



Navy Blue Planning

Urban and Regional Planning Specialists

**18 TWENTY-FIRST STREET,
EILDON**

**PLANNING REPORT TO
SUPPORT PLANNING
APPLICATION**

Version 1.1 | Date: 11 June 2025

VERSION HISTORY

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1 INTRODUCTION

This planning report has been prepared by Navy Blue Planning Pty Ltd to support a planning permit application for subdivision and the construction of dwellings on the subject land at 18 Twenty-First Street Eildon. Murrindindi Shire Council is applicant for this proposal.

1.1 Summary of the proposal

This proposal seeks the construction 6 new dwellings on the land at 18 Twenty-First Street Eildon.

Council has sought flexibility in the proposal to construct either 6 dwellings on the existing lot, or to subdivide the land into 6 lots each containing a single dwelling. Consequently, this proposal seeks a planning permit under either scenario. No more than 6 dwellings will be constructed in total.

The land would continue to be owned by Murrindindi Shire Council with dwellings leased to businesses in the Eildon area who have a need for accommodation. The proposal is a proactive step in addressing the need for additional rental accommodation to support the Eildon township.

6 x new 2–3-bedroom modular dwellings with individual carport will be located on lots ranging in size from 344m² to 612m². All lots will be accessed internally from a central driveway, which will include new vehicle crossovers to Twenty First Street, open space, and visitor parking area.

1.2 This report

This report is structured to provide:

- A description of the proposal.
- The background and need for the proposal.
- A review and description of the relevant planning requirements.
- A description of the existing site conditions and surrounding context.
- An assessment of the proposal against the requirements of the Murrindindi Planning Scheme.
- A response to the key issues influencing the application.

This report should be read in conjunction with the specialist technical reports and plans.

1.3 Supporting technical reports and plans

This planning report is prepared to respond to the requirements of the Murrindindi Planning Scheme and is informed by the attached technical reports and plans:

Att	Description	Version	Author
1	Copy of Title	-	-
2	Title Reestablishment & Feature Level Survey	L.3115FL&O v 02	Linear Surveying
3	Plans	6 June 2025	About Architecture
4	Draft Plan of Subdivision	PS932366H	Linear Surveying
5	Traffic & Waste Management advice	5 June 2025	Traffix Group
6	Bushfire Assessment	May 2025	Terramatrix

7	Arboricultural Assessment and Tree Impact Report	May 2025	Woods Environmentsl Services
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1.4 Matters for which a planning permit is required

- Under Clause 32.08-3 a permit is required to subdivide the land.
- Under Clause 32.08-7, a planning permit is required for the construction of two or more dwellings on a lot.
- Under Clause 52.02, a permit is required before a person proceeds to create, vary or remove an easement or restriction.

2 BACKGROUND

2.1 Eildon Reserves Redevelopment

The \$5.83 million Eildon Reserves Redevelopment has enabled the construction of regional splash park, toilets, change rooms and picnic shelter, upgrades to park furniture, a safe pedestrian link, regional playground including flying fox and swings, senior play space and skate park. The aim of redevelopment was to increase the recreational offering in Eildon and to draw tourists to Eildon, contributing to economic prosperity and community renewal.

2.2 Community Consultation & Engagement

Council has engaged with the Eildon community on key projects in recent years including the Eildon Community Plan, Recreation and Open Space Strategy, Lake Eildon Master Plan and Eildon Reserves Improvement Plan. Through these engagements, Council scoped and secured funding for the Eildon Reserves Redevelopment project from State and Commonwealth Governments.

2.3 Council Direction

Council considered the recommendations of a community advisory committee at a Council Meeting on Wednesday 22 March where it resolved to: *“Request that officers initiate of the necessary steps to prepare 18 Twenty First Street, 10 Eighth Street and 11 Seventh Street, Eildon, for sale.”*

2.4 Rezoning of land & removal of encumbrances

Council prepared Planning Scheme Amendment C74 to rezone the subject land so as to be wholly contained within a General Residential Zone. A Restrictive Covenant and Reservation previously applicable to the land were also removed.

