


PROPOSED SUBDIVISION PLAN


**Office Use Only**

VicSmart: **No**  
Specify class of VicSmart application:  
Application No: **REFPA20230040**  
Date Lodged: **20/02/2023**

# Application for Planning Permit

If you need help to complete this form, read [How to complete the Application for Planning Permit form](#).


 Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any concerns, please contact Council's planning department.

 **Questions marked with an asterisk (\*) are mandatory and must be completed.**

 **If the space provided on the form is insufficient, attach a separate sheet.**

## Application type

Is this a VicSmart Application?\*

No  
If yes, please specify which VicSmart class or classes:  
 If the application falls into one of the classes listed under Clause 92 or the schedule to Clause 94, it is a VicSmart application

## Pre-application meeting

Has there been a pre-application meeting with a Council planning officer?

True   
 day / month / year

## The Land


Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address\*

Unit No:	St. No: <b>61-63</b>	St. Name: <b>High Street</b>
Suburb/Locality: <b>Beaufort</b>		Postcode: <b>3373</b>

Formal Land Description\*

Complete either A or B

 This information can be found on the certificate of title.


**A**   Lodged Plan  Title Plan  Plan of Subdivision

**OR**

**B**


If this application relates to more than one address, please attach details.

## The Proposal

 You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.


**① For what use, development or other matter do you require a permit?\***

Development of land with six (6) dwellings, subdivision of land into six (6) lots with common property, subdivision adjacent to a road in a Transport Zone 2 and reduction of car parking requirements

 Provide additional information on the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

**① Estimated cost of development for which the permit is required\***

Cost **\$2,000,000.00**

 You may be required to verify this estimate  
Insert '0' if no development is proposed


Insert '0' if no development is proposed (eg. change of use, subdivision, removal of covenant, liquor licence)

## Existing Conditions

**Describe how the land is used and developed now\***

Eg. vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Vacant land

 Provide a plan of the existing conditions. Photos are also helpful.


## Title Information

**Encumbrances on title\***

If you need help about the title, read: [How to complete the Application for Planning Permit form](#)

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- Yes. (if 'yes' contact Council for advice on how to proceed before continuing with this application.)
- No
- Not applicable (no such encumbrance applies).

 Provide a full, current copy of the title for each individual parcel of land forming the subject site. (The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments' eg restrictive covenants.)

## Applicant and Owner Details

Provide details of the applicant and the owner of the land.

**Applicant \***

The person who wants the permit

Name:		
Title:	First Name: <b>Ebony</b>	Surname: <b>Cetinich</b>
Organisation (if applicable): <b>Hatch Planning</b>		
Postal Address		If it is a PO Box, enter the details here:
Unit No:	St. No:	St. Name: <b>PO Box 137</b>
Suburb/Locality: <b>Red Cliffs</b>		State: <b>VIC</b>
		Postcode: <b>3496</b>

## Information Requirements

Contact Council's planning department to discuss the specific requirements for this application and obtain a planning permit checklist.


Is the required information provided?

Yes

No

## Declaration

This form must be signed by the applicant\*

 Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit

I declare that I am the applicant; and that all the information in this application is true and correct and the owner (if not myself) has been notified of the permit application.

Signature:



Date: 20 February 2023

day / month / year

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## Checklist

Have you:

<input type="checkbox"/>	Filled in the form completely?	 Most applications require a fee to be paid. Contact Council to determine the appropriate fee.
<input type="checkbox"/>	Paid or included the application fee?	
	Provided all necessary supporting information and document?	
<input type="checkbox"/>	A full and current copy of the information for each individual parcel of land forming the subject site.	
<input type="checkbox"/>	A plan of existing conditions.	
<input type="checkbox"/>	Plans showing the layout and details of the proposal.	
<input type="checkbox"/>	Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.	
<input type="checkbox"/>	If required, a description of the likely effect of the proposal (eg traffic, noise, environmental impacts).	

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## Lodgement

Lodge the completed and signed form and all documents with:

Pyrenees Shire Council  
5 Lawrence Street BEAUFORT Vic 3373  
  
Telephone: (03) 5349 1100  
  
**Contact information:**  
Telephone: (03) 5349 1100  
Email: [pyrenees@pyrenees.vic.gov.au](mailto:pyrenees@pyrenees.vic.gov.au)

**Development of land with  
six (6) dwellings, subdivision  
of land into six (6) lots with  
common property,  
subdivision adjacent to a  
road in a Transport Zone 2  
and reduction of car parking  
requirements**

**Planning Permit Application**

**61-63 High Street  
Beaufort**

Prepared for:  
E2E Growth Consultants Pty Ltd

Prepared by:  
Ebony Cetinich  
Principal Planner, Hatch Planning



**HATCH  
PLANNING**

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## 1. Introduction

This town planning report has been prepared in support of an application for a planning permit for the development of land with six (6) dwellings, subdivision of land into six (6) lots with common property, subdivision adjacent to a road in a Transport Zone 2 and reduction of car parking requirements at 61-63 High Street Beaufort.

Figure 1 shows the subject land in relation to the surrounding landscape.



Figure 1: Subject site and immediate surrounds. Source: Google Earth.

This report provides details of the site and its environs, the proposal, relevant planning controls and an assessment against the relevant provisions of the Pyrenees Planning Scheme.



## 2. Subject site and surrounding area

### 2.1 Site and area

The subject site, Land in Plan of Consolidation 378740, known commonly as 61-63 High Street, Beaufort, is a 2024m<sup>2</sup> allotment located approximately 1.2km east of the Beaufort town centre. The subject land rectangular in shape and has a fall of approximately 9.5m from the front of the site to the rear. The site is currently vacant and does not have any notable vegetation. An existing relatively informal dirt accessway currently provides access to the site from Mitchell Street. All essential infrastructure is available to be connected to the site and there are no natural hazards or heritage/cultural sensitivities that affect the site (other than Bushfire Prone Area).

The surrounding area comprises primarily single dwellings with building typologies and setbacks varying quite significantly. There are existing dwellings on all abutting allotments, with the Western Highway abutting the site to the rear. The Farming Zone is situated further to the west, separated from existing dwellings by a heavily vegetated buffer.

Images of the subject site are contained within Figures 2 to 6 below.



*Figure 2: View of the subject site from Mitchell Street, existing dirt access track shown.*



*Figure 3: View of the site from the Western Highway*



*Figure 4: View of the north western boundary from internal to the site*



*Figure 5: View of the south eastern boundary from internal to the site*



*Figure 6: View of Western Highway road reserve adjacent to the site, including drainage.*

## 2.2 The proposal

This proposal seeks to develop six new dwellings on the site in two rows, accessed by a central driveway. A six lot subdivision with common property is also proposed to formalise the allotment boundaries. As the site abuts the Western Highway to the rear, a permit is triggered for subdivision adjacent to a road in a Transport Zone 2. Due to site constraints, a visitor car parking space could not be accommodated on site, as such, a reduction of car parking requirements (one visitor space) is sought.

The main characteristics of the proposal are outlined as follows:

- The construction of six single storey detached dwellings, with an identical floor plan. Dwellings 1 and 4 have a slightly larger living area and the floor plan of dwellings 4 to 6 is mirrored.
- Dwellings 1 and 4 have a total floor area of 178.15sqm and dwellings 2, 3, 5 and 6 have a total floor area of 170sqm. Each dwelling contains three bedrooms (master with WIR and ensuite), an open plan kitchen, living and dining area, bathroom, laundry and double garage.
- Boundary setbacks:
  - North-east (front): 7 metres.
  - South-east (side): 1.3 metres.
  - North-west (side): 1.46 metres
  - South-west (rear): 1.4 metres.
- Access:
  - Proposed crossover will link to an existing crossover from Mitchell Street, with an internal accessway providing access to all six dwellings.
- Car parking:
  - Each dwelling has a double garage which accommodates two spaces.
- Subdivision with the following parameters:
  - Lot 1: 366.95sqm
  - Lot 2: 254.10sqm
  - Lot 3: 248.50sqm
  - Lot 4: 363.50sqm
  - Lot 5: 251.80sqm

Lot 6: 246.10sqm

Common Property: 292.60sqm

Pursuant to the provisions of the Pyrenees Planning Scheme, a Planning Permit is required for the development and subdivision of the subject land as proposed.

### **2.3 Title restrictions**

Pursuant to Section 61(4) of the *Planning and Environment Act 1987*, the Responsible Authority must not issue a permit that breaches a registered restriction.

Review of the title documents to the subject land do not show any registered restrictions on title.

### **2.4 Cultural Heritage**

The subject land is not identified as being located in an area of Aboriginal Cultural Heritage Sensitivity under the *Aboriginal Heritage Act 2006*, and as such no CHMP is required for the proposal.

### 3. Planning controls

#### 3.1 Planning Policy Framework

The Pyrenees Planning Scheme contains the following State and Local Planning Policies relevant to this proposal:

- Clause 02.03-1 Settlement
- Clause 11.01-1S Settlement
- Clause 11.01-1R Settlement – Central Highlands

#### **Discussion**

These clauses seek to locate development within township boundaries and in appropriate areas taking into account environmental constraints, natural hazards, servicing limitations and productive agricultural land resources. Clause 02.03-1 seeks to enhance Beaufort as one of the municipality's major towns through the provision of a wide range of services and facilities, and a diversity of housing types and lifestyle opportunities.

The subject site is situated within an existing residential area of Beaufort and is zoned appropriately for a development of this nature. The site is not affected by any particular environmental constraints such as native vegetation and no natural hazards pose an unreasonable risk to human life. The site has access to all necessary infrastructure and services and is considered to support the sustainable growth of Beaufort, as sought by the clauses listed above. The proposal provides for a diversity of housing types and a low maintenance living option for the residents of Beaufort as existing residential allotments are typically larger in size with older housing stock.

Whilst the proposal increases the number of dwellings adjacent to the Western Highway, it is not considered to impact the rural character of the eastern approach to the township as the development will present to Mitchell Street and the expansive road reserve of the Western Highway will be unaltered. Land further to the east in the Farming Zone and Public Conservation and Resource Zone will also be unaffected.

On balance, the proposal suitably accords with the policies listed above.

- Clause 02.03-2 Environmental risks and amenity
- Clause 13.02-1S Bushfire Planning

### **Discussion**

The intent of these policies is to protect life, health, safety and community well-being from environmental hazards, particularly bushfire. The subject site is within a bushfire prone area but is not within the Bushfire Management Overlay. It is considered that the proposal does not present any unreasonable risks from bushfire as the site is not isolated and has convenient access to the Western Highway via the local road network. Furthermore, high threat vegetation such as forest is located approximately 500m to the south east of the site and suitable BAL construction will be assessed as part of a future building permit application for the dwellings. As such, the proposal suitably response to the clauses listed above.

- Clause 02.03-4 Built environment and heritage
- Clause 15.01-1S Urban design
- Clause 15.01-3S Subdivision design
- Clause 15.01-5S Neighbourhood character

### **Discussion**

The intent of the relevant policies is to ensure that development has a positive interface with the public realm and responds to its context in terms of the existing neighbourhood character and the built and natural environment. The subject site is situated at the eastern end of the Beaufort Township which is not particularly recognised for its character. There are no Local Policies relating to neighbourhood character in this particular area nor any Overlays for the protection of significant landscapes, heritage and the like.

The development will achieve architectural and urban design outcomes that contribute positively to the local urban character as required by Clause 15.01-1S of the Scheme. The dwellings are single storey and gradually stepped to respond to the slope of the land. Setbacks and site layout is appropriate taking into account the location of the site within a small localised street. The proposal provides for passive surveillance of the public realm and internal accessway and the site layout allows for ample landscaping opportunities, particularly at the Mitchell Street frontage, to soften the appearance of the development from the public realm.

The architectural quality of the proposed development will reflect the particular characteristics of the neighbourhood whilst enhancing, liveability and diversity of housing within the township as a whole, consistent with Clauses 15.01-1S and 15.01-5S. The external design of the dwellings will be of a contemporary appearance with a mixture of brick and weatherboard look cladding. The layout of the development is functional and the proposed subdivision will be merely formalising the allotment boundaries.

The key planning considerations of the proposal relate to whether the intensity of the development is appropriate. In determining whether the intensity of the development is appropriate in the context of the Planning Policy Framework, due weight has been given to the location of the site within an established residential area and the need for housing diversity and choice within the town of Beaufort. The subject site is proximate to the Beaufort Town Centre which provides essential services and jobs to support the intensity of the development as proposed. In turn, the proposed development will support the viability and growth of the Beaufort town centre.

For these reasons, the proposal is considered to result in an appropriate built form and subdivision outcome when considered against relevant policy.

- Clause 02.03-5 Housing
- Clause 16.01-1S Housing supply
- Clause 16.01-1L Location of residential development in Pyrenees Shire
- Clause 16.01-2S Housing Affordability

### **Discussion**

These clauses seek to support housing diversity and increased densities in appropriate locations such as close to activity centres and areas that have the physical infrastructure, community facilities and commercial facilities to support an increase in population. The proposal provides for housing supply and dwelling diversity within a residential area of Beaufort, in close proximity to the town centre, where growth and dwelling diversity is sought (Clause's 02.03-1 and 11.01-1R). There is a demand for housing within Beaufort given the proximity of the town to Ballarat and Melbourne and the proposal will assist in alleviating this demand and also provide for housing choice for existing residents. Whilst not dedicated for social housing or affordable housing, the proposed dwellings are smaller than those typically found within the surrounding area and are likely to be an affordable option for first home buyers or retirees looking to downsize.

## **3.2 Zoning and overlay controls**

### **3.2.1 Zoning**

The subject land is located within the General Residential Zone (GRZ) under the Pyrenees Planning Scheme. An extract of the relevant zoning map is provided below:





Figure 7: Zoning map of subject site and immediate surrounds. Source: VicPlan

The purpose of the General Residential Zone, as stated at Clause 32.08 of the Scheme 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.*

Pursuant to Clause 32.08-3, a permit is required to subdivide land.

Pursuant to Clause 32.08-6, a permit is required to construct two (2) or more dwellings on a lot, and must meet the requirements of Clause 55. An assessment against the provisions of Clause 55 is provided in Section 5 of this report. It is acknowledged that should a permit be issued, conditions will require the dwellings to be completed prior to the subdivision as some lots are less than 300sqm in area.

Clause 32.08-4 provides that 35% of the site must be provided as garden area. The proposal currently provides for 36.2% garden area (731.70m<sup>2</sup>), thus meeting this requirement.

### 3.2.2 Overlays

The subject land is not affected by any Overlays.

### 3.3 Particular provisions

**Clause 52.06 – Car Parking** is relevant to this application. Pursuant to Clause 52.06-5, the following car parking requirements arise for the site:

- Three bedroom dwelling – two spaces (one covered)
- One visitor space to every 5 dwellings for developments of 5 or more dwellings

Each dwelling is provided with car parking in accordance with Clause 52.06-5 of the Pyrenees Planning Scheme, being two covered spaces for each dwelling. Due to the site constraints, a visitor car parking space cannot be accommodated on site and as such, a reduction of car parking requirements is sought for one visitor space. A detailed assessment against Clause 52.06 is provided at Section 4 of this report.

**Clause 52.29 Land Adjacent to the Principal Road Network** is relevant to this application as the site abuts the Western Highway to the rear. Pursuant to Clause 52.29-2, a permit is required to subdivide land adjacent to a road in a Transport Zone 2.

The purpose of Clause 52.29 is:

- *To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.*
- *To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.*

An assessment of the decision guidelines will be undertaken in Section 4 of this report.

### **Clause 53.18 – Stormwater Management in Urban Development**

The proposal falls within the below exemptions and as such, Clause 53.18 does not apply. Clause 53.18 will therefore form no further part of this assessment.

- *An application to subdivide land in a residential zone for residential purposes.*
- *An application to construct or extend a dwelling, fence or residential building in a residential zone.*

As per Section 37(c) of the *Interpretation of Legislation Act 1984*, words in the singular include the plural. The application is to construct six dwellings in a residential zone, therefore, meeting the exemption under second point listed above.

**Clause 55 – Two or more Dwellings on a lot and Residential Buildings** is relevant to this application. A detailed assessment against Clause 55 is provided at Section 4 of this report.

**Clause 56 – Residential Subdivision** is relevant to this application. As the proposal is for a subdivision in conjunction with development, a separate assessment is not provided of Clause 56 as compliance with Clause 55 is deemed to satisfy the requirements of Clause 56.

### **3.4 General provisions**

The provisions of Clause 65 – Decision Guidelines are relevant to this proposal and are discussed at Section 4 of this report.

## 4. Planning Assessment

### 4.1 The decision guidelines of the General Residential Zone

The decision guidelines of the General Residential Zone set out the matters that the Responsible Authority must consider (as appropriate):

#### General

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of this zone.*
- *The objectives set out in a schedule to this zone.*
- *Any other decision guidelines specified in a schedule to this zone.*
- *The impact of overshadowing on existing rooftop solar energy facilities on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.*

#### Subdivision

- *The pattern of subdivision and its effect on the spacing of buildings.*
- *For subdivision of land for residential development, the objectives and standards of Clause 56.*

#### Dwellings and residential buildings

- *For the construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings, the objectives, standards and decision guidelines of Clause 55.*

#### Discussion

As discussed in Section 3 of this report, it is considered that the proposed development is supported by the relevant provisions of the Municipal Planning Strategy and the Planning Policy Framework in relation to settlement, natural hazards, urban design, building design, subdivision design, neighbourhood character and housing supply. The proposal provides for diversity in housing type, including an option for medium density and low maintenance living within an established residential area of Beaufort, in line with the purpose of the General Residential Zone.

There are no existing solar energy systems on dwellings on the adjoining land. The pattern of subdivision is of no consequence to the spacing of buildings as it reflects that development as proposed.

