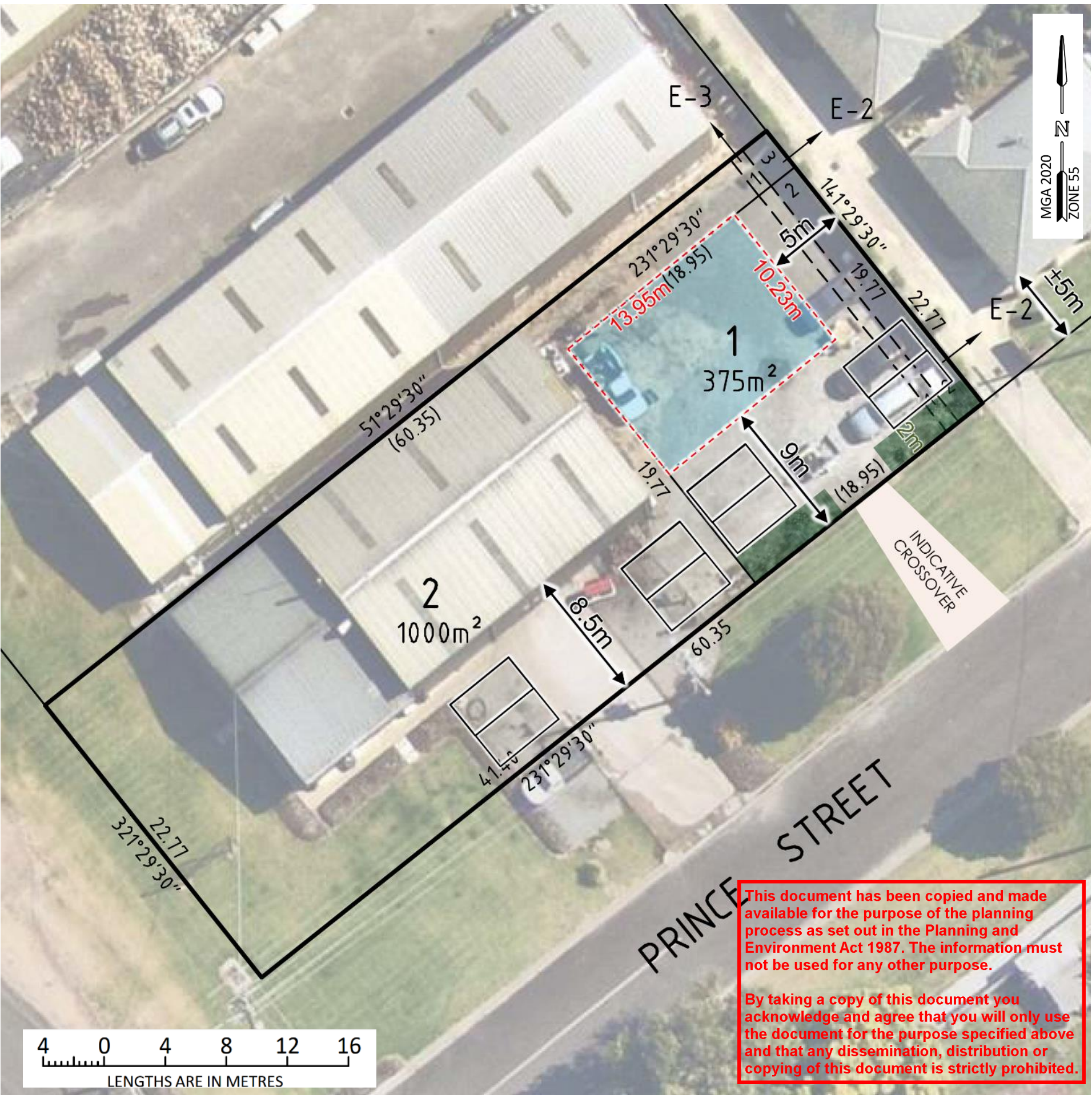
- Creating 2 lots that will enjoy access to reticulated, sewer, water, electricity, telecommunications and drainage, as shown previously; and,
- Retaining ample space within each proposed lot for parking, storage and road access to allow their use by separate businesses after the subdivision is complete.