2.5 Victorian Government Regional Worker Accommodation Fund

Funding has been secured through the Victorian Government’s Regional Worker Accommodation Fund for the construction of 33 bedrooms dedicated to key worker accommodation on two sites in Eildon: 10 Eighth and 18 Twenty-First Street. The land at 18 Twenty-First Street Eildon is the subject of this report.

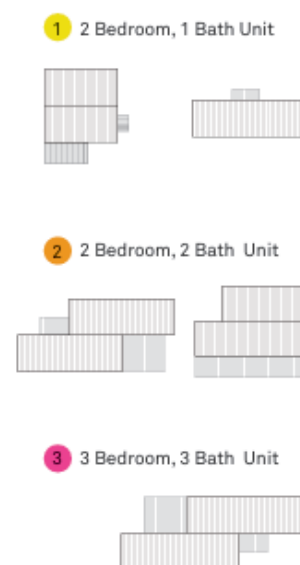
2.6 Masterplan Design

A number of Masterplan options were prepared for the site in consultation with the community and key stakeholders. This resulted in the adoption of “Option C” as the preferred option to take forward. Key features of the preferred option may be described as:

- 6 x dwellings setback from site boundaries and to surrounding land.
- The use of modular construction to enable quick delivery of new housing to service the Eildon township.
- A form and external appearance of the design to improve the quality and amenity of the public realm and streetscapes and present as an inclusive and attractive development.
- Access from Twenty-First Street providing connectivity with each dwelling and allowing each vehicle to enter/exit the site in a forward manner.
- Surplus car parking to support the use of the development and reduce the impact on the surrounding street network
- Services (roads, servicing, stormwater) and connections (walking and cycling) to the Eildon town centre
- The retention of existing vegetation on the site perimeter, where possible.



Figure 1 – Masterplan Design



Carport 
Carpark 

3 THE PROPOSAL

This report has been prepared in support of an application to construct 6 new dwellings on the land at 18 Twenty-First Street Eildon.

Council has sought flexibility in the proposal to construct either 6 dwellings on the existing lot, or to subdivide the land into 6 lots each containing a single dwelling. Consequently, this proposal seeks a planning permit under either scenario. No more than 8 dwellings will be constructed in total.

The land would continue to be owned by Murrindindi Shire Council with dwellings leased to businesses in the Eildon area who have a need for accommodation. The proposal is a proactive step in addressing the need for additional rental accommodation to support the Eildon township.

The proposal would result in the construction of 6 x new 2–3-bedroom modular dwellings with individual carport. Once subdivided, lots would range in size from 344m² to 612m². All lots will be accessed internally from a central driveway, which will include new vehicle crossovers to Twenty First Street, open space, and visitor parking area.

Refer **Figure's 2-4** below and overleaf for a summary of the proposal, site area calculations, and Draft plan of Subdivision.

Lot No.	Area (sqm)	Dwellings	Bedrooms	Car spaces
1	603	1	2	1
2	572	1	3	2
3	384	1	3	2
4	408	1	3	2
5	612	1	3	2
6	344	1	2	2
Other	Common property	-	-	2 (visitor)
Total		6	16	13