The proposal positively responds to the objectives, strategies and decision guidelines of Clause 55 and full assessment against the relevant provisions of Clause 55 is contained at Section 4.4 below.

As the proposal is for a subdivision in conjunction with development, a separate assessment is not provided of Clause 56 as compliance with Clause 55 is deemed to satisfy the requirements of Clause 56.

Taking into consideration the above, the proposal is consistent with the relevant provisions of the General Residential Zone.

#### **4.2 The application requirements and decision guidelines of Clause 52.06**

Clause 52.06-7 states that application to reduce the number of car parking spaces must be provided with a Car Parking Demand Assessment.

*The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed:*

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

*The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:*

- *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
- *The variation of car parking demand likely to be generated by the proposed use over time.*
- *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
- *The availability of public transport in the locality of the land.*
- *The convenience of pedestrian and cyclist access to the land.*
- *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
- *The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

*Before granting a permit to reduce the number of spaces, the responsible authority must consider the following, as appropriate:*

- *The Car Parking Demand Assessment.*

- *Any relevant local planning policy or incorporated plan.*
- *The availability of alternative car parking in the locality of the land, including:*
  - *Efficiencies gained from the consolidation of shared car parking spaces.*
  - *Public car parks intended to serve the land.*
  - *On street parking in non residential zones.*
  - *Streets in residential zones specifically managed for non-residential parking.*
- *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*
- *The future growth and development of any nearby activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- *Local traffic management in the locality of the land.*
- *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*
- *The need to create safe, functional and attractive parking areas.*
- *Access to or provision of alternative transport modes to and from the land.*
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*

## **Discussion**

As noted in Section 3 of this report, each dwelling is provided with two covered car parking spaces within a double garage, satisfying the requirements of Table 1 to Clause 52.06-5. Due to the site constraints, a visitor car parking space cannot be accommodated on site and as such, a reduction of car parking requirements is sought for one visitor space.

The reduction of one visitor car parking space is considered to be acceptable as there is sufficient space within the Mitchell Street road reserve to provide informal visitor car parking if required. Mitchell Street is a relatively localised street that provides access to four existing dwellings. As such, Mitchell Street is considered to have capacity to provide for informal on street car parking.

The site layout plan shows the necessary information required by Clause 52.06-8 and the proposal suitably meets the design standards for car parking under Clause 52.06-9. Namely:

- The shared accessway is at least 3m wide and allows vehicles to exit the site in a forward direction.
- Car spaces in garages are at least 6 metres long and 5.5 metres wide for a double space.
- Both car parking spaces for each dwelling are covered.
- The gradient of the accessway does not exceed 1:5 and no grade change is greater than 1:8. This is demonstrated on the driveway section included on the plans submitted as part of this application.
- The garages will not be visible from the public realm.
- The site will be suitably landscaped to soften the appearance of car parking spaces and accessways.
- All car parking spaces are located in a close and convenient position within double garages attached to the respective dwellings.

#### **4.3 The decision guidelines of Clause 52.29**

The decision guidelines of Clause 52.29 set out the following matters that the Responsible Authority must consider (as appropriate):

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The views of the relevant road authority.*
- *The effect of the proposal on the operation of the road and on public safety.*
- *Any policy made by the relevant road authority pursuant to schedule 2, clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.*

#### **Discussion**

Access to the proposed development is from Mitchell Street and no changes to the Western Highway road reserve are proposed. As such, the impact of the subdivision on the operation of the principal road network is anticipated to be negligible. It is acknowledged that the application will be referred to the Department of Transport under Section 55 of the Act, who will provide comment on the application in this regard.

#### 4.4 Assessment of the proposal against Clause 55

<b>55.02 NEIGHBOURHOOD CHARACTER AND INFRASTRUCTURE</b>				
<b>55.02-1 Neighbourhood Character</b>	<b>Met?</b>	<b>Standard B1</b>	<b>Met?</b>	<b>Comments</b>
<p><i>To ensure that the design respects the existing neighbourhood character or contributes to neighbourhood character.</i></p> <p><i>To ensure that development responds to the features of the site and the surrounding area</i></p>	Yes	<p><i>The design response must be appropriate to the neighbourhood and the site.</i></p>	Yes	<p>As discussed through this report, the character of the area primarily consists of single storey residences with moderate backyards and varied setbacks to the street.</p> <p>Given the inconsistency of the existing built form, the proposal is unlikely to offend the existing neighbourhood character. Given the zoning of the site and typology of the area, the proposal is an appropriate intensification in the GRZ as envisaged by the Scheme.</p>
		<p><i>The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site</i></p>	Yes	
<b>55.02-2 Residential Policy</b>	<b>Met?</b>	<b>Standard B3</b>	<b>Met?</b>	<b>Comments</b>
<p><i>To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</i></p> <p><i>To support medium densities in areas where development can take advantage of public transport and community infrastructure and services</i></p>	Yes	<p><i>An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</i></p>	Yes	<p>A response to relevant Planning Policy is provided in Section 3 of this report and assessment against the relevant permit triggers is provided in Section 4 of this report.</p>
<b>55.02-3 Dwelling Diversity</b>	<b>Met?</b>	<b>Standard B3</b>	<b>Met?</b>	<b>Comments</b>
<p><i>To encourage a range of dwelling sizes and types in developments of ten or more dwellings</i></p>	N/A	<p><i>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:</i></p> <ul style="list-style-type: none"> <li>• <i>Dwellings with a different number of bedrooms.</i></li> <li>• <i>At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level.</i></li> </ul>	N/A	<p>The development is for six dwellings only.</p>



<b>55.02-4 Infrastructure</b>	<b>Met?</b>	<b>Standard B4</b>	<b>Met?</b>	<b>Comments</b>
<p>To ensure development is provided with appropriate utility services and infrastructure.</p> <p>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</p>	Yes	Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.	Yes	All reticulated services are available to the land and will be connected per the requirements of the relevant authority.
		Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.	Yes	The development will not unreasonably impact service capacity.
		In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.	Yes	As above.
<b>55.02-5 Integration With The Street</b>	<b>Met?</b>	<b>Standard B5</b>	<b>Met?</b>	<b>Comments</b>
<p>To integrate the layout of development with the street</p>	Yes	Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.	Yes	Each dwelling is provided with appropriate vehicular and pedestrian access.
		Development should be oriented to front existing and proposed streets	Yes	Dwellings 1 and 4 have been designed to provide suitable presentation and fenestration to Mitchell Street even though the front door is oriented towards the internal accessway.
		High fencing in front of dwellings should be avoided if practicable	Yes	No front fencing proposed.
		Development next to existing public open space should be laid out to complement the open space.	N/A	Not applicable.

<b>55.03 SITE LAYOUT AND BUILDING MASSING</b>				
<b>55.03-1 Street Setback</b>	<b>Met?</b>	<b>Standard B6</b>	<b>Met?</b>	<b>Comments</b>
<p>To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site</p>	Yes	<p>Walls of buildings should be set back from streets the distance specified below:</p> <p>There is an existing building on both the abutting allotments facing the same street, and the site is not on a corner.</p> <ul style="list-style-type: none"> <li>The average distance of the setbacks of the front walls of the existing buildings on the abutting allotments facing the front street or 9 metres, whichever is the lesser.</li> </ul> <p>There is an existing building on one abutting allotment facing the same street and no existing building on the other abutting allotment facing the same street, and the site is not on a corner:</p>	No	<p>The proposal provides for a front setback of 7m, which is less than the Standard which requires an 8.55 metre setback (average of abutting dwellings).</p> <p>In considering whether this is an acceptable design response, regard must be had to the objective of Clause 55.03-1; being to ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.</p> <p>Mitchell Street is a localised street which consists of four existing dwellings with varying front setbacks</p>

		<ul style="list-style-type: none"> <li>▪ <i>The same distance as the setback of the front wall of the existing building on the abutting allotment facing the front street or 9 metres, whichever is the lesser.</i></li> </ul> <p><i>There is no existing building on either of the abutting allotments facing the same street, and the site is not on a corner.</i></p> <ul style="list-style-type: none"> <li>• <i>6 metres for streets in a Road Zone, Category 1, and 4 metres for other streets.</i></li> </ul> <p><i>The site is on a corner.</i></p> <ul style="list-style-type: none"> <li>• <i>Min front setback if there is a building on the abutting allotment facing the front street, the same distance as the setback of the front wall of the existing building on the abutting allotment facing the front street or 9 metres, whichever is the lesser.</i></li> <li>• <i>Min front setback if there is no building on the abutting allotment facing the front street, 6 metres for streets in a Road Zone, Category 1, and 4 metres for other streets.</i></li> <li>• <i>Front walls of new development fronting the side street of a corner site should be setback at least the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 3 metres, whichever is the lesser.</i></li> <li>• <i>Side walls of new development on a corner site should be setback the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 2 metres, whichever is the lesser.</i></li> </ul>		<p>as follows (approx.):</p> <ul style="list-style-type: none"> <li>• 57 high Street – Outbuilding on the front boundary.</li> <li>• 59 High Street – 3.1m.</li> <li>• 1 Mitchell Street – 14.1m.</li> <li>• 2 Mitchell Street – 5.5m.</li> </ul> <p>Taking into account the varied front setbacks, it is considered that the proposed front setback will not impact the existing neighbourhood character.</p> <p>The proposed front setback allows for the development of six dwellings on a site in an existing urban area with all relevant services (where housing intensification is encouraged), while ensuring that all future dwellings are afforded reasonable liveability, including good sized habitable rooms and useable Secluded Private Open Space. The alternate outcome would be to reduce these aspects to achieve numeric compliance with the street setback standard, which we submit would result in a poorer outcome for the site and future residents than what is proposed.</p>
		<p><i>Porches, pergolas and verandahs that are &lt; 3.6m high and eaves may encroach ≤ 2.5m into the setbacks of this standard</i></p>	N/A	<p>These elements are not within the front setback area.</p>
<b>55.03-2 Building Height</b>	<b>Met?</b>	<b>Standard B7</b>	<b>Met?</b>	<b>Comments</b>
<i>To ensure that the height of buildings respects the existing or preferred</i>	Yes	<i>The maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the</i>	Yes	The highest point of any dwelling is 7.3m from natural ground due to the sloping nature of the land. This complies with Standard B7.

<i>neighbourhood character</i>		<i>building is 2.5 degrees or more, in which case the maximum building height should not exceed 10 metres.</i>		
		<i>Changes of building height between existing buildings and new buildings should be graduated.</i>	Yes	The proposed dwellings are single storey and staggered to respond to the slope of the land, similar to existing buildings within the surrounding area.
<b>55.03-3 Site Coverage</b>	<b>Met?</b>	<b>Standard B8</b>	<b>Met?</b>	<b>Comments</b>
<i>To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site</i>	Yes	<i>The site area covered by buildings should not exceed 60 per cent</i>	Yes	Building site coverage = 51.2%
<b>55.03-4 Permeability</b>	<b>Met?</b>	<b>Standard B9</b>	<b>Met?</b>	<b>Comments</b>
<i>To reduce the impact of increased stormwater run-off on the drainage system</i>	Yes	<i>The site area covered by the pervious surfaces should be at least 20% of the site</i>	Yes	Permeable area = 36.3%
<i>To facilitate on-site stormwater infiltration</i>		<i>The stormwater management system should be designed to:</i> <ul style="list-style-type: none"> <li><i>Meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999).</i></li> <li><i>Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.</i></li> </ul>	Yes	In accordance with the exemptions specified under Clause 53.18, a stormwater plan was not provided at lodgement. Detailed stormwater plans will be submitted in response to any permit conditions.
<b>55.03-5 Energy Efficiency</b>	<b>Met?</b>	<b>Standard B10</b>	<b>Met?</b>	<b>Comments</b>
<i>To achieve and protect energy efficient dwellings and residential buildings</i>	Yes	<i>Buildings should be:</i> <ul style="list-style-type: none"> <li><i>Orientated to make appropriate use of solar energy</i></li> <li><i>Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</i></li> </ul>	Yes	Each dwelling is orientated to capture northern light and solar energy as far as practicable on the site.  There are no existing rooftop solar energy systems on dwellings on adjoining lots

<p>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy</p>		<ul style="list-style-type: none"> <li>Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged.</li> </ul>		
		<p>Living areas and private open space should be located on the north side of the development if practicable</p>	Yes	<p>Living areas for all dwellings are on the north eastern and north western side of the dwelling, which provides for optimal solar orientation.</p>
		<p>Developments should be designed so that solar access to north-facing windows is maximised</p>	Yes	<p>As above.</p>
<p><b>55.03-6 Open Space</b></p>	<p><b>Met?</b></p>	<p><b>Standard B11</b></p>	<p><b>Met?</b></p>	<p><b>Comments</b></p>
<p>To integrate the layout of the development with any public and communal open space provided in or adjacent to the development</p>	<p>N/A</p>	<p>If any public or communal open space is provided on site, it should:</p> <ul style="list-style-type: none"> <li>Be substantially fronted by dwellings, where appropriate</li> <li>Provide outlook for as many dwellings as practicable</li> <li>Be designed to protect any natural features on the site</li> <li>Be accessible and useable</li> </ul>	<p>N/A</p>	<p>No public or communal open space is proposed.</p>
<p><b>55.03-7 Safety</b></p>	<p><b>Met?</b></p>	<p><b>Standard B12</b></p>	<p><b>Met?</b></p>	<p><b>Comments</b></p>
<p>To ensure the layout of development provides for the safety and security of residents and property</p>	<p>Yes</p>	<p>Entrances to dwellings should not be obscured or isolated from the street and internal accessways</p>	<p>Yes</p>	<p>The entrances to each dwelling are readily identifiable from the internal accessway.</p>
		<p>Planting which creates unsafe spaces along streets and accessways should be avoided</p>	<p>Yes</p>	<p>No such plantings proposed.</p>
		<p>Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways</p>	<p>Yes</p>	<p>Car parking spaces are located within a secure garage and the internal accessway is afforded good passive surveillance from the proposed dwellings.</p>
		<p>Private spaces within developments should be protected from inappropriate use as public thoroughfares</p>	<p>Yes</p>	<p>The development does not present opportunity for inappropriate use as a public thoroughfare.</p>

<b>55.03-8 Landscaping</b>	<b>Met?</b>	<b>Standard B13</b>	<b>Met?</b>	<b>Comments</b>
<p><i>To encourage development that respects the landscape character of the neighbourhood</i></p> <p><i>To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance</i></p> <p><i>To provide appropriate landscaping</i></p> <p><i>To encourage the retention of mature vegetation on the site</i></p>	Yes	<p><i>The landscape layout and design should:</i></p> <ul style="list-style-type: none"> <li><i>Protect any predominant landscape features of the neighbourhood</i></li> <li><i>Take into account the soil type and drainage patterns of the site</i></li> <li><i>Allow for intended vegetation growth and structural protection of buildings</i></li> <li><i>In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals</i></li> <li><i>Provide a safe, attractive and functional environment for residents</i></li> </ul> <p><i>Development should provide for the retention or planting of trees, where these are part of the character of the neighbourhood</i></p> <p><i>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made</i></p> <p><i>The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.</i></p>	Yes	Sufficient area is provided for landscaping for each dwelling. It is anticipated that a detailed landscaping plan will be required as a condition of any permit issued.
<b>55.03-9 Access</b>	<b>Met?</b>	<b>Standard B14</b>	<b>Met?</b>	<b>Comments</b>
<p><i>To ensure the number and design of vehicle crossovers respects the neighbourhood character</i></p>	Yes	<p><i>The width of accessways or car spaces should not exceed:</i></p> <ul style="list-style-type: none"> <li><i>33% of the street frontage, or</i></li> <li><i>if the width of the street frontage is less than 20m, 40% of the street frontage</i></li> </ul>	Yes	Complies (12.4%)
		<p><i>No more than one single-width crossover should be provided for each dwelling fronting a street</i></p>	Yes	Complies. All dwellings are accessed via the proposed internal accessway.
		<p><i>The location of crossovers should maximize the retention of on-street car parking spaces</i></p>	Yes	An existing informal crossover will be utilised to minimise impacts on on-street car parking.
		<p><i>The number of access point to a road in a Transport Zone 2 should be minimised</i></p>	N/A	No access points to the Western Highway are proposed.
		<p><i>Developments must provide access for service, emergency and delivery vehicles</i></p>	Yes	The proposed internal accessway can accommodate emergency service and delivery vehicles.

<b>55.03-10 Parking Location</b>	<b>Met?</b>	<b>Standard B15</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide convenient parking for resident and visitor vehicles</i>	Yes	<i>Car parking facilities should:</i> <ul style="list-style-type: none"> <li><i>Be reasonably close and convenient to dwellings and residential buildings</i></li> <li><i>Be secure</i></li> <li><i>Be well ventilated if enclosed</i></li> </ul>	Yes	Complies. Each dwelling has an enclosed double garage for safe, secure and convenient car parking.
<i>To protect residents from vehicular noise within developments</i>		<i>Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5m from the windows of habitable rooms. This setback may be reduced to 1m where there is a fence at least 1.5m high or where window sills are at least 1.4m above the accessway</i>	No	The proposed shared accessway is located 1m from the front bedroom window of the proposed dwellings. Due to the relatively small scale nature of the development, it is unlikely that excessive vehicular traffic along the accessway will cause noise impacts. A 1m vegetation buffer can be accommodated in front of the bedroom window if necessary.