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

The proposed development has been designed to comply with the decision guidelines set out at **Clause 34.02-7** by:

- Providing adequate space for a 5m setback between any new building on Lot 1 and the common boundary with the residential uses to the east;
- Providing adequately large lots to accommodate the kind of commercial/light industrial uses that are typical in Wurruk's commercial precinct. This is demonstrated by the fact that proposed Lot 2 can contain an existing commercial building that is presently operating with adequate provision for parking, storage and access within its proposed lot, while proposed Lot 1 will cater to a smaller commercial/light industrial or storage use. Larger uses are typically better suited to the industrial estate at Wurruk's northwest fringe;
- Providing additional lots on a property that does not contain any identified cultural heritage values;
- Minimising impacts upon the streetscape character by allowing room within proposed Lot 1 for a 2m deep landscape buffer, a 9m building street setback and a 5m east boundary setback; and,
- Leaving ample room within Lot 2 for landscaping and carparking.

PROPOSED PLAN OF SUBDIVISION



The proposed development has been designed to comply with the decision guidelines set out at **Clause 43.02-6** by:

- seeking to create a lot that will accommodate the existing motor mechanics use with ample room around the building for parking, access and landscaping, whilst devoting excess land on the east side of the property to a small new commercial/industrial/storage use. This ensures that the proposed subdivision will not result in development that is not in keeping with the prevailing character of the neighbourhood; and,
- avoiding the need to construct buildings over 15 metres in height that would cause an impact upon the RAAF Base – East Sale.

Orderly Planning:

The proposed development has been designed to create a separate lot for an existing, standalone motor mechanics businesses and a vacant lot to accommodate a small commercial/light industrial/storage use. This will increase the range of commercial premises available within the Sale & Wurruk area and within an existing commercial precinct, without creating carparking issues. Council has consistently granted planning permits in similar circumstances. So, approval will represent a consistent, or orderly approach to planning.

The effect on the amenity of the area:

The proposal only involves the creation of one new vacant lot, which will only be able to contain a small commercial/light industrial/storage use that enjoys access to 4 carspaces. It retains ample space around the existing motor mechanic's use in Lot 2 for ongoing parking & vehicle access. This outcome will mitigate against any amenity impacts on the adjoining residential owners to the east.

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

The 2 lots will be drained to Council's reticulated drainage system in accordance with a drainage plan that it is assumed will be required through a condition in any permit granted. This will avoid land degradation or water quality impacts.

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

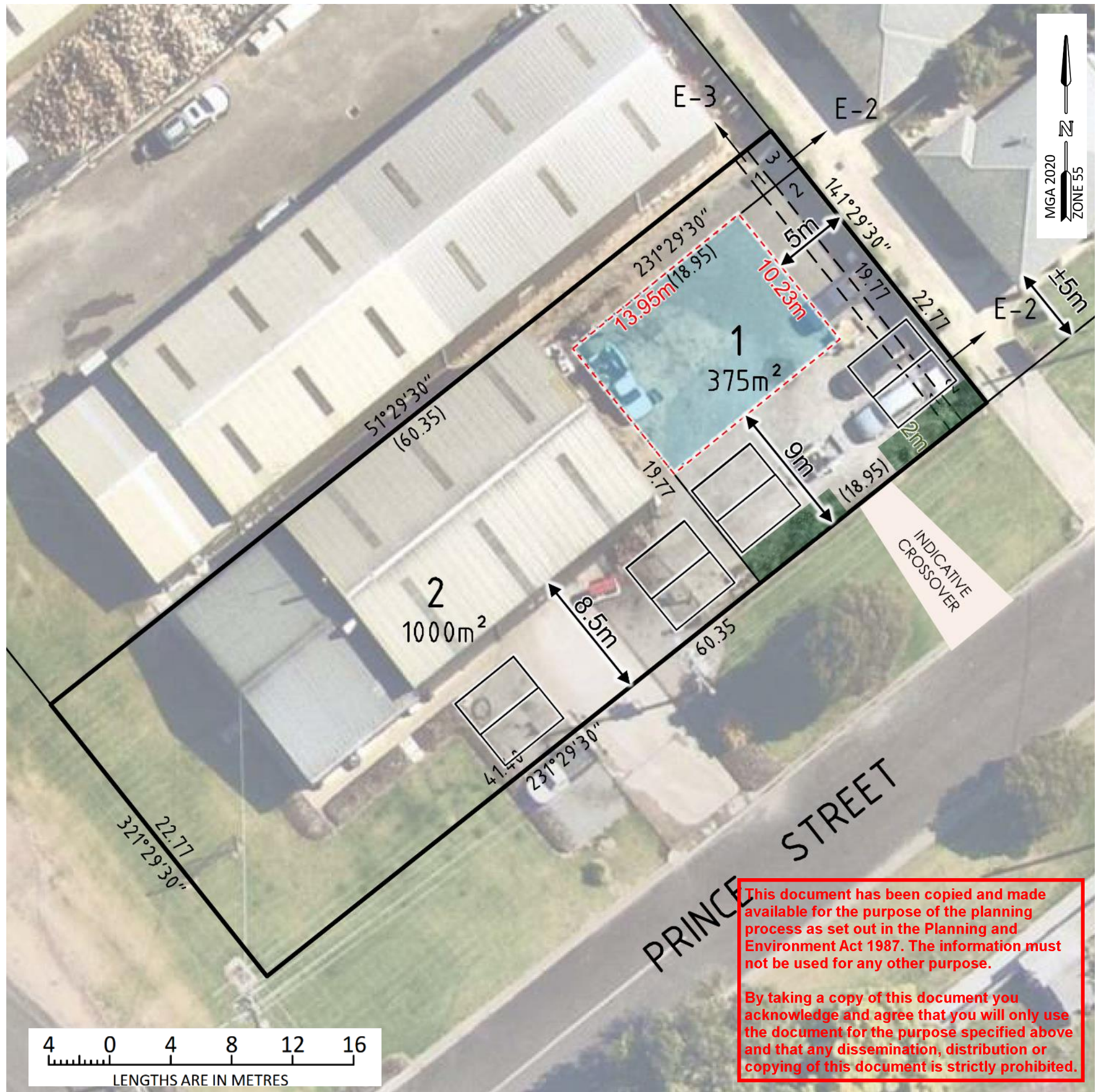
The proposed development will not impact any existing common drainage mechanisms. So, it won't impact stormwater quality.