Figure 2 – Proposal Summary

3.1.1 Site Area Calculations

Site Area:	3561.00 m ²		
Site Coverage:	878.69 m ² / 24.68%		
Permeability:	60.60%		
Lot 1	Lot 2	Lot 3	Lot 4
Lot Area: 603.60 m ²	Lot Area: 571.65 m ²	Lot Area: 382.80 m ²	Lot Area: 408.00 m ²
Bedrooms: 2	Bedrooms: 3	Bedrooms: 3	Bedrooms: 3
Dwelling: 75.86 m ²	Dwelling: 106.81 m ²	Dwelling: 108.31 m ²	Dwelling: 108.65 m ²
Carport: 20.16 m ²	Carport: 22.50 m ²	Carport: 23.00 m ²	Carport: 23.00 m ²
Decking/Porch: 27.90 m ²	Decking/Porch: 28.16 m ²	Decking/Porch: 28.16 m ²	Decking/Porch: 28.16 m ²
Built Area: 123.92 m ²	Built Area: 157.47 m ²	Built Area: 159.29 m ²	Built Area: 159.81 m ²
SPOS: 321.11 m ²	SPOS: 315.17 m ²	SPOS: 131.34 m ²	SPOS: 168.86 m ²
POS: 109.20 m ²	POS: 70.72 m ²	POS: 95.90 m ²	POS: 82.67 m ²
Total POS: 430.31 m ² (Inc. open deck)	Total POS: 385.89 m ² (Inc. open deck)	Total POS: 227.24 m ² (Inc. open deck)	Total POS: 251.53 m ² (Inc. open deck)
Lot 5	Lot 6	Common Area	
Lot Area: 611.20 m ²	Lot Area: 344.40 m ²	Lot Area: 639.35 m ²	
Bedrooms: 3	Bedrooms: 2		
Dwelling: 106.81 m ²	Dwelling: 73.12 m ²		
Carport: 21.75 m ²	Carport: 20.20 m ²		
Decking/Porch: 28.16 m ²	Decking/Porch: 28.16 m ²		
Built Area: 156.72 m ²	Built Area: 121.48 m ²		
SPOS: 397.29 m ²	SPOS: 62.59 m ²		
POS: 48.73 m ²	POS: 133.26 m ²		
Total POS: 446.02 m ² (Inc. open deck)	Total POS: 195.85 m ² (Inc. open deck)		