<b>55.04 AMENITY IMPACTS</b>				
<b>55.04-1 Side And Rear Setback</b>	<b>Met?</b>	<b>Standard B17</b>	<b>Met?</b>	<b>Comments</b>
<i>To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings</i>	Yes	<i>A new building not on or within 200mm of a boundary should be set back from side or rear boundaries 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.</i>	Yes	Complies. Refer Rescode B17 template on the elevations submitted with the application.
		<i>Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5m into the setbacks of this standard</i>	Yes	Complies. Maximum encroachment is 0.35m by the eaves of dwelling 1.
		<i>Landings having an area of not more than 2sqm and less than 1m high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard</i>	Yes	No landings encroach within the required side and rear setbacks.
<b>55.04-2 Wall On Boundaries</b>	<b>Met?</b>	<b>Standard B18</b>	<b>Met?</b>	<b>Comments</b>
<i>To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the</i>	N/A	<i>A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary for a length of more than:</i> <ul style="list-style-type: none"> <li><i>10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or</i></li> </ul>	N/A	No walls on boundaries are proposed.

amenity of existing dwellings		<ul style="list-style-type: none"> <li>Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.</li> </ul>		
		A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.	N/A	As above.
		The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.	N/A	As above.
<b>55.04-3 Daylight To Existing Windows</b>	<b>Met?</b>	<b>Standard B19</b>	<b>Met?</b>	<b>Comments</b>
To allow adequate daylight into existing habitable room windows	Yes	Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3sqm and minimum dimensions of 1m clear to the sky. The calculation of the area may include land on the abutting lot	Yes	All existing habitable room windows will have access to the requisite light court.
		Walls or carports more than 3m in height opposite an existing habitable room window should be set back from the window at least 50% of the height of the new wall if the wall is within a 55° arc from the centre of the existing window. The arc may be swung to within 35° of the plane of the wall containing the existing window Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window Refer to Diagram B2	Yes	There are no existing habitable room windows within 3m of the subject site.
<b>55.04-4 North Facing Windows</b>	<b>Met?</b>	<b>Standard B20</b>	<b>Met?</b>	<b>Comments</b>
To allow adequate solar access to existing north-facing habitable room windows	Yes	If a north-facing habitable window of an existing dwelling is within 3m of a boundary on an abutting lot, a building should be setback from the boundary 1m, plus 0.6m for every metre of height over 3.6m up to 6.9m, plus 1m for every metre of height over 6.9m,	N/A	There are no existing north facing habitable room windows within 3m of the subject site.

		<p>for a distance of 3m from the edge of each side of the window.                  A north-facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.                  Refer to Diagram B3</p>		
<b>55.04-5 Overshadow Open Space</b>	<b>Met?</b>	<b>Standard B21</b>	<b>Met?</b>	<b>Comments</b>
<p>To ensure buildings do not significantly overshadow existing secluded private open space</p>	Yes	<p>Where sunlight to secluded private open space of an existing dwelling is reduced, at least 75%, or 40sqm with minimum dimension of 3m, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9am and 3pm on 22 September</p>	Yes	<p>The development complies with the Standard for all existing dwellings, as per the overshadowing diagram submitted with the application.</p>
		<p>If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced</p>	N/A	Not applicable.
<b>55.04-6 Overlooking</b>	<b>Met?</b>	<b>Standard B22</b>	<b>Met?</b>	<b>Comments</b>
<p>To limit views into existing secluded private open space and habitable room windows</p>	Yes	<p>A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9m (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45° angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7m above the floor level</p>	Yes	<p>Due to the sloping nature of the land, the FFL of dwellings 1 to 3 will sit approximately 2.5m above natural ground level at the highest point (bed 3). Given that bed 3 within dwellings 1 and 2 is located close to the secluded private open space of the abutting dwelling, fixed obscure glazing to a height of 1.7m above the FFL is proposed to mitigate overlooking. The land adjacent to the Dwelling 3 Bed 3 window is not considered to be secluded private open space and as such obscure glazing is not necessary on this window.</p>
		<p>A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of an existing dwelling within a horizontal distance of 9m (measured at ground level) of the window, balcony, terrace, deck or patio should be either:</p> <ul style="list-style-type: none"> <li>offset a minimum of 1.5m from the edge of one window to the edge of the other</li> <li>have sill heights of at least 1.7m above floor level</li> </ul>	Yes	As above.



		<ul style="list-style-type: none"> <li>• have fixed, obscure glazing in any part of the window below 1.7m above floor level</li> <li>• have permanently fixed external screens to at least 1.7m above floor level and be no more than 25% transparent</li> </ul>		
		Obscure glazing in any part of the window below 1.7m above floor level may be openable provided that there are no direct views as specified in this standard	Yes	As above.
		Screens used to obscure a view should be: <ul style="list-style-type: none"> <li>• perforated panels or trellis with a maximum of 25% openings or solid translucent panels</li> <li>• permanent, fixed and durable</li> <li>• designed and coloured to blend with the development</li> </ul>	Yes	As above.
<b>55.04-7 Internal Views</b>	<b>Met?</b>	<b>Standard B23</b>	<b>Met?</b>	<b>Comments</b>
To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development	N/A	Windows and balconies should be designed to prevent overlooking of more than 50% of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development	N/A	Not applicable to this development.
<b>55.04-8 Noise Impacts Objective</b>	<b>Met?</b>	<b>Standard B24</b>	<b>Met?</b>	<b>Comments</b>
To contain noise sources in developments that may affect existing dwellings	Yes	Noise sources, such as mechanical plant, should not be located near boundaries of immediately adjacent existing dwellings	Yes	Standard domestic services such as air conditioners, and hot water tanks are not expected to emit noise that would cause nuisance to adjacent dwellings.
To protect residents from external noise		Noise sensitive rooms and secluded private open spaces of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties	Yes	The site is located in a typical residential area with typical noise sources and emissions.
		Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms	Yes	The subject land is adjacent to the Western Highway, however, the road seal is separated from the subject site by an 18m wide nature strip. A vegetation buffer could be established on the site if required.

<b>55.05 ON-SITE AMENITY AND FACILITIES</b>				
<b>55.05-1 Accessibility</b>	<b>Met?</b>	<b>Standard B25</b>	<b>Met?</b>	<b>Comments</b>
<i>To encourage the consideration of the needs of people with limited mobility in the design of developments</i>	Yes	<i>The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.</i>	No	Due to the slope of the land, it was not possible to design dwellings without front entry steps. It is anticipated that future residents would be made aware of these access constraints prior to purchase.
<b>55.05-2 Dwelling Entry</b>	<b>Met?</b>	<b>Standard B26</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide each dwelling or residential building with its own sense of identity</i>	Yes	<i>Entries to dwellings and residential buildings should:</i> <ul style="list-style-type: none"> <li>• <i>be visible and easily identifiable from streets and other public areas</i></li> <li>• <i>provide shelter, a sense of personal address and a transitional space around the entry</i></li> </ul>	Yes	Each entry is readily identifiable and visible from the internal accessway and provides a porch/verandah as a transitional space to same.
<b>55.05-3 Daylight To New Windows</b>	<b>Met?</b>	<b>Standard B27</b>	<b>Met?</b>	<b>Comments</b>
<i>To allow adequate daylight into new habitable room windows</i>	Yes	<i>A window in a habitable room should be located to face:</i> <ul style="list-style-type: none"> <li>• <i>an outdoor space or a light court with a minimum area of 3sqm and minimum dimension of 1m clear to the sky, not including land on an abutting lot, or</i></li> <li>• <i>a verandah provided it is open for at least one third its perimeter, or</i></li> <li>• <i>a carport provided it has two or more open sides and is open for at least one third of its perimeter</i></li> </ul>	Yes	All new habitable room windows are provided with the requisite light courts.
<b>55.05-4 Private Open Space</b>	<b>Met?</b>	<b>Standard B28</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide adequate private open space for the reasonable recreation and service needs of residents</i>	Yes	<i>A dwelling or residential building should have private open space:</i> <ul style="list-style-type: none"> <li>• <i>an area of 40sqm, with one part secluded at the side or rear with a min area of 25sqm, a min dimension of 3m and convenient access from a living room, or</i></li> <li>• <i>a balcony of 8sqm with a min width of 1.6m and convenient access from a living room, or</i></li> <li>• <i>a roof-top area of 10sqm with a min width of 2m and convenient access from a living room</i></li> </ul>	Yes	Each dwelling is provided at least 70sqm of POS and 30sqm of SPOS with a minimum dimension of 3m, conveniently accessed from a living room.
<b>55.05-5 Solar Access To Open Space</b>	<b>Met?</b>	<b>Standard B29</b>	<b>Met?</b>	<b>Comments</b>
	Yes	<i>The private open space should be located on the north side of the dwelling or residential buildings</i>	Yes	Complies. Areas of private open space are located on either the north eastern or north western sides of the dwellings.

<i>To allow solar access into the secluded private open space of new dwellings and residential buildings</i>		<i>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least <math>(2 + 0.9h)</math> metres, where 'h' is the height of the wall Refer to Diagram B29</i>	Yes	As above.
<b>55.05-6 Storage</b>	<b>Met?</b>	<b>Standard B30</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide adequate storage facilities for each dwelling</i>	Yes	<i>Each dwelling should have convenient access to at least 6m<sup>3</sup> of externally accessible, secure storage space</i>	Yes	Each dwelling is provided storage of the requisite size within the garage. As the garage can be accessed from the rear yard, it is considered to be externally accessible with the exception of dwellings 1 and 4. Dwellings 1 and 4 have a much larger area of private open space and could accommodate a small garden shed if required.

<b>55.06 DETAILED DESIGN</b>				
<b>55.06-1 Design Detail</b>	<b>Met?</b>	<b>Standard B31</b>	<b>Met?</b>	<b>Comments</b>
<i>To encourage design detail that respects the existing or preferred neighbourhood character</i>	Yes	<i>The design of buildings, including:</i> <ul style="list-style-type: none"> <li><i>Facade articulation and detailing,</i></li> <li><i>Window and door proportions,</i></li> <li><i>Roof form, and</i></li> <li><i>Verandahs, eaves and parapets,</i></li> </ul> <i>should respect the existing or preferred neighbourhood character.</i>	Yes	The proposed dwellings are single storey and have a simple contemporary design, which will sit comfortably in the streetscape and of a scale and intensity appropriate for the location for the reasons discussed in this submission.
		<i>Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character</i>	Yes	Garages will not be visible from the public realm, therefore, no neighbourhood character impacts resulting from garaging is anticipated.
<b>55.06-2 Front Fences</b> <i>To encourage front fence design that respects the existing or preferred neighbourhood character</i>	N/A	<i>The design of front fences should complement the design of the dwelling and any front fences on adjoining properties</i>	N/A	No front fencing proposed.
		<i>A front fence within 3m of a street should not exceed:</i> <ul style="list-style-type: none"> <li><i>Streets in a Road Zone – 2m</i></li> <li><i>Other Streets – 1.5m</i></li> </ul>	N/A	As above.
<b>55.06-3 Common Property</b>	<b>Met?</b>	<b>Standard B33</b>	<b>Met?</b>	<b>Comments</b>
<i>To ensure that communal open space, car parking, access lanes and site facilities are practical, attractive and easily maintained</i>	Yes	<i>Developments should clearly delineate public, communal and private areas</i>	Yes	The internal accessway is the only communal area which will be shared between all dwellings. It is clear that the accessway serves this purpose and will be delineated by a different surface finish to the garden beds etc.
		<i>Common property, should be functional and capable of efficient management</i>	Yes	The shared accessway is functional for the purpose to which it serves and does not present as difficult to maintain or manage.

<i>To avoid future management difficulties in areas of common ownership</i>				
<b>55.06-4 Site Service</b>	<b>Met?</b>	<b>Standard B34</b>	<b>Met?</b>	<b>Comments</b>
<i>To ensure that site services can be installed and easily maintained</i>  <i>To ensure that site facilities are accessible, adequate and attractive</i>	Yes	<i>The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically</i>	Yes	Services will be installed in accordance with the utility providers requirements. The site is within an established area, as such, infrastructure connections are considered to be achievable.
		<i>Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development</i>	Yes	Each dwelling will house their own bins within their respective yards and no shared facilities are proposed. Two shared mailbox structures will be located at the entrance of the accessway which is a convenient location for mail delivery and collection.
		<i>Bin and recycling enclosures should be located for convenient access</i>	Yes	Each dwelling will house their own bins in the rear yard which is considered to be close and convenient for residents of the dwellings.
		<i>Mailboxes should be provided and located for convenient access</i>	Yes	As above.

#### 4.5 The decision guidelines of Clause 65

The decision guidelines contained in Clause 65 of the Pyrenees Planning Scheme set out the matters that the Responsible Authority must consider (as appropriate):

##### Development

- *The matters set out in section 60 of the Act.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*
- *The proximity of the land to any public land.*
- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *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 adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

## **Subdivision**

- *The suitability of the land for subdivision.*
- *The existing use and possible future development of the land and nearby land.*
- *The availability of subdivided land in the locality, and the need for the creation of further lots.*
- *The effect of development on the use or development of other land which has a common means of drainage.*
- *The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.*
- *The density of the proposed development.*
- *The area and dimensions of each lot in the subdivision.*
- *The layout of roads having regard to their function and relationship to existing roads.*
- *The movement of pedestrians and vehicles throughout the subdivision and the ease of access to all lots.*
- *The provision and location of reserves for public open space and other community facilities.*
- *The staging of the subdivision.*
- *The design and siting of buildings having regard to safety and the risk of spread of fire.*
- *The provision of off-street parking.*
- *The provision and location of common property.*
- *The functions of any body corporate.*
- *The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.*
- *If the land is not sewered and no provision has been made for the land to be sewered, the capacity of the land to treat and retain all sewage and sullage within the boundaries of each lot.*
- *Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.*

## **Discussion**

As deliberated throughout this report, the proposal is consistent with the Planning Policy Framework, the General Residential Zone and the other relevant provisions of the Pyrenees Planning Scheme. The proposal results in an orderly and desirable planning outcome as it provides for housing supply within an established residential area of Beaufort, with access to infrastructure services and only a short drive from the town centre. The development respects the existing neighbourhood character and is unlikely to result in any amenity or environmental issues.

The site is not within an area of cultural or heritage sensitivity but is within a Bushfire Prone Area which has been addressed previously. The site does not contain any notable vegetation or have any other environmental constraints. The development has been sited and designed to suitably respond to the sloping nature of the land. The proposal will not cause or contribute to land degradation, salinity or reduce water quality as residential development is a sensitive land use. A detailed stormwater management plan will be provided as per conditions to ensure that the proposal has suitable stormwater management measures to minimise land degradation and impacts to existing public stormwater infrastructure. The proposal is unlikely to have a negative impact on the current and future operation of the transport system, given that no access or alterations to the Western Highway.

## 5 Conclusion

This report demonstrates that the proposal is consistent with the relevant provisions of the Pyrenees Planning Scheme, including the Planning Policy Framework, Municipal Planning Strategy, the General Residential Zone, Clause 52.06, Clause 52.29, Clause 55 and Clause 65.

The proposal can be supported for the following reasons:

- It is consistent with the relevant State and Local Planning Policy;
- Satisfies the purpose and decision guidelines of the General Residential Zone;
- Satisfies the purpose and decision guidelines of Clause 52.06;
- Satisfies the purpose and decision guidelines of Clause 52.29;
- Satisfies the relevant objectives and decision guidelines of Clause 55; and
- Is consistent with the decision guidelines of Clause 65 of the Pyrenees Planning Scheme.
- The application is consistent with the objectives of planning in Victoria

In line with the above, it is considered that the proposal is worthy of support and respectfully requested that the Pyrenees Shire Council issue a Planning Permit for the development of land with six (6) dwellings, subdivision of land into six (6) lots with common property, subdivision adjacent to a road in a Transport Zone 2 and reduction of car parking requirements at 61-63 High Street, Beaufort.

## Hatch Planning

Land Use and Development | Subdivision |  
Council Assessments | VCAT Representation |  
Strategic Planning | Due Diligence Advice



Our Reference: **P21-021**

20 February 2023

The Planning Department  
Pyrenees Shire Council  
5 Lawrence Street  
BEAUFORT VIC 3373

Dear Sir/Madam,

Please find enclosed an application for a Planning Permit for the development of land with six (6) dwellings, subdivision of land into six (6) lots with common property, subdivision adjacent to a road in a Transport Zone 2 and reduction of car parking requirements at the site known as 61-63 High Street, Beaufort.

An assessment of the application against the relevant provisions of the Pyrenees Planning Scheme is enclosed. Copies of the proposed development plans, subdivision plan and title search are also enclosed.

Please forward an invoice via email for payment of the applicable fee at your earliest convenience.

Should you have any questions regarding the application, please don't hesitate to contact me on the details provided below.