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

No significant native vegetation will be impacted by the proposal.

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 subject site is not recognised as being susceptible to flood, erosion or bushfire risk.



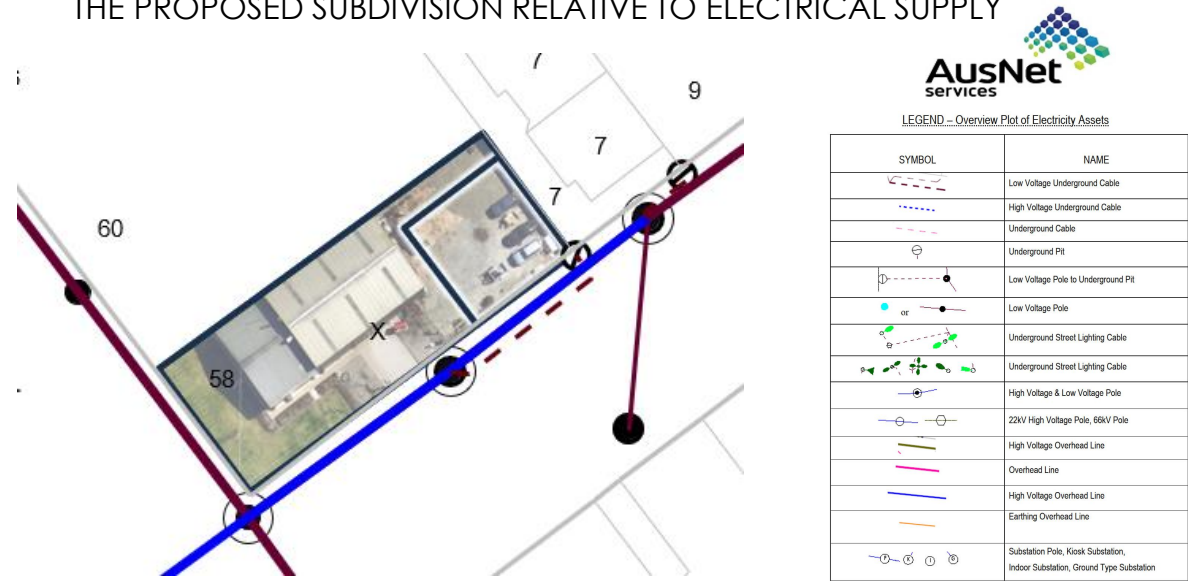
Loading and unloading facilities and any associated amenity, traffic flow and road safety impacts:

Both proposed lots retain ample space for the loading/unloading of vehicles associated with commercial uses, as shown opposite.

In relation to matters raised at **Clause 65.02** that aren't covered above, it is noted that:

- The subdivision is demonstrated on the plan opposite;
- Commercial 2 zoned lots of the size proposed are expected to be in good demand, although it is anticipated that the existing business on the land will purchase proposed Lot 2;
- The subdivision is designed to create two lots that are capable of being fully serviced, as shown below; and,
- The development will not require any new roads or include common property; and,
- There remains ample space for carparking within each proposed lot as shown opposite.

THE PROPOSED SUBDIVISION RELATIVE TO ELECTRICAL SUPPLY



THE PROPOSED SUBDIVISION RELATIVE TO SEWER & WATER MAINS