Figure 3 – Site Area Calculations

3.1.2 Draft Plan of Subdivision

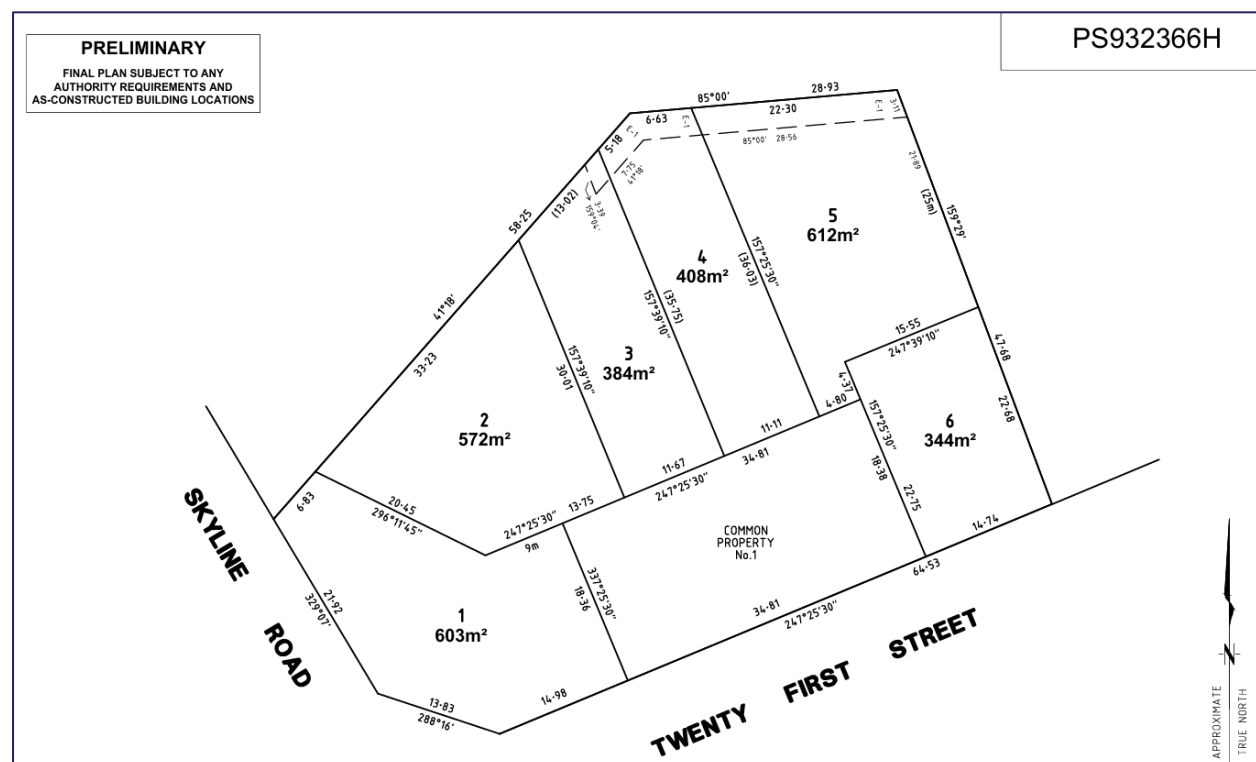


Figure 4 – Proposed Plan of Subdivision

3.2 Buildings

The intention is to construct a single dwelling on each lot. Dwellings will be of modular construction, free-standing or semi-detached 2–3-bedroom dwellings. Modular housing is designed as high-quality, permanent housing. While it offers efficient construction methods, it is not intended to be temporary or movable, ensuring durable living spaces. The use of modular construction to enable quick delivery of new housing to service the Eildon township.

Refer **Figure's 5-8** below and overleaf for extracts from the plans provided at **Attachment 3**.