Kind regards,

Ebony Cetinich  
Principal Planner  
**Hatch Planning Pty Ltd**

(03) 7031 6699

[ebony.cetinich@hatchplanning.com.au](mailto:ebony.cetinich@hatchplanning.com.au)

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

VOLUME 12170 FOLIO 376

Security no : 124104004268L  
Produced 16/02/2023 04:12 PM

**LAND DESCRIPTION**

Land in Plan of Consolidation 378740L.  
PARENT TITLES :  
Volume 11912 Folio 103 to Volume 11912 Folio 104  
Created by instrument PC378740L 04/12/2019

**REGISTERED 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 PC378740L 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: 61-63 HIGH STREET BEAUFORT VIC 3373

**ADMINISTRATIVE NOTICES**

NIL

eCT Control 19908M SETTLEMENT PARTNERS PTY. LTD.  
Effective from 18/12/2020

DOCUMENT END





# Imaged Document Cover Sheet

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Document Assembled	<b>16/02/2023 16:13</b>

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<b>PLAN OF CONSOLIDATION</b>	<b>EDITION 1</b>	<b>PC 378740L</b>
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<p><b>LOCATION OF LAND</b></p> <p><b>PARISH: Beaufort</b></p> <p><b>TOWNSHIP: Beaufort</b></p> <p><b>SECTION: 46</b></p> <p><b>CROWN ALLOTMENT: 4 &amp; 5</b></p> <p><b>CROWN PORTION: —</b></p> <p><b>TITLE REFERENCE: Vol.11912 Fol.103 &amp; Vol.11912 Fol.104</b></p> <p><b>LAST PLAN REFERENCE: TP780166W &amp; TP780167U</b></p> <p><b>POSTAL ADDRESS: High Street</b> (at time of subdivision) <b>Beaufort 3373</b></p> <p><b>MGA CO-ORDINATES:</b> E: 712000                      ZONE: 54 (of approx centre of land                      N: 5854430                      GDA 94 in plan)</p>	<p>Council Name: Pyrenees Shire Council</p> <p>Council Reference Number: PC378740L Planning Permit Reference: Planning permit not required SPEAR Reference Number: S148239H</p> <p><b>Certification</b></p> <p>This plan is certified under section 6 of the Subdivision Act 1988</p> <p><b>Statement of Compliance</b></p> <p>This is a statement of compliance issued under section 21 of the Subdivision Act 1988</p> <p>Public Open Space</p> <p>A requirement for public open space under section 18 of the Subdivision Act 1988 has not been made</p> <p>Digitally signed by: Helen Swadling for Pyrenees Shire Council on 17/10/2019</p>
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<b>NOTATIONS</b>	<b>NOTATIONS</b>
<p><b>DEPTH LIMITATION:</b> Nil</p> <p><b>SURVEY:</b> This plan is not based on survey.</p> <p>This survey has been connected to permanent marks No(s).</p> <p>In Proclaimed Survey Area No.</p>	<p>Area shown has been derived from Title dimensions.</p>

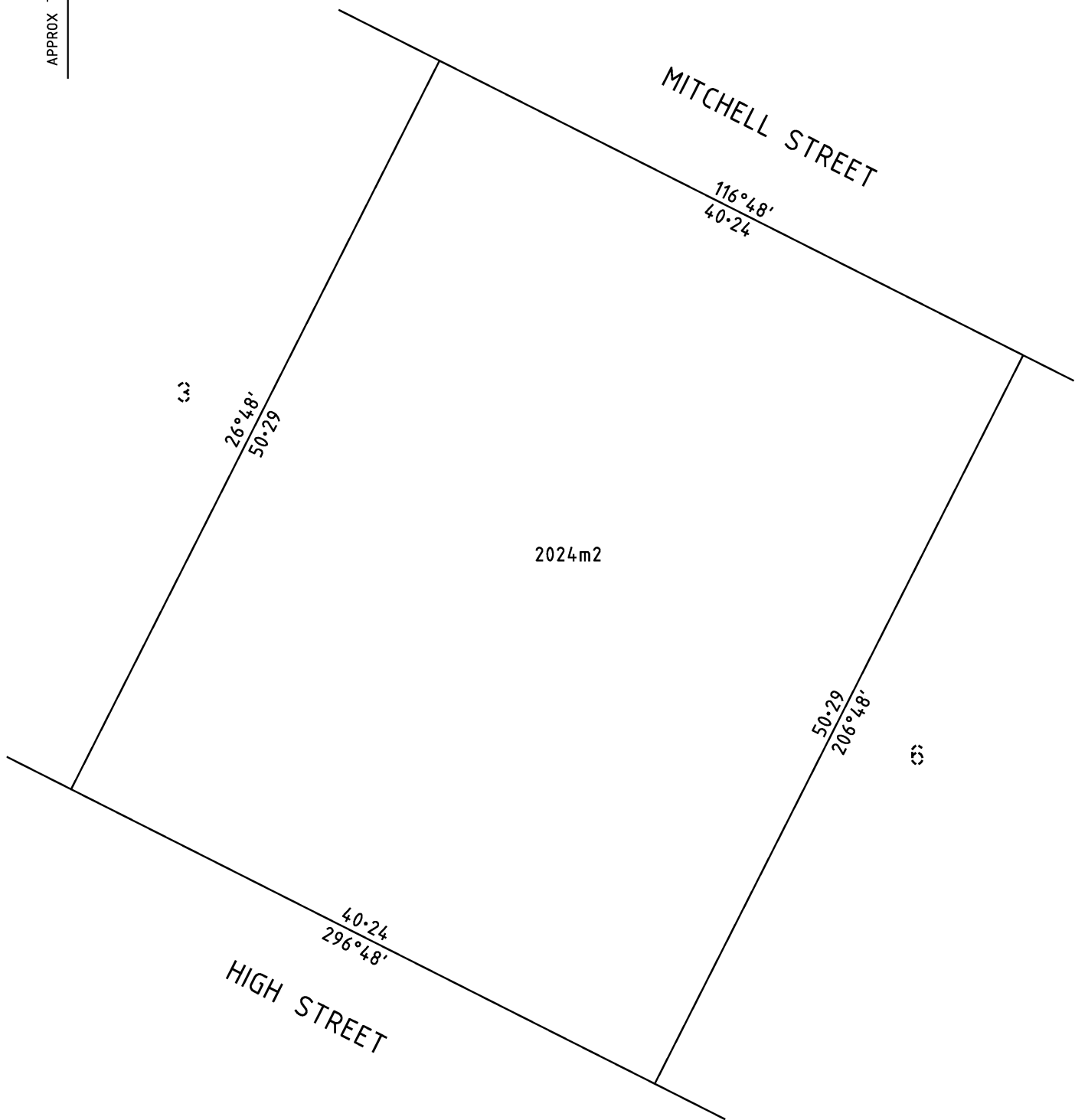
**EASEMENT INFORMATION**

**LEGEND:** A - Appurtenant Easement    E - Encumbering Easement    R - Encumbering Easement (Road)

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of
—	—	—	—	—

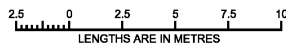
<p><b>Beveridge Williams</b> development &amp; environment consultants 96 Main Road Ballarat PO Box 1465 Bakery Hill 3354 Ph:53272000 Fax:53272099</p>	<p>SURVEYORS FILE REF: 1901303</p> <p>Digitally signed by: Benjamin S. Long, Licensed Surveyor, Surveyor's Plan Version (01), 14/10/2019, SPEAR Ref: S148239H</p>	<p>ORIGINAL SHEET SIZE: A3</p>	<p>SHEET 1 OF 2</p>
	<p>PLAN REGISTERED TIME: 10:49 am    DATE: 4/12/2019 Y. Cheung Assistant Registrar of Titles</p>		

PC 378740L



**Beveridge Williams**  
 development & environment consultants  
 96 Main Road Ballarat  
 PO Box 1465 Bakery Hill 3354  
 Ph:53272000 Fax:53272099

SCALE  
 1:250



ORIGINAL SHEET  
 SIZE: A3

SHEET 2

Digitally signed by: Benjamin S. Long, Licensed Surveyor,  
 Surveyor's Plan Version (01),  
 14/10/2019, SPEAR Ref: S148239H

Digitally signed by:  
 Pyrenees Shire Council,  
 17/10/2019,  
 SPEAR Ref: S148239H

Your Reference: PA23031

28 July 2023

Rachel Blackwell - Principal Planning Officer  
Pyrenees Shire Council  
5 Lawrence Street  
BEAUFORT VIC 3373

Dear Rachel,

**REQUEST FOR FURTHER INFORMATION**

**DEVELOPMENT OF LAND WITH SIX (6) DWELLINGS, SUBDIVISION OF LAND INTO SIX (6) LOTS WITH COMMON PROPERTY, SUBDIVISION ADJACENT TO A ROAD IN A TRANSPORT ZONE 2 AND REDUCTION OF CAR PARKING REQUIREMENTS  
61-63 HIGH STREET BEAUFORT**

I refer to your letter dated 13 April 2023, requesting further information in relation to the above application. Each of the matters raised is addressed in turn below:

- *Consistency with the existing character of the area and visual bulk*

A number of design changes have been made to better align the development with the existing character of the area. These changes include orienting the dwellings to front both Mitchell Street and the Western Highway, a planting schedule which includes trees, shrubs and lawn to soften the development and variation to the external colour scheme. The changes have also resulted in an overall decrease in the height of the dwellings with the exception of Dwellings 3 and 6 due to driveway gradient constraints. The height changes as viewed from the Western Highway are outlined in the following table.

	<b>Original Design Maximum height (m)</b>	<b>Amended Design Maximum height (m)</b>	<b>Height Change (m)</b>
<b>Dwelling 1</b>	7.32	6.54	- 0.78
<b>Dwelling 2</b>	7.17	6.71	- 0.46
<b>Dwelling 3</b>	6.47	6.93	+ 0.46
<b>Dwelling 4</b>	6.42	6.05	- 0.37
<b>Dwelling 5</b>	6.53	5.66	- 0.87
<b>Dwelling 6</b>	6.38	6.67	+ 0.29

Whilst it is acknowledged that the density of the development is greater than existing development within the surrounding area, the site is appropriately located, serviced and zoned for increased densities to address the housing shortage suffered across the Municipality and Regional Victoria more broadly. The proposal is considered to suitably respond to the qualitative and qualitative outcomes sought by Clause 55 and on balance is an appropriate infill development outcome for the site.

- *Integration with the Western Highway and Mitchell Street*

The design of Dwellings 3 and 6 has been revised to better integrate with the Western Highway. Dwellings 3 and 6 now have a number of full size windows and the entrance oriented towards the Highway. The 1.8m high solid metal fence has been replaced with a 1.2m high picket fence, gate and path to the entrance of the dwellings to allow for passive surveillance and visual interaction with the Western Highway. Suitable landscaping is proposed to soften but not screen the development from view from the public realm, resulting in an appropriate balance of landscape integration and passive surveillance.

Due to the sloping nature of the land, the dwellings will not be highly visible from Mitchell Street. In spite of this, the design of Dwellings 1 and 4 has also been revised to better integrate the development with Mitchell Street. The entrance to Dwellings 1 and 4 as well as full size windows have been included on the street facing façade as well as a dedicated path to the entrance from Mitchell Street. Fencing has not been included along the Mitchell Street boundary to maintain the open nature of the streetscape.

- *Setbacks*

The setback to the Western Highway has increased from 1.4m to 5m in order to reduce the visual bulk of the buildings when viewed from the highway as well as allowing for suitable landscaping to be established to further soften the appearance of the development. To accommodate the increased setback, the setback to Mitchell Street has reduced from 7m to 5.5m which is still considered to be acceptable taking into account the low visibility of the development from Mitchell Street and the front setback of the existing dwelling on the adjoining allotment to the north west.

- *Dwelling diversity*  
Dwelling designs have been revised to include two two-bedroom dwellings (dwellings 2 and 5) and four three-bedroom dwellings (dwellings 1, 3 to 4 and 6) in order to provide for dwelling diversity and housing choice within Beaufort.
- *Vehicle movement and driveway gradients.*  
Swept path diagrams have been included (pg. 9 and 10) demonstrating that vehicles can exit the site in a forward direction from all car parking spaces within the development. A cross section of the driveway is included on pg. 5 which complies with Design Standard 3 under Clause 52.06-9 and the CFA access requirements within Table 5 to Clause 53.02-5 (access greater than 30m but less than 100m in length).
- *Sill height opposite the internal driveway.*  
Due to reorienting dwellings 1, 3, 4 and 6, windows along the internal accessway have been minimised. Dwelling 2 and 5 still have habitable room windows overlooking the internal accessway to provide for passive surveillance. The sill height of these windows ranges from 1.4m to 1.8m above the accessway which complies with Standard B15 of Clause 55.03-10.
- *Mail and bin collection.*  
It is anticipated that the proposed development will be serviced by Council's standard kerbside collection service for waste, recycling and green waste (if available). Each dwelling will have individual bins stored within their respective yards, as indicated on the site plan. It will be each individual property owner's responsibility to present the bins Mitchell Street for collection and then return them back to the yard for storage. To ensure that bins are presented in the correct location along Mitchell Street, a dedicated bin collection area could be incorporated into the upgrade works to Mitchell Street if required by Council.

In terms of mail delivery, individual mailboxes will be grouped at the entrance of the site from Mitchell Street, as shown on the Site Plan (pg. 2). Should AusPost mail delivery services not be available, future owners will need to acquire a post office box.

- *Cut and fill / site functionality*  
The elevations on pages 4 and 5 of the amended plan set include details of cut and fill required to accommodate the proposed dwellings. The extent of earthworks and retaining has been minimised as much as practicable, however, due to the sloping

nature of the land, earthworks and retaining walls could not be avoided. Retaining walls have been staggered where possible and no retaining walls will be visible external to the site.

Filling of the land has been minimised to avoid amenity impacts external to the site and the proposed earthworks achieve a functional development outcome. As discussed earlier, the driveway gradients meet the design standards under Clause 52.06-9 and the CFA access requirements under Table 5 to Clause 53.02-5. The front entrance to Dwellings 2 and 5 is now accessible for people with limited mobility as the steps have been removed and replaced with a ramp from the garage entrance. Building heights have been minimised as outlined under the first point discussed above.

The rear yards of Dwellings 4 to 6 have been benched to provide a flat functional outdoor space for residents to use. The rear yards of dwellings 1 to 3 remain at natural surface level to avoid additional fill and retaining walls being visible along the north eastern boundary. Whilst the rear yards of Dwellings 1 to 3 will have some slope, positive improvements have been made to increase the functionality of the outdoor space. These include reducing/removing the external staircase between the internal living area and secluded private open space (SPOS) of Dwellings 1 and 3 and providing a flat area adjacent to the living area of Dwelling 1 to be used for an outdoor dining space if future owner's desire. The areas of SPOS for each dwelling meet Standard B28 and are considered to be a useable and functional outdoor space for residents to enjoy.

- *Shadow diagrams*

Shadow diagrams have been included on pages 6 and 7 of the amended plan set and take into account earthworks, retaining walls and fencing. Dwellings 1, 3, 4 and 6 have large POS areas at their street interfaces which receive good solar access at varying points of the day. While dwellings 2 and 5 are affected by a degree of internal overshadowing from the respective dwellings, this is somewhat expected in a unit development. Each dwelling provides for a useable SPOS area to each dwelling that receives adequate sunlight, as well as good solar access into the dwellings. Given climatic conditions, particularly during summer months, it is in our view a positive outcome to have a dwelling choice within that benefits from a degree of additional shading that mitigates heat impact and consequently improves the likelihood of the SPOS areas of these dwellings being used year round.

- *Terminology*  
All development plans have been amended to change annotation “Unit” to “Dwelling” and the subdivision plan has been amended to change the annotation “Unit” to “Lot”.
- *Concept landscape plan*  
An Indicative Landscape Plan has been included within the amended plan set on page 8. A suitable mix of lawn, shrubs and trees have been incorporated within suitably sized landscaping beds to soften the appearance of the development when viewed from the public realm and adjoining properties. Landscaping has also been included along the shared driveway to minimise the “gun barrel” appearance.
- *Location of clotheslines*  
Clotheslines have been shown on the Site Plan (pg. 2) and the Indicative Landscape Plan (pg. 8) outside the area of SPOS for each dwelling.
- *Streetscape perspectives*  
Streetscape elevations from Mitchell Street and the Western Highway can be found on page 2 of the amended plan set. With the changes made to the proposal, it is considered that the development presents as an attractive and integrated development when viewed from the Western Highway.
- *Upgrade to Mitchell Street*  
The developer is aware that upgrades to Mitchell Street are required to facilitate this development and will be anticipating conditions to this effect should a permit issued.

I trust the above satisfactorily responds to Council’s concerns, and we look forward to Council’s continued processing of the application, including advertising of the application at Council’s earliest convenience.

Kind regards, .