3.2.1 Site Layout & Floor Plans

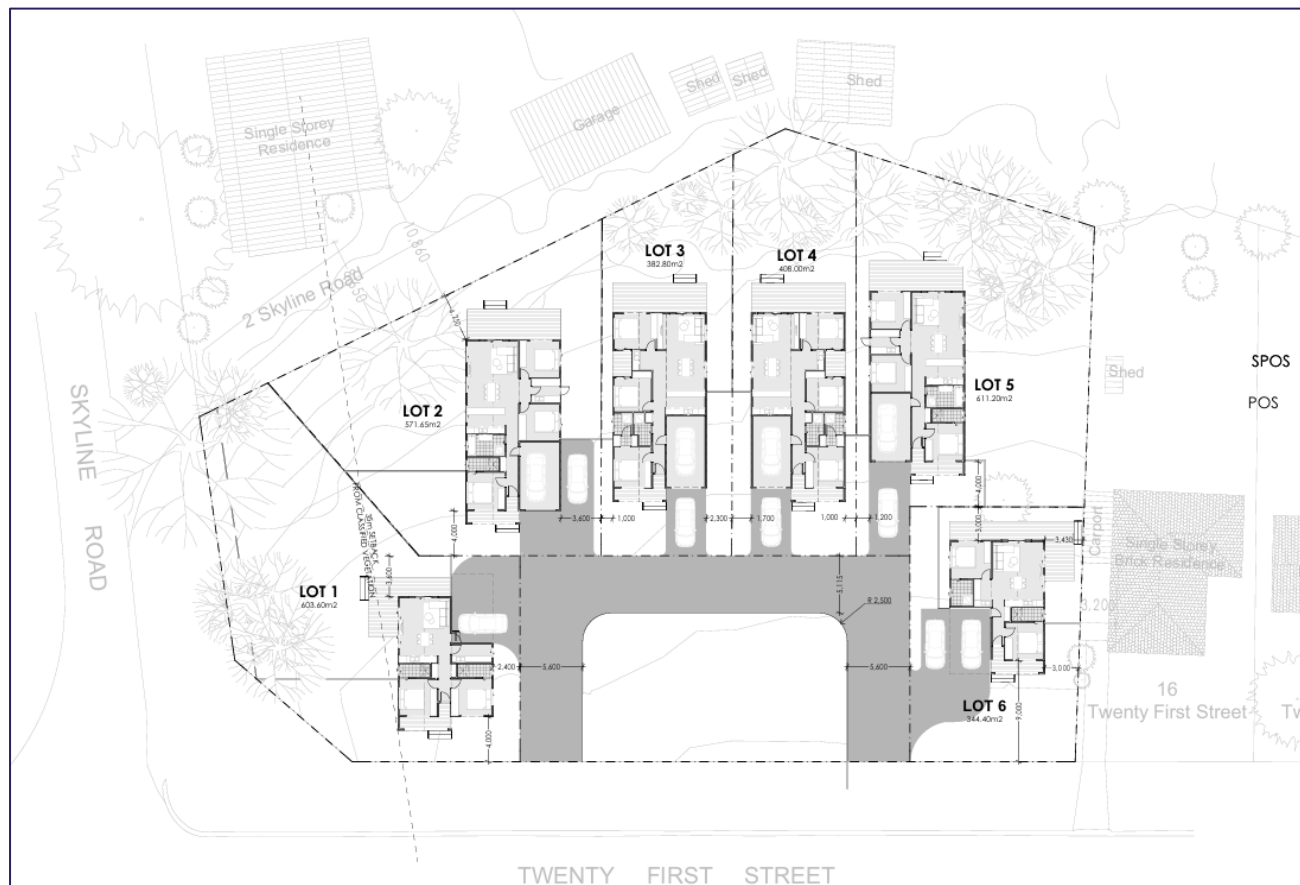


Figure 5 – Site layout & floor plans

3.2.2 Building footprints and setbacks



Figure 6 – Building Footprint & Setbacks

3.2.3 Open Space

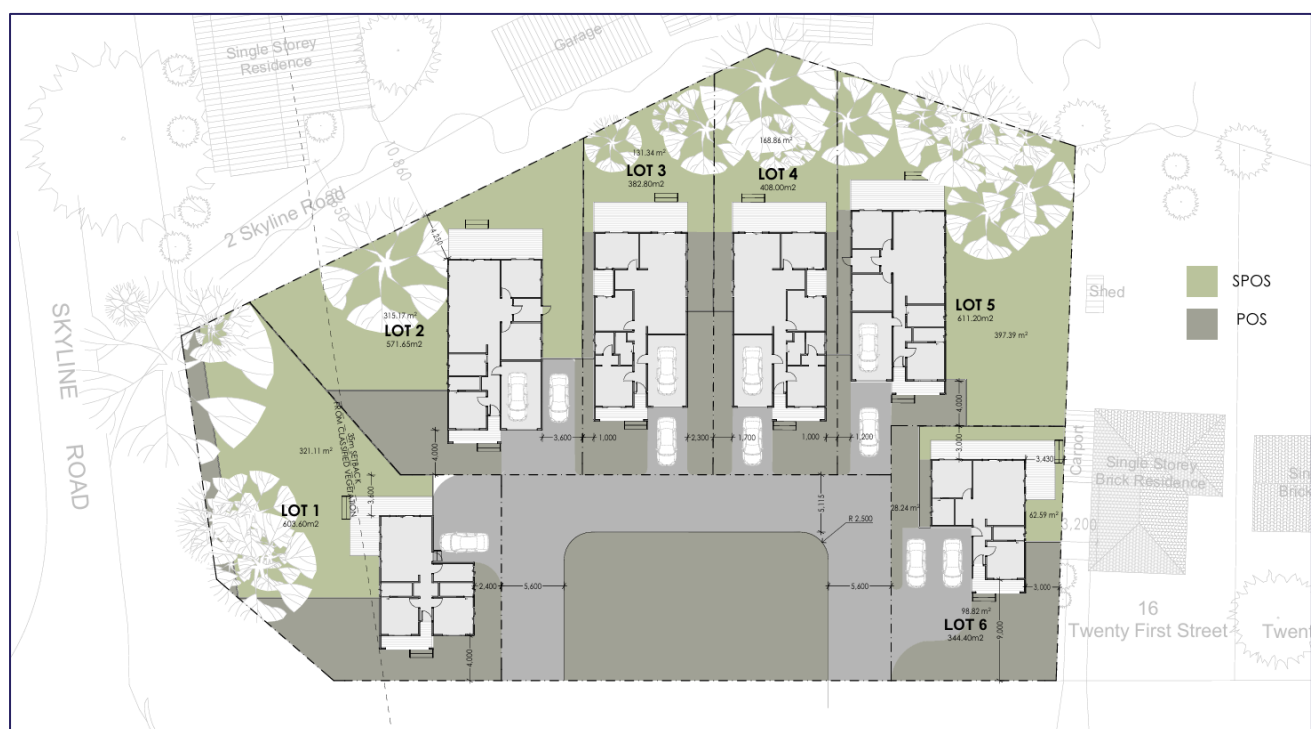


Figure 7– Open Space

3.2.4 Shadowing

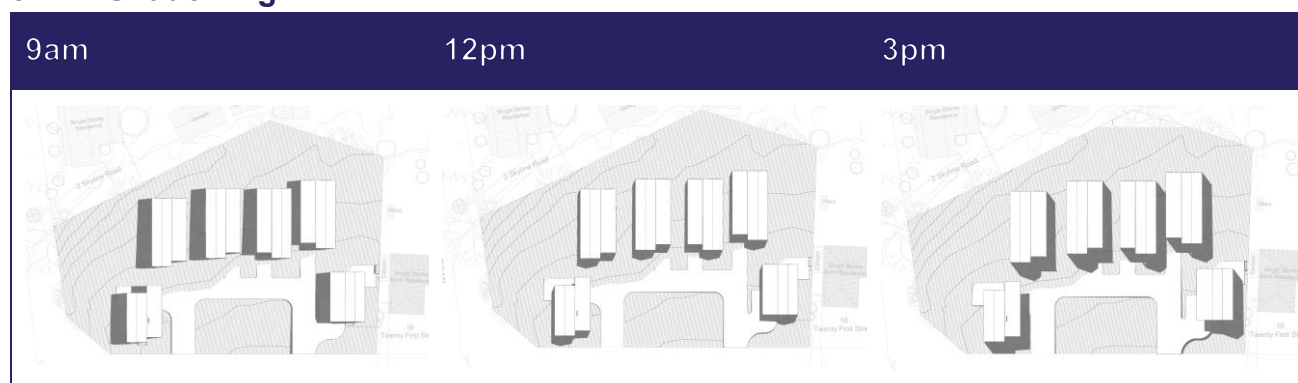


Figure 8 - Shadowing

A full set of plans are provided at **Attachment 3**.

3.3 Access, Movement, & Car Parking

The site offers strong connectivity with the Eildon township, services and amenities via the pedestrian and road network. Vehicle access and pedestrian will be provided from Twenty First Street providing connectivity with each dwelling via a common driveway. Internal road widths are designed so as to enable safe and efficient movement of vehicles both to and from the site.

- Each 3-bedroom dwelling will be provided with two car parking spaces.
- One 2-bedroom dwelling will be provided with two car spaces.
- One 2-bedroom dwelling will be provided with one car space.
- Two visitor parking spaces will be provided.

The proposed car parking provision slightly exceeds the minimum car parking requirements specified at Clause 52.10.

Specialist traffic engineering advice has been provided by Traffix Group. Please refer **Attachment 5**.

The advice confirms that

- a) There is sufficient space provided on each lot to meet the statutory car parking requirements,*
- b) The proposed subdivision layout allows sufficient space for the provision of vehicle access, circulation and car parking to be provided in accordance with the relevant requirements of Clause 52.06 of the Planning Scheme, and*
- c) There are no traffic engineering reasons why a planning permit for the proposed residential subdivision at 18 Twenty First Street, Eildon, should not be granted.*

3.4 Waste Management

The Waste Management Plan is intended to act as a guideline for the development and may be subject to the ongoing updates, post-development. The bins associated with each dwelling are to be individually stored within their respective private storage spaces, carports or garages where relevant. Before collection, the bins will be transferred to the nature strip along the frontage to Twenty First Street by residents. There is adequate space within the nature strip along the frontage of the dwellings for the placement of bins during collection.

Please refer **Attachment 5**.

3.5 Site Management

The site will remain in Council ownership. The site will be appropriately managed to minimise and mitigate any potential impacts associated with erosion and sedimentation, dust, run-off, litter, concrete and other construction wastes, chemical contamination, vegetation and natural features planned for retention. It is envisaged that a permit conditions will be worded accordingly.

3.6 Infrastructure Servicing

The subject land and all buildings will be connected to infrastructure services. The land will be connected and drained to a Council approved point of discharge.