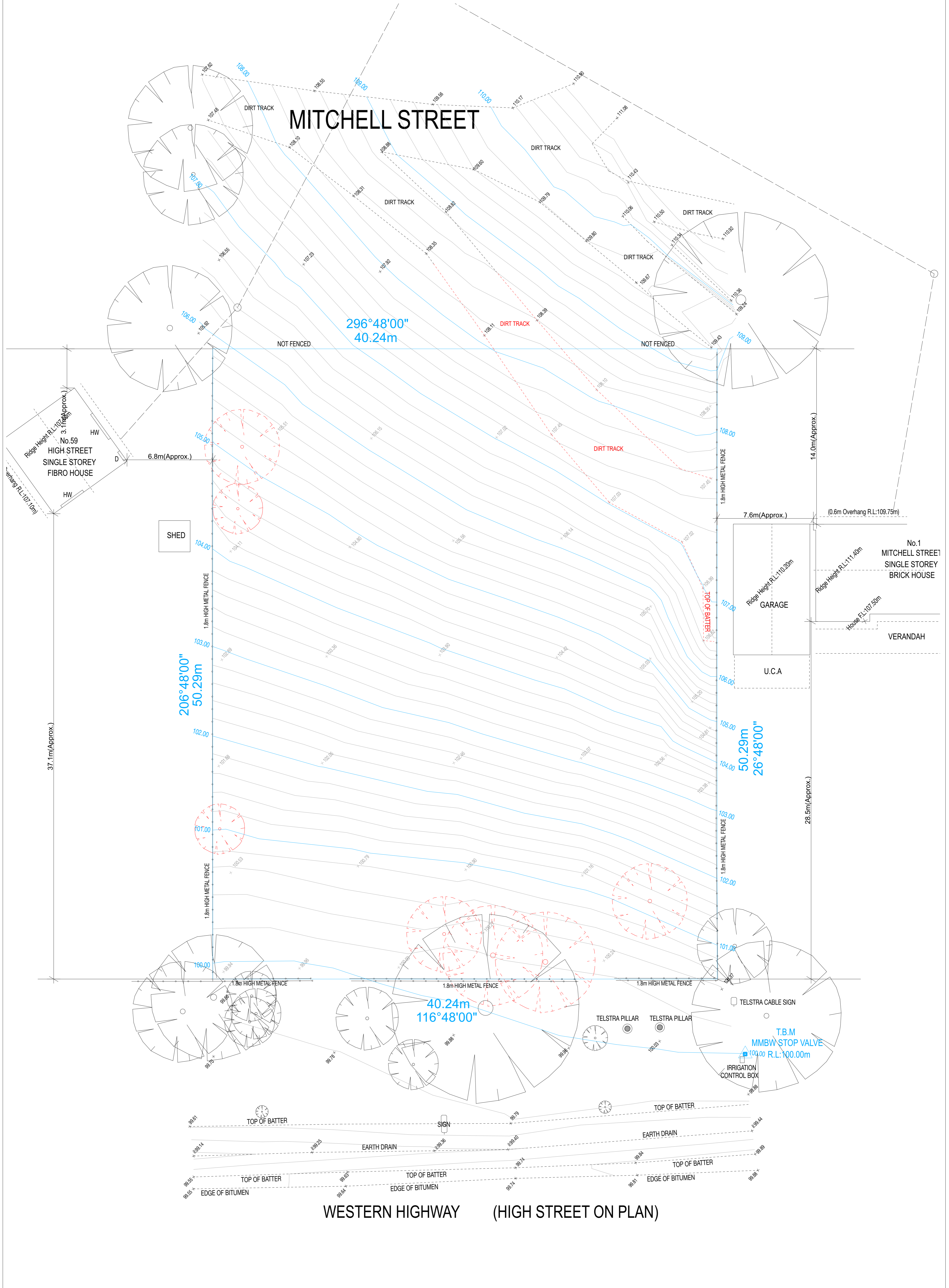


Ebony Cetinich  
Principal Planner  
**Hatch Planning Pty Ltd**

(03) 7031 6699

[admin@hatchplanning.com.au](mailto:admin@hatchplanning.com.au) | [ebony.cetinich@hatchplanning.com.au](mailto:ebony.cetinich@hatchplanning.com.au)





# MITCHELL STREET

296°48'00"  
40.24m

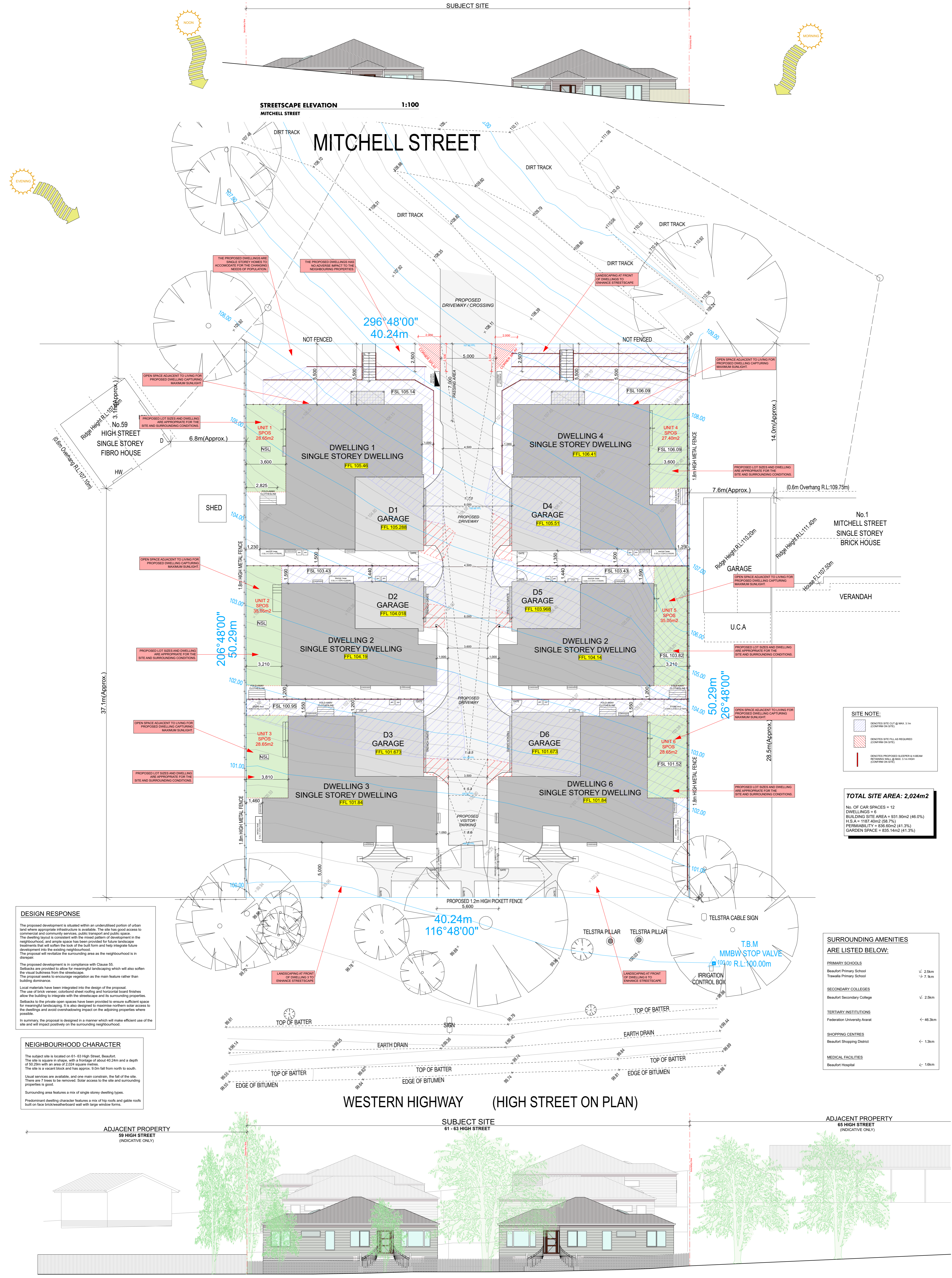
206°48'00"  
50.29m

50.29m  
26°48'00"

40.24m  
116°48'00"

## WESTERN HIGHWAY (HIGH STREET ON PLAN)

### EXISTING / DEMOLITION PLAN



**DESIGN RESPONSE**

The proposed development is situated within an underutilised portion of urban land where appropriate infrastructure is available. The site has good access to commercial and community services, public transport and public space. The dwelling layout is consistent with the mixed pattern of development in the neighbourhood, and ample space has been provided for future landscape treatments that will soften the look of the built form and help integrate future development into the existing neighbourhood. The proposal will revitalise the surrounding area as the neighbourhood is in decline.

The proposed development is in compliance with Clause 55. Setbacks are provided to allow for meaningful landscaping which will also soften the visual bulkiness from the streetscape. The proposal seeks to encourage vegetation as the main feature rather than building dominance.

Local materials have been integrated into the design of the proposal. The use of brick veneer, colorbond sheet roofing and horizontal board finishes allow the building to integrate with the streetscape and its surrounding properties. Setbacks to the private open spaces have been provided to ensure sufficient space for meaningful landscaping. It is also designed to maximise northern solar access to the dwellings and avoid overshadowing impact on the adjoining properties where possible.

In summary, the proposal is designed in a manner which will make efficient use of the site and impact positively on the surrounding neighbourhood.

**NEIGHBOURHOOD CHARACTER**

The subject site is located on 61-63 High Street, Beaufort. The site is square in shape, with a frontage of about 40.24m and a depth of 50.29m with an area of 2,024 square metres. The site is a vacant block and has approx. 0.0m fall from north to south.

Usual services are available, and one main constraint, the fall of the site. There are 7 trees to be removed. Solar access to the site and surrounding properties is good.

Surrounding area features a mix of single storey dwelling types. Prevalent dwelling character features a mix of hip roofs and gable roofs built on face brick weatherboard wall with large window forms.

**SITE NOTE:**

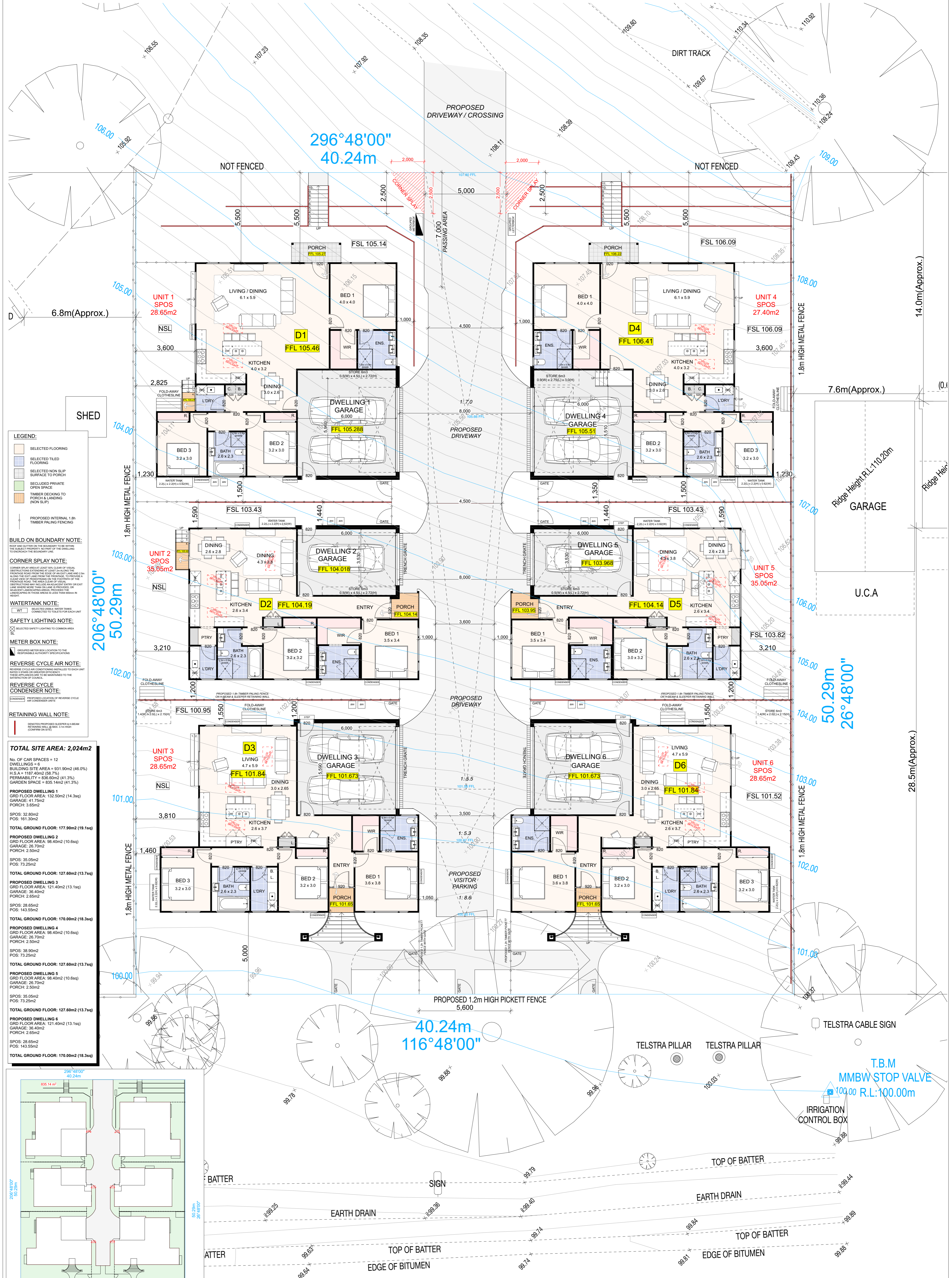
- Denotes site cut @ max. 3.1m (confirm on site)
- Denotes site fill as required (confirm on site)
- Denotes proposed sleeper & beam retaining wall @ max. 3.1m high (confirm on site)

**TOTAL SITE AREA: 2,024m<sup>2</sup>**

- No. of CAR SPACES = 12
- DWELLINGS = 6
- BUILDING SITE AREA = 931.90m<sup>2</sup> (46.0%)
- H.S.A. = 1187.40m<sup>2</sup> (58.7%)
- PERMIABILITY = 836.50m<sup>2</sup> (41.3%)
- GARDEN SPACE = 835.14m<sup>2</sup> (41.3%)

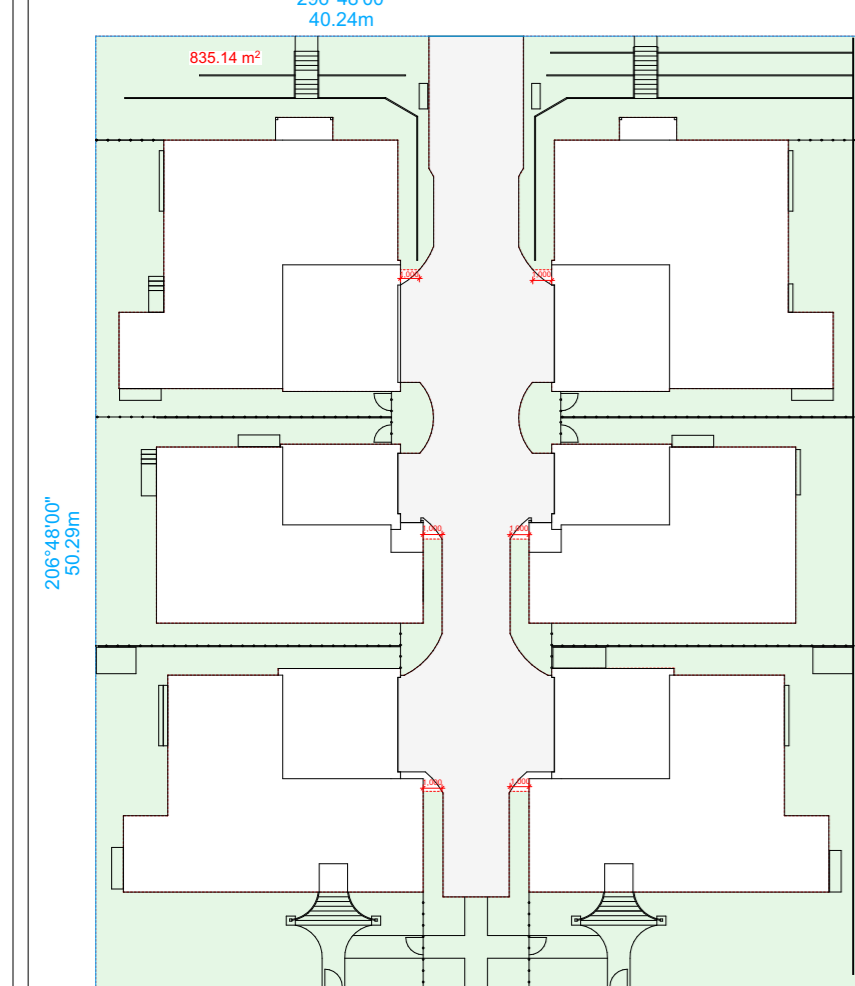
**SURROUNDING AMENITIES ARE LISTED BELOW:**

Category	Name	Distance
PRIMARY SCHOOLS	Beaufort Primary School	↖ 2.5km
	Travalla Primary School	↘ 7.5km
SECONDARY COLLEGES	Beaufort Secondary College	↖ 2.5km
TERTIARY INSTITUTIONS	Federation University Ararat	← 46.3km
SHOPPING CENTRES	Beaufort Shopping District	← 1.3km
	Beaufort Hospital	← 1.6km



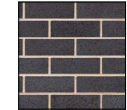
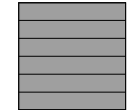
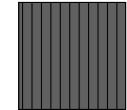

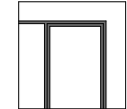
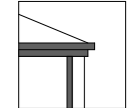
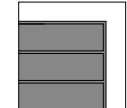

- LEGEND:**
- SELECTED FLOORING
  - SELECTED TILED FLOORING
  - SELECTED NON SLIP SURFACE TO PORCH
  - SECLUDED PRIVATE OPEN SPACE
  - TIMBER DECKING TO PORCH & LANDING (NON SLIP)
- BUILD ON BOUNDARY NOTE:**  
ROOF AND GUTTER ON THE BOUNDARY TO BE WITHIN THE SUBJECT PROPERTY SURFACE OF THE DWELLING TO ENCOMPASS THE BOUNDARY LINE.
- CORNER SPILY NOTE:**  
CORNER SPILY AREA AT LEAST 500mm CLEAR OF VISUAL FRONTAGE ROAD FROM THE EDGE OF AN EXISTING AND 2m FROM THE BOUNDARY LINE. THE PROPOSED SPILY AREA SHALL BE FINISHED TO THE AREA CLASS OF ROAD. THE SPILY AREA SHALL BE FINISHED TO THE AREA CLASS OF ROAD. THE SPILY AREA SHALL BE FINISHED TO THE AREA CLASS OF ROAD. THE SPILY AREA SHALL BE FINISHED TO THE AREA CLASS OF ROAD.
- WATERTANK NOTE:**  
SELECTED 2000L WATER TANKS TO BE CONNECTED TO THE MAIN WATER SUPPLY.
- SAFETY LIGHTING NOTE:**  
SELECTED SAFETY LIGHTING TO COMPLY WITH AS/NZS 1537.
- METER BOX NOTE:**  
GROUPED METER BOX LOCATION TO THE RESPONSIBLE AUTHORITY SPECIFICATIONS.
- REVERSE CYCLE AIR NOTE:**  
REVERSE CYCLE AIR CONDITIONING TO BE INSTALLED TO EACH UNIT TO MAINTAIN THE ROOMS AT A COMFORTABLE TEMPERATURE. THE REVERSE CYCLE AIR CONDITIONING SHALL BE MAINTAINED TO THE SATISFACTION OF COUNCIL.
- REVERSE CYCLE CONDENSER NOTE:**  
PROPOSED LOCATION OF REVERSE CYCLE AIR CONDENSER UNIT.
- RETAINING WALL NOTE:**  
INDICATES PROPOSED SLEEPER & REBAR CONCRETE RETAINING WALL (MAX. 3m HIGH CONFORMING TO S15).

- TOTAL SITE AREA: 2,024m<sup>2</sup>**
- No. OF CAR SPACES = 12  
DWELLINGS = 6  
BUILDING SITE AREA = 931.90m<sup>2</sup> (46.0%)  
H.S.A = 1187.40m<sup>2</sup> (58.7%)  
PERMEABILITY = 836.60m<sup>2</sup> (41.3%)  
GARDEN SPACE = 835.44m<sup>2</sup> (41.3%)
- PROPOSED DWELLING 1**  
GRD FLOOR AREA: 132.50m<sup>2</sup> (14.3%)  
GARAGE: 41.75m<sup>2</sup>  
PORCH: 3.55m<sup>2</sup>
- SPOS: 32.80m<sup>2</sup>  
POS: 161.30m<sup>2</sup>
- TOTAL GROUND FLOOR: 177.80m<sup>2</sup> (19.1%)**
- PROPOSED DWELLING 2**  
GRD FLOOR AREA: 98.40m<sup>2</sup> (10.6%)  
GARAGE: 26.70m<sup>2</sup>  
PORCH: 2.50m<sup>2</sup>
- SPOS: 35.05m<sup>2</sup>  
POS: 73.25m<sup>2</sup>
- TOTAL GROUND FLOOR: 127.60m<sup>2</sup> (13.7%)**
- PROPOSED DWELLING 3**  
GRD FLOOR AREA: 121.40m<sup>2</sup> (13.1%)  
GARAGE: 36.40m<sup>2</sup>  
PORCH: 2.65m<sup>2</sup>
- SPOS: 28.65m<sup>2</sup>  
POS: 143.55m<sup>2</sup>
- TOTAL GROUND FLOOR: 170.00m<sup>2</sup> (18.3%)**
- PROPOSED DWELLING 4**  
GRD FLOOR AREA: 98.40m<sup>2</sup> (10.6%)  
GARAGE: 26.70m<sup>2</sup>  
PORCH: 2.50m<sup>2</sup>
- SPOS: 38.90m<sup>2</sup>  
POS: 73.25m<sup>2</sup>
- TOTAL GROUND FLOOR: 127.60m<sup>2</sup> (13.7%)**
- PROPOSED DWELLING 5**  
GRD FLOOR AREA: 98.40m<sup>2</sup> (10.6%)  
GARAGE: 26.70m<sup>2</sup>  
PORCH: 2.50m<sup>2</sup>
- SPOS: 35.05m<sup>2</sup>  
POS: 73.25m<sup>2</sup>
- TOTAL GROUND FLOOR: 127.60m<sup>2</sup> (13.7%)**
- PROPOSED DWELLING 6**  
GRD FLOOR AREA: 121.40m<sup>2</sup> (13.1%)  
GARAGE: 36.40m<sup>2</sup>  
PORCH: 2.65m<sup>2</sup>
- SPOS: 28.65m<sup>2</sup>  
POS: 143.55m<sup>2</sup>
- TOTAL GROUND FLOOR: 170.00m<sup>2</sup> (18.3%)**

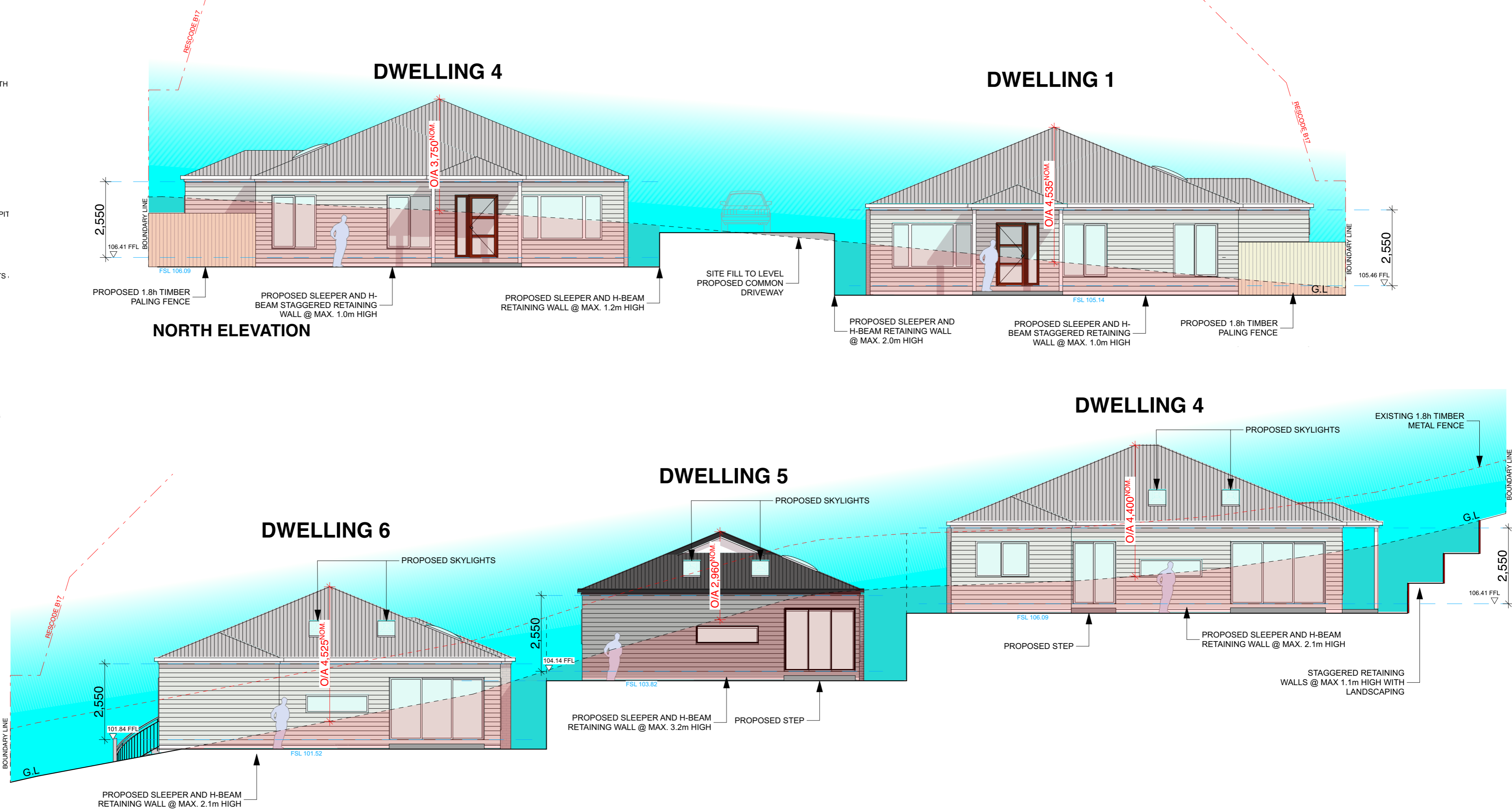


WESTERN HIGHWAY (HIGH STREET ON PLAN) GROUND FLOOR PLAN


**MATERIAL LEGEND**  
U2, U5

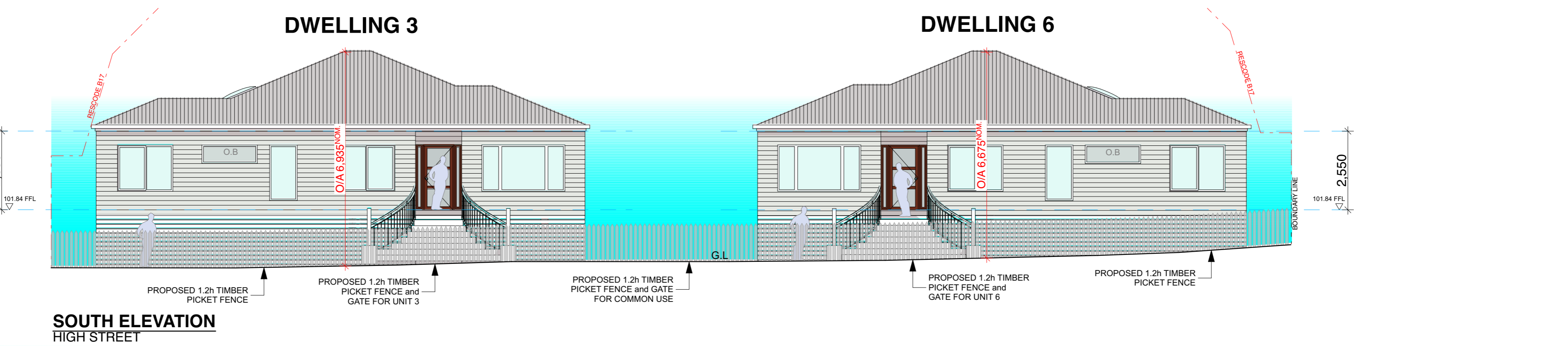
-  SELECTED BRICKWORK  
COLOUR: SELECTED DARK EARTH  
MOTIF: LIGHT GREY
-  JAMES HARDIE STRIA PANELS  
COLOUR: DARK GREY
-  COLORBOND ROOFING @ 22.5° PITCH  
COLOUR: MONUMENT
-  ACRYLIC PAINT TO PORCH POSTS &  
BALUSTRADE  
COLOUR: MONUMENT
-  ALUMINUM WINDOWS  
COLOUR: MONUMENT
-  COLORBOND GUTTER, FASCIA &  
DOWNPIPE  
COLOUR: MONUMENT
-  SELECTED PANEL / SECTIONAL  
LIFT GARAGE DOOR  
COLOUR: MONUMENT
-  PROPOSED DRIVEWAY  
COLOUR: GREY OR  
SIMILAR SEALANT

F. DENOTES FIXED WINDOW  
OB DENOTES OBSCURED WINDOW  
NOTE:  
THE OBFUSCATED GLAZING FOR ALL WINDOWS WITH THE  
POTENTIAL FOR OVERLOOKING MUST BE FIXED AND  
PERMANENT. ADHESIVE FILM OR THE LIKE MUST NOT  
BE USED.


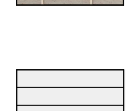
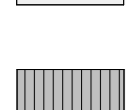
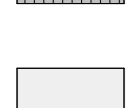
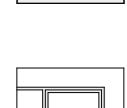
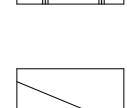
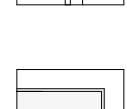
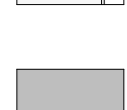


**MATERIAL LEGEND**

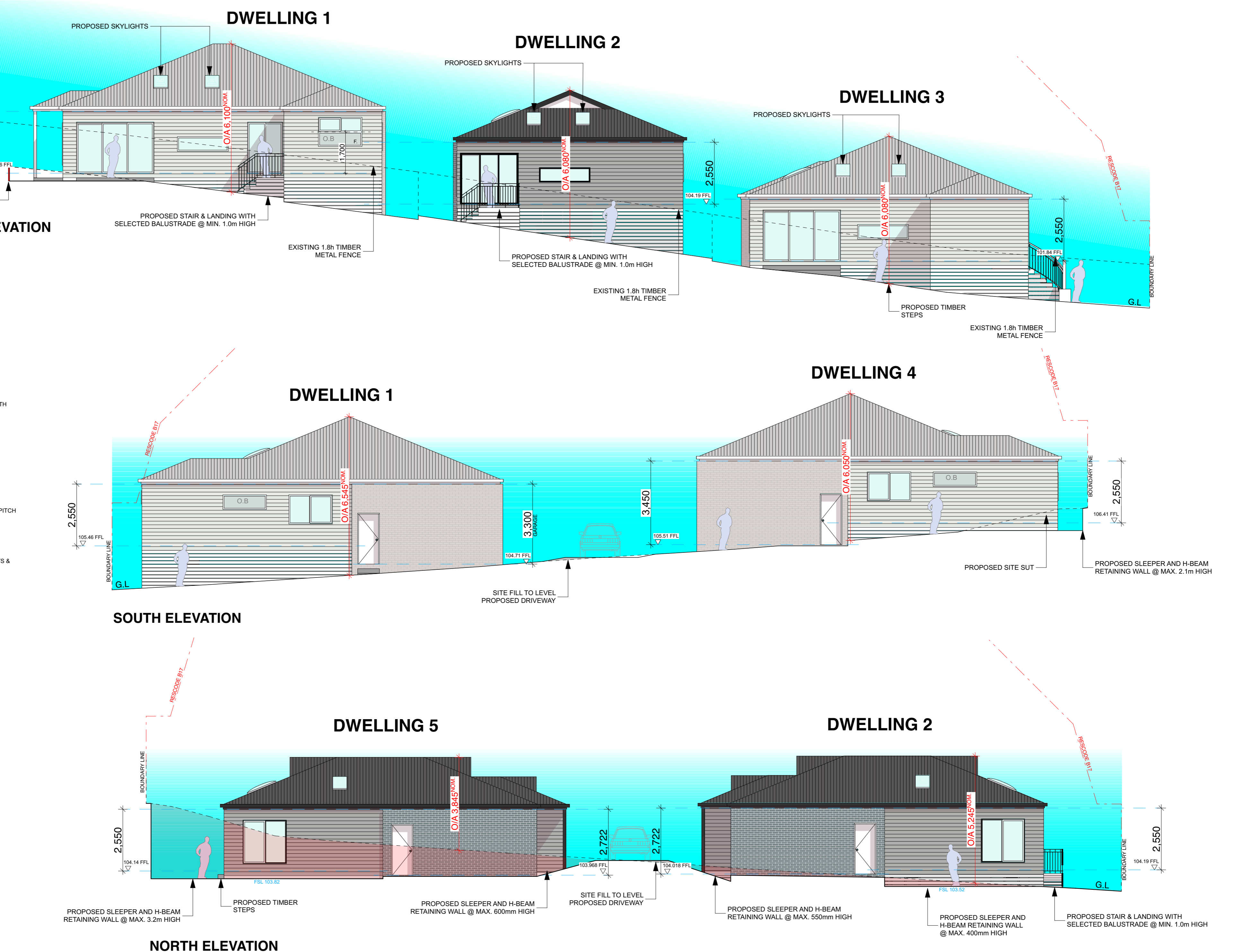
-  TIMBER PICKET FENCE  
COLOUR: WHITE



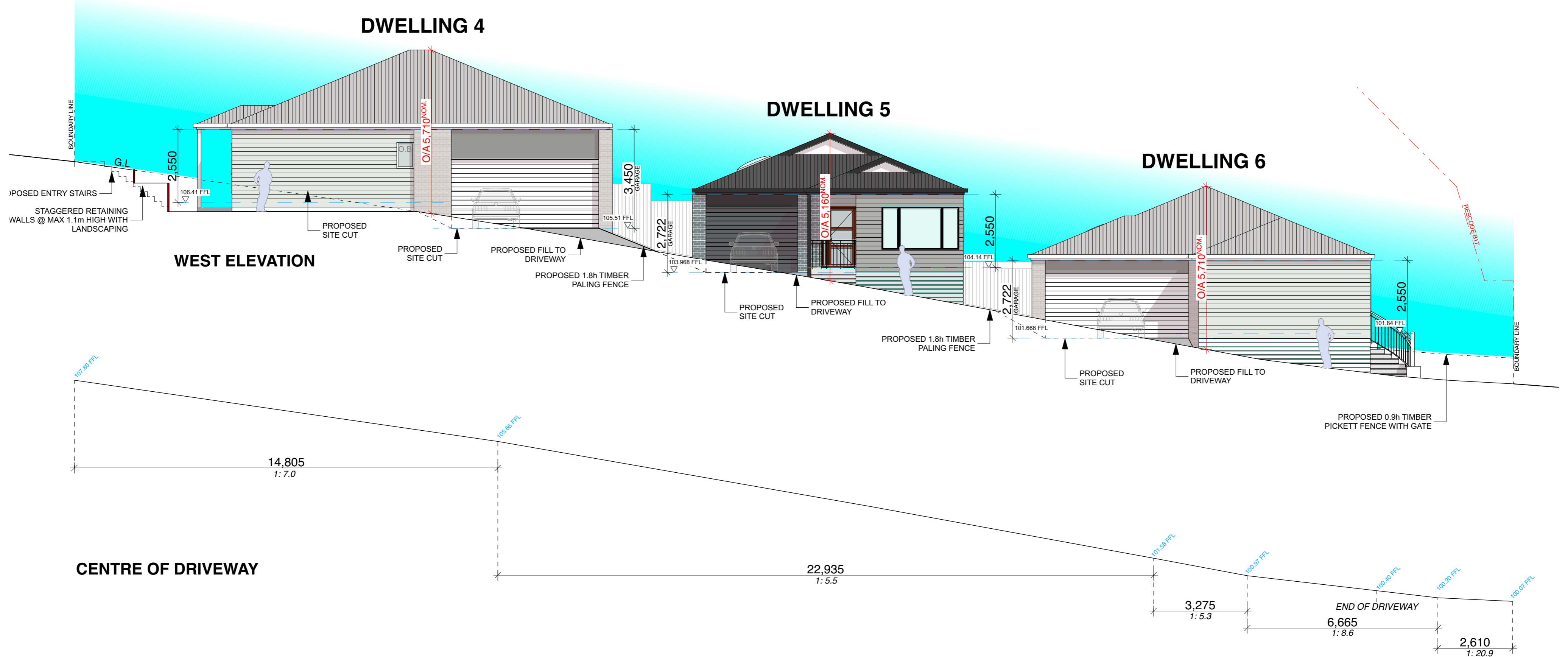
**MATERIAL LEGEND**  
U1, U3, U4, U6

-  SELECTED BRICKWORK  
COLOUR: SELECTED LIGHT EARTH  
MOTIF: LIGHT GREY
-  JAMES HARDIE STRIA PANELS  
COLOUR: LIGHT GREY
-  COLORBOND ROOFING @ 22.5° PITCH  
COLOUR: SHALE GREY
-  ACRYLIC PAINT TO PORCH POSTS &  
BALUSTRADE  
COLOUR: WHITE
-  ALUMINUM WINDOWS  
COLOUR: WHITE
-  COLORBOND GUTTER, FASCIA &  
DOWNPIPE  
COLOUR: DOVER WHITE
-  SELECTED PANEL / SECTIONAL  
LIFT GARAGE DOOR  
COLOUR: WHITE
-  PROPOSED DRIVEWAY  
COLOUR: GREY OR  
SIMILAR SEALANT

F. DENOTES FIXED WINDOW  
OB DENOTES OBSCURED WINDOW  
NOTE:  
THE OBFUSCATED GLAZING FOR ALL WINDOWS WITH THE  
POTENTIAL FOR OVERLOOKING MUST BE FIXED AND  
PERMANENT. ADHESIVE FILM OR THE LIKE MUST NOT  
BE USED.



**ELEVATIONS**



**MATERIAL LEGEND**

U1, U3, U4, U6

- SELECTED BRICKWORK  
COLOUR: SELECTED LIGHT EARTH  
MOTAR: LIGHT GREY
- JAMES HARDIE STRIA PANELS  
COLOUR: LIGHT GREY
- COLORBOND ROOFING @ 22.5° PITCH  
COLOUR: SHALE GREY
- ACRYLIC PAINT TO PORCH POSTS & BALUSTRADE  
COLOUR: WHITE
- ALUMINIUM WINDOWS  
COLOUR: WHITE
- COLORBOND GUTTER, FASCIA & DOWNPIPE  
COLOUR: DOVER WHITE
- SELECTED PANEL / SECTIONAL LIFT GARAGE DOOR  
COLOUR: WHITE
- PROPOSED DRIVEWAY  
COLOUR: GREY OR SIMILAR SEALANT

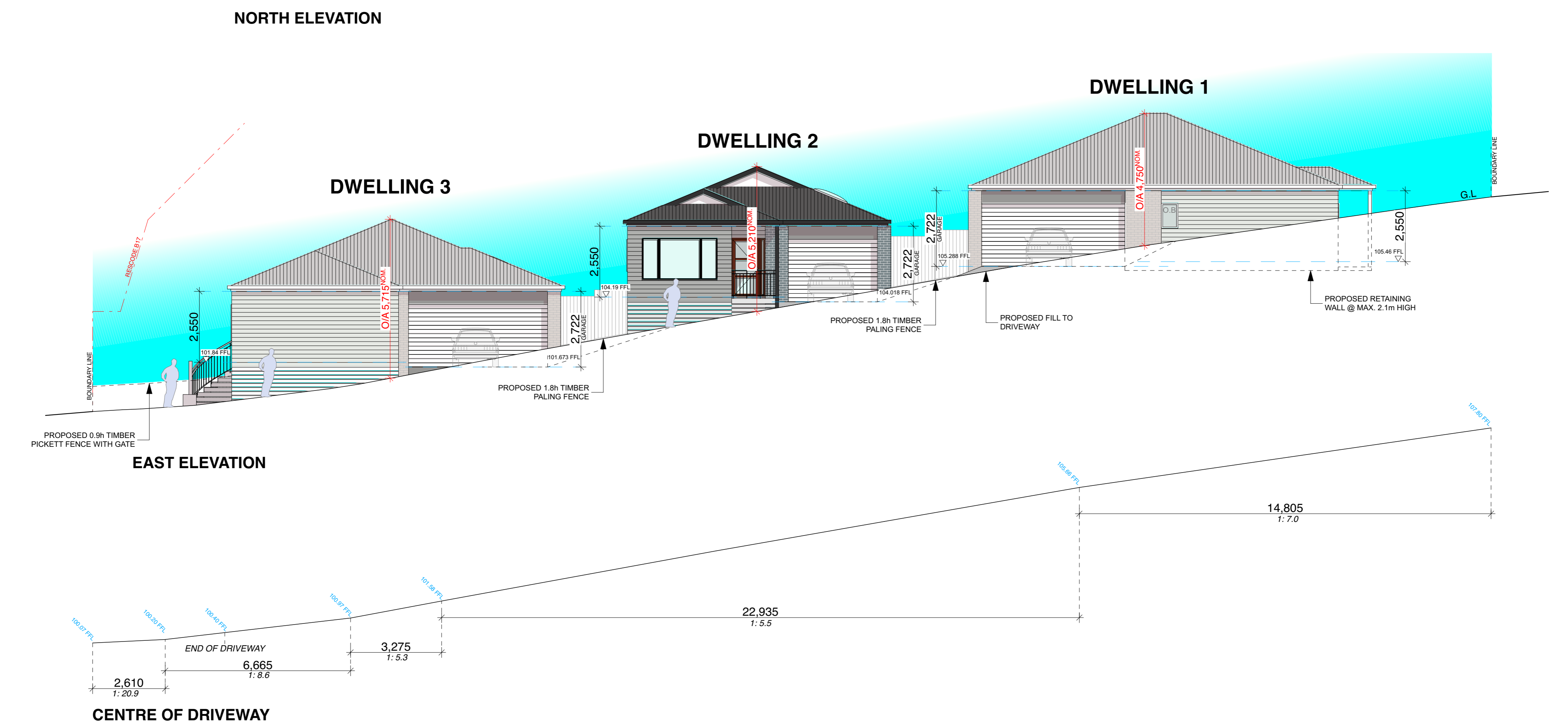
F. DENOTES FIXED WINDOW  
OB DENOTES OBSCURED WINDOW  
NOTE: THE OBSCURE GLAZING FOR ALL WINDOWS WITH THE POTENTIAL FOR OVERLOOKING MUST BE FIXED AND PERMANENT ADHESIVE FILM OR THE LIKE MUST NOT BE USED.

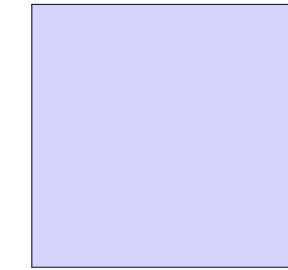
**MATERIAL LEGEND**

U2, U5

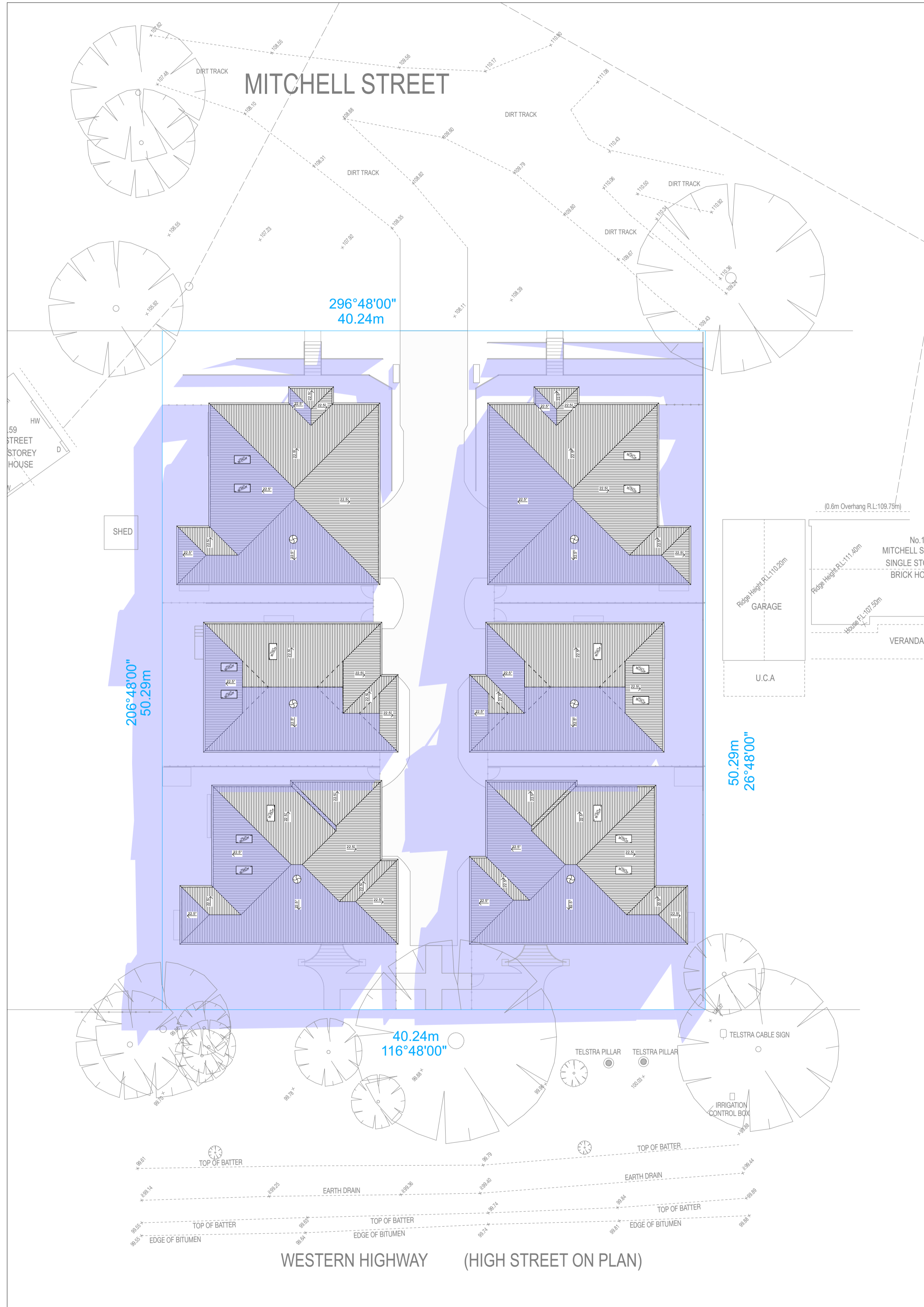
- SELECTED BRICKWORK  
COLOUR: SELECTED DARK EARTH  
MOTAR: LIGHT GREY
- JAMES HARDIE STRIA PANELS  
COLOUR: DARK GREY
- COLORBOND ROOFING @ 22.5° PITCH  
COLOUR: MONUMENT
- ACRYLIC PAINT TO PORCH POSTS & BALUSTRADE  
COLOUR: MONUMENT
- ALUMINIUM WINDOWS  
COLOUR: MONUMENT
- COLORBOND GUTTER, FASCIA & DOWNPIPE  
COLOUR: MONUMENT
- SELECTED PANEL / SECTIONAL LIFT GARAGE DOOR  
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COLOUR: GREY OR SIMILAR SEALANT

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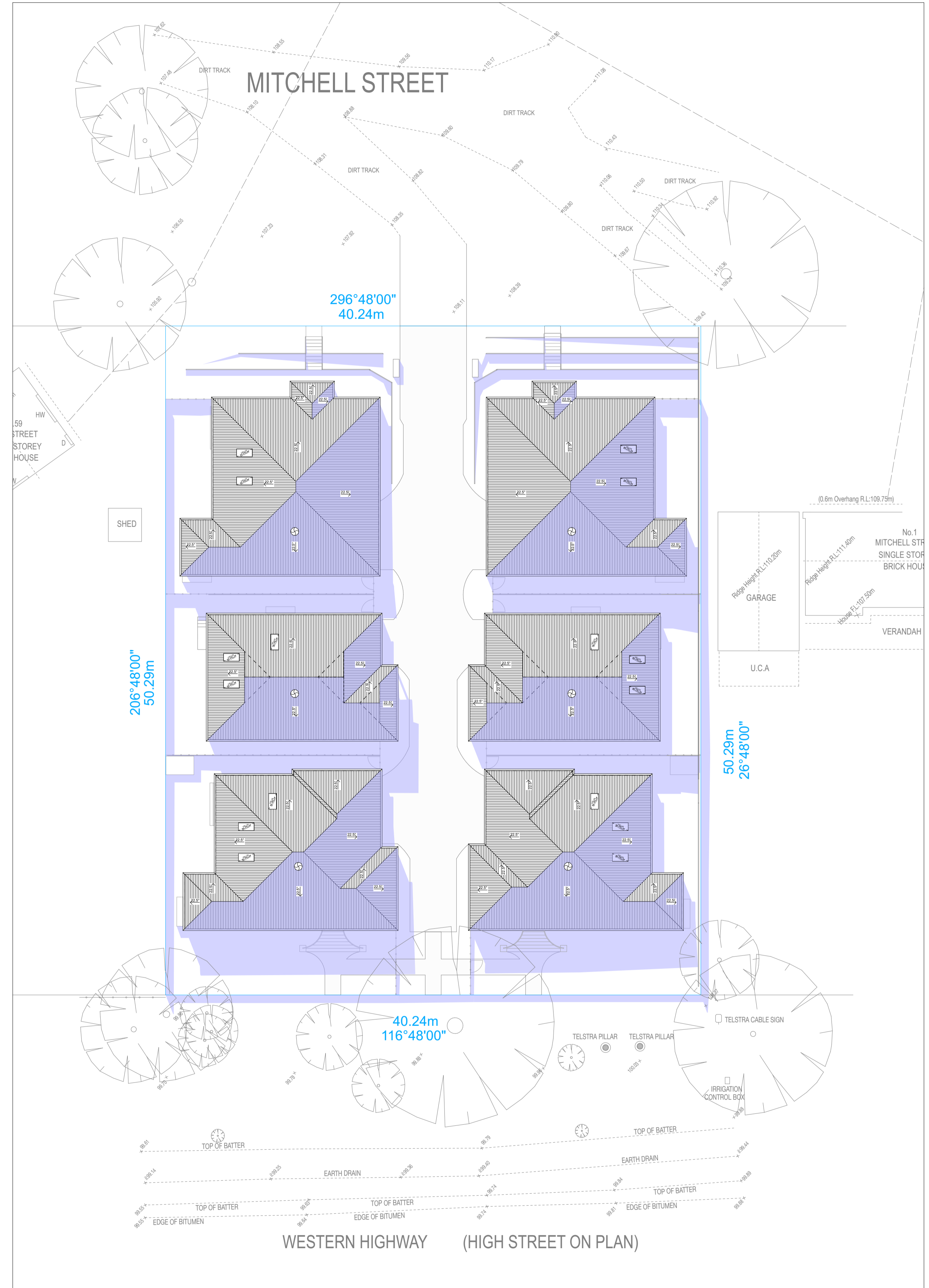




PROPOSED SHADOWS

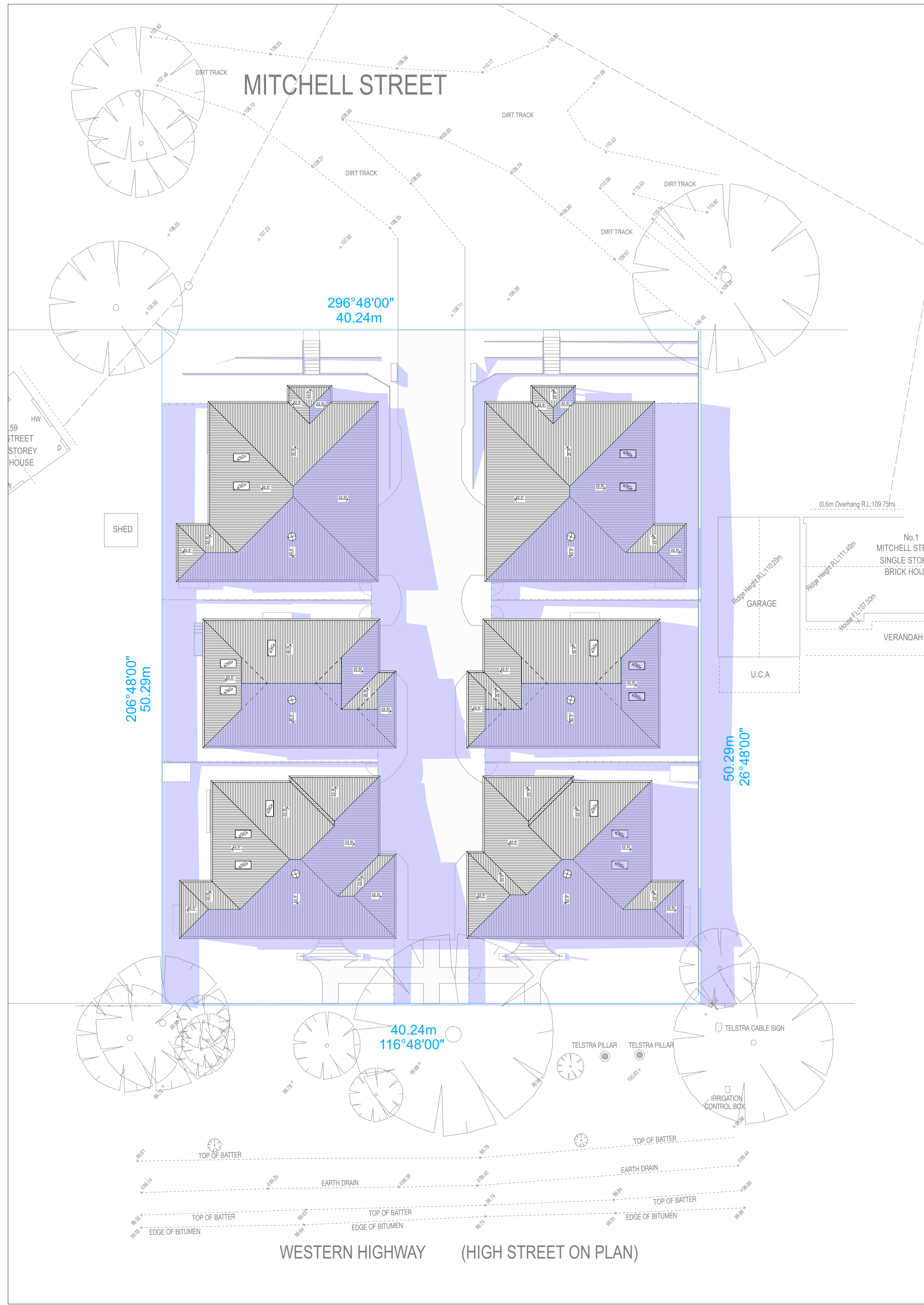


9am Shadow

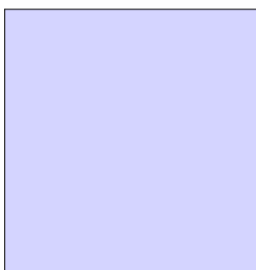


12pm Shadow

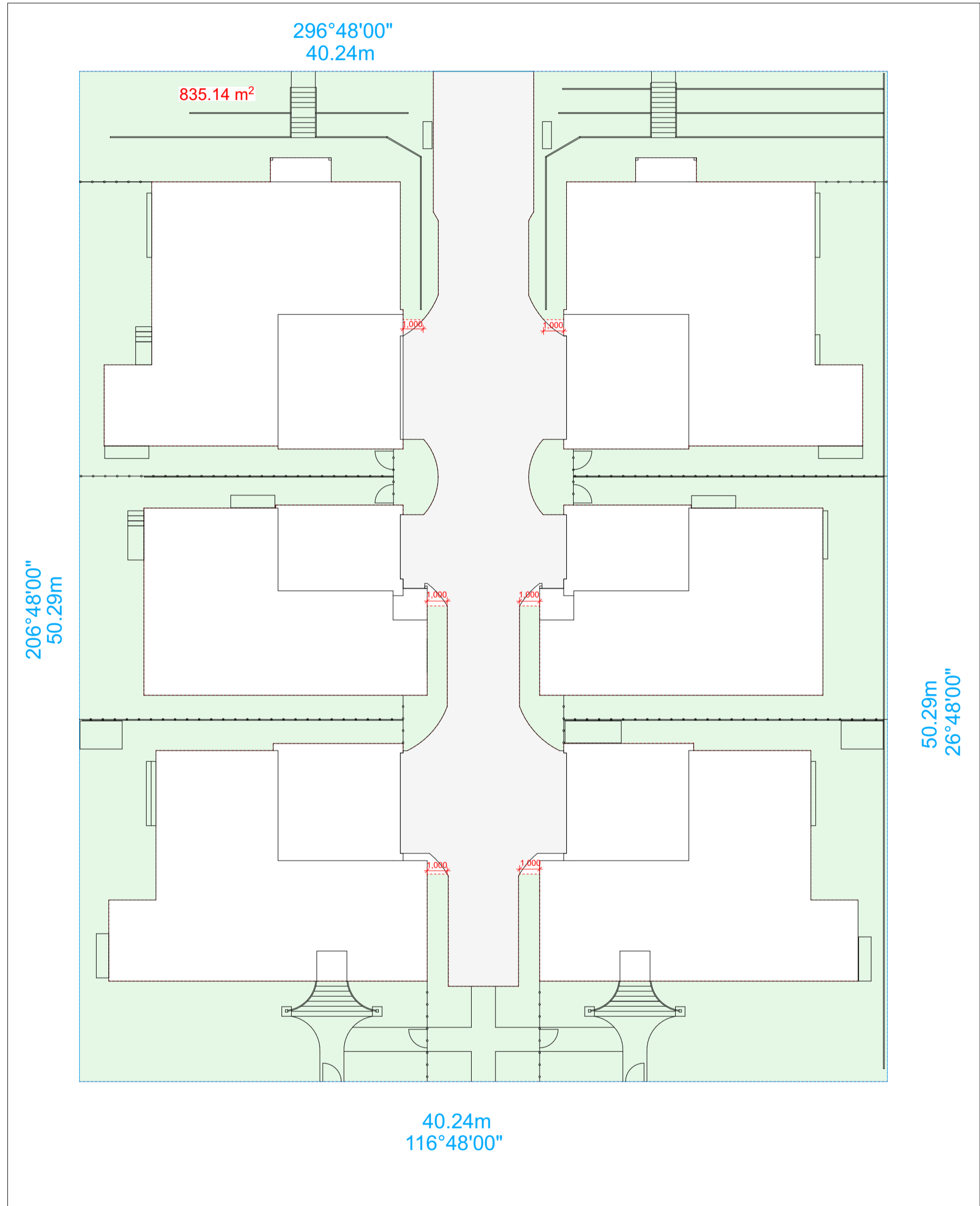
21st SEPT. SHADOW DIAGRAM & OPEN GARDEN PLAN



3pm Shadow



PROPOSED SHADOWS



Open Garden  
**835.14m<sup>2</sup> (41.3%) @ 2,024m<sup>2</sup>**  
 MINIMUM 1m CLEARANCE TO THE SKY

# MITCHELL STREET



**LEGEND**

- EXISTING FEIN TREES TO BE REMOVED
- PROPOSED CANOPY TREE
- PROPOSED HARDY FOLIAGE SHRUBS  
NOTE: Only small shade tolerant trees/shrubs should be planted within rear yard
- PROPOSED 1.8m INTERNAL TIMBER PALING FENCE
- PROPOSED LAWN AREA
- PROPOSED GARDEN BED (MULCHED AREA)
- PROPOSED LYLEAL TOPPING OR SIMILAR
- PROPOSED POROUS PAVERS

## WESTERN HIGHWAY (HIGH STREET ON PLAN)

INDICATIVE LANDSCAPE PLAN



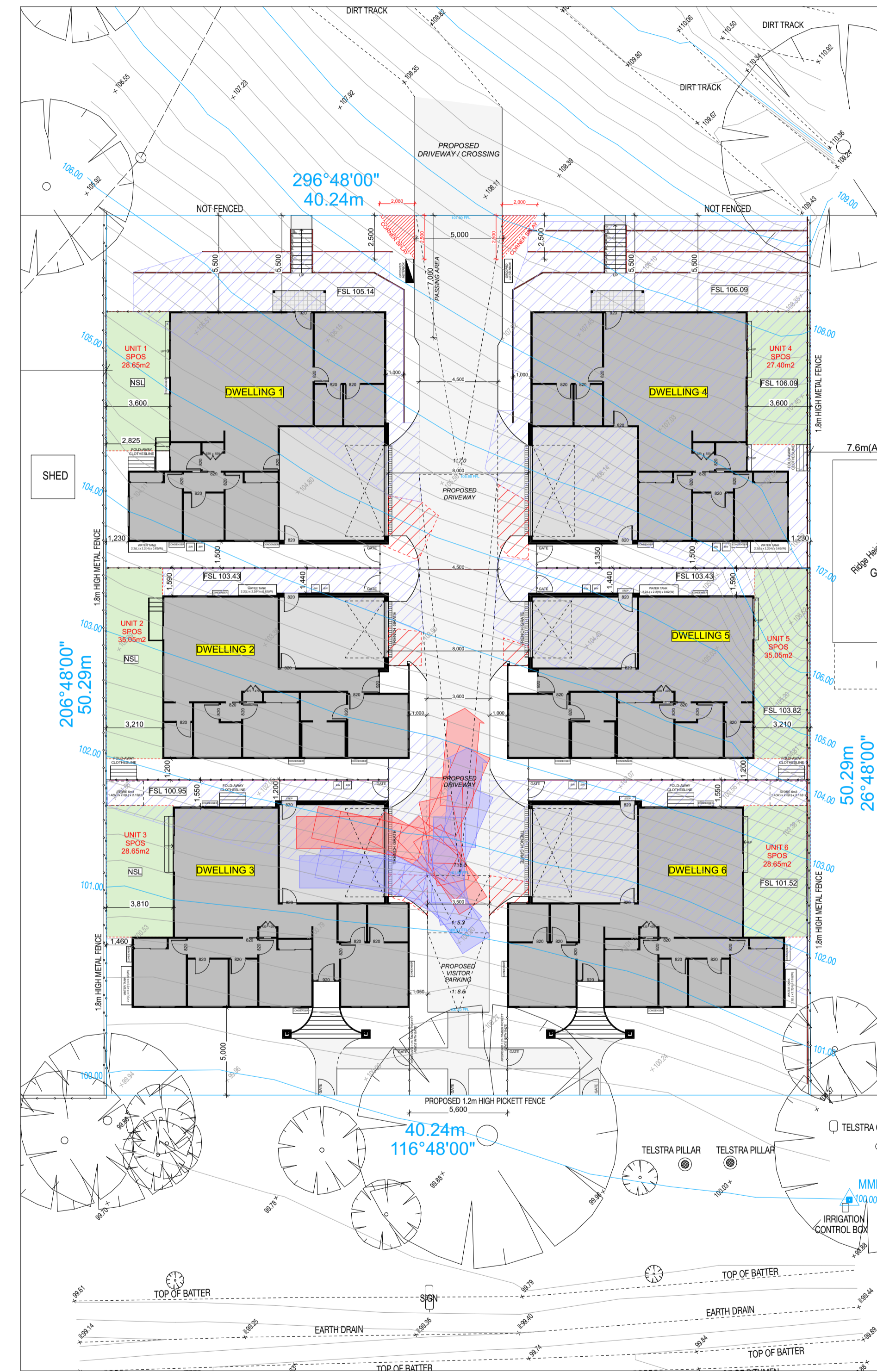
CAR MOVEMENT PLAN



D1 Car Movement



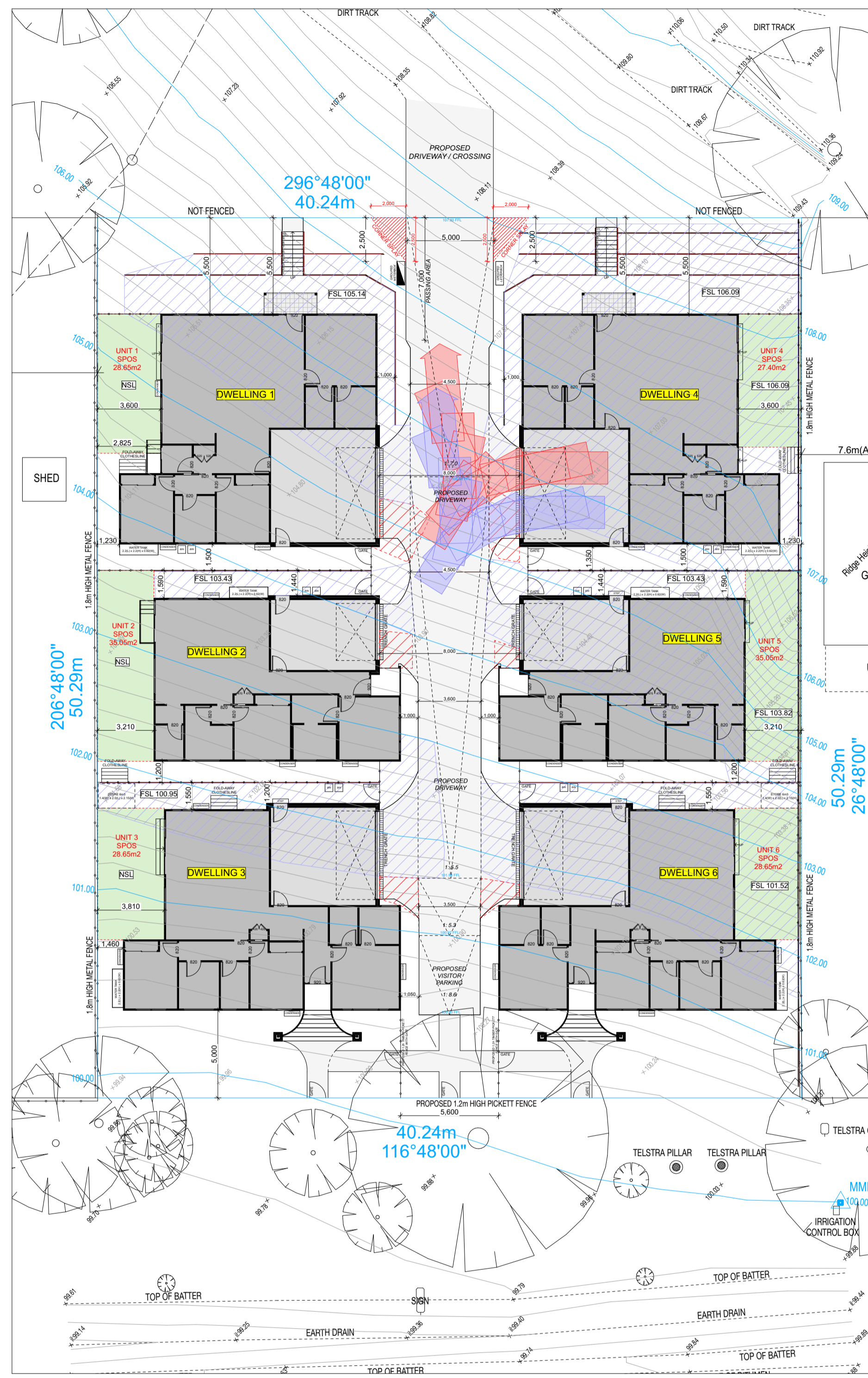
D2 Car Movement



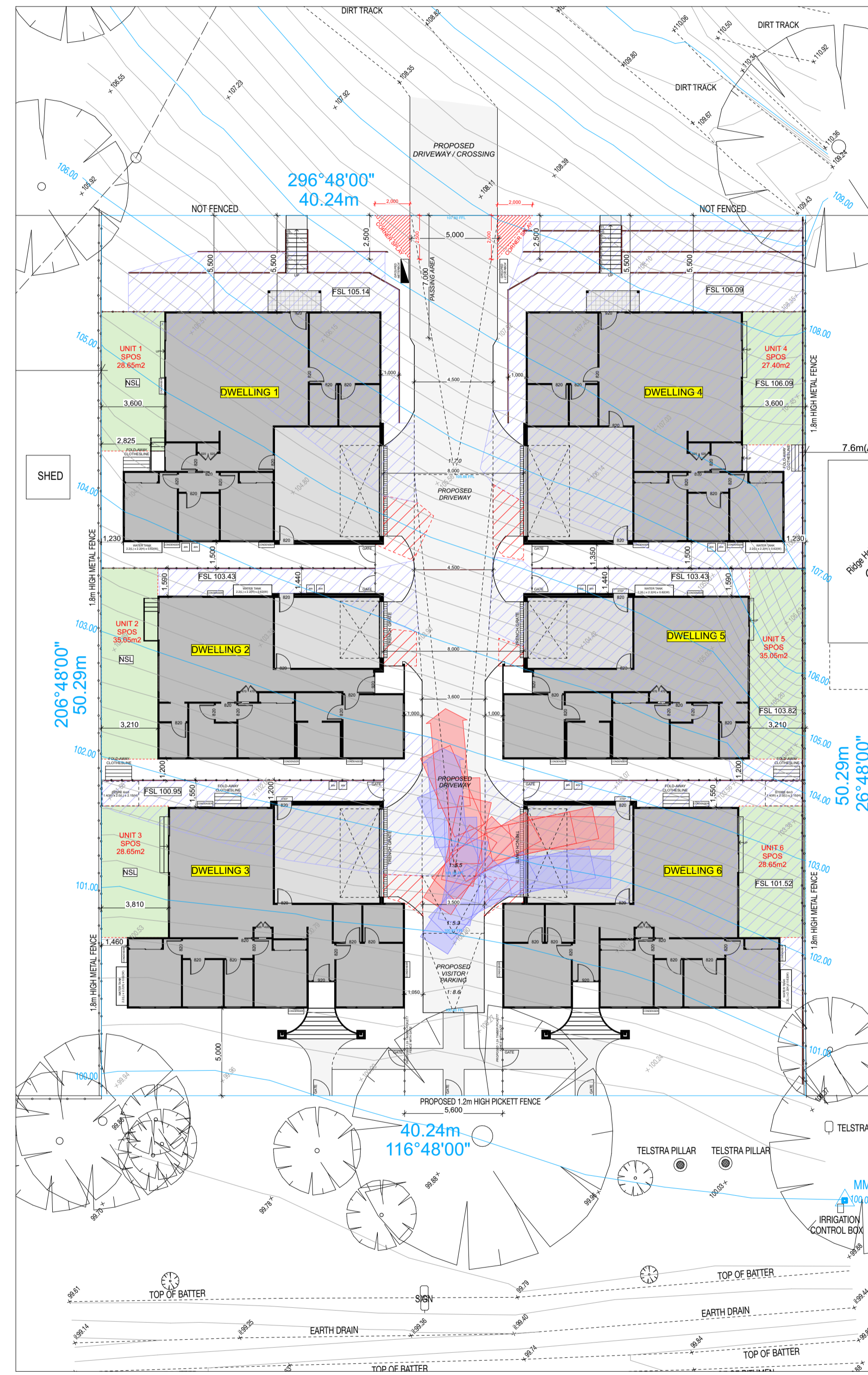
D3 Car Movement



D5 Car Movement



D4 Car Movement



D6 Car Movement