3.7 Bushfire Management

The subject land is located within the Eildon Township. The Bushfire Management Overlay does not apply to the site. The whole of the site is identified as within a Bushfire Prone area. The proposal is supported by a Bushfire Management Statement at **Attachment 6**. A summary of the report findings is provided below:

This BAL assessment has used the simplified procedure (Method 1) of AS 3959:2018 to determine the BAL construction standard to be applied to the 6 dwellings buildings at 18 Twenty First Street, Eildon VIC 3713. The dwellings are exposed to Forest to the west on a slope in the 'All upslopes and flat land' slope class. Based on the current setback of the dwellings from the Forest, Building 1 must be designed and constructed to a minimum BAL-29 standard, Building 2 to BAL-19 and Buildings 3-6 to BAL-12.5. The Forest classification is precautionary and conservative, and it may be possible to reduce the BAL rating of Buildings 1 and 2 through detailed Method 2 modelling or by re-siting the buildings to increase the separation distance from the Forest to the west.

To lower the BAL rating of Building 1 to BAL-19, without undertaking the Method 2 assessment described above, the building could be moved approx. 9 m eastwards to provide a 35 m setback from the Forest to the west. An alternative, but presumably less possible option, would be to remove most of the scrub vegetation under the trees to achieve at least a 35 m setback.

Note: Subsequent to receiving the recommendations of the bushfire assessment, the Draft Plan of Subdivision and proposed plans for the site were adjusted slightly to achieve the recommended setbacks and a BAL-19 rating across the site.

3.8 Landscape & Vegetation Management

The subject land contains scattered vegetation and perimeter vegetation adjacent to boundaries. The integration of perimeter vegetation on the site has informed the preparation of the masterplan and subsequent plans prepared for the site. Perimeter vegetation would be contained within lots where possible so as to provide shade and visual separation between site and adjacent land. The retention of vegetation in this manner contributes to the amenity of the site for future residents.

The loss of native vegetation is limited to circumstances where removal cannot be avoided, consistent with the approach identified within *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) (the Guidelines), as referenced in the Murrindindi Planning Scheme through Clause 52.17 – Native Vegetation.

- All existing vegetation is shown on the site survey provided at **Attachment 2**.
- Plans showing the location of dwellings on each lot have been prepared to retain vegetation, where possible. Please refer **Attachment 3**.
- An Arboricultural Assessment and Tree Impact Report is provided at **Attachment 7**.

The Arboricultural Assessment and Tree Impact Report notes:

- A total of eighteen (18) trees (including two tightly planted groups) were assessed within and adjacent to the subject site:

- 17 trees are located at #18 Twenty First Street (subject site)
- 1 tree (tree 3) is located on the road reserve on Skyline Road.
- The assessed trees consist of a mix of naturally occurring natives (indigenous to the area), Australian natives (non-indigenous to the area) and exotic species (originating outside Australia).
- A total of eight (8) trees detailed in this report have been recommended for removal. Trees 5-7, 9, 13-15, & 18 are either in poor condition or environmental weed species and should not be considered as a constraint to the proposed development. The trees that have been recommended for removal should be removed prior to any construction works at the subject site. Removal of trees to allow for construction must be undertaken in a manner, which does not cause damage to retained trees.
- A total of ten (10) trees detailed in this report have been recommended for retention and protection throughout the development process. These are Trees 1-4, 8, 10-12, 16-17.

A planning permit is not required for the removal of exotic species on the site.

The only native vegetation identified for removal are Trees 5-7, 9, 13-15. Pursuant to Clause 52.17-7 of the Murrindindi Planning Scheme, the removal of native vegetation is exempt in this instance as *Native vegetation that is to be removed, destroyed or lopped on land, together with all contiguous land in one ownership, which has an area of less than 0.4 hectares.*

The subject land is less than 0.4ha in area. The removal of native vegetation does not require a planning permit.

Permit conditions will be worded accordingly requiring the installation of tree protective fencing during construction for all vegetation proposed to be retained.

4 EXISTING CONDITIONS

4.1 The Subject Land

The subject land is located at 18 Twenty First Street, Eildon. The land is irregular in shape and is bordered by Skyline Drive to the west, boat storage facilities on an adjacent lot to the north, residential properties on adjacent lots to the east, and Twenty First Street to the south. The site is currently known as “Twenty First Street Reserve” and is occupied by open space and a small playground. There is no existing vehicle access crossover to the site. Vegetation is present along the northern and western boundaries of the site.

Please refer **Figure’s 3-5** showing the subject land.



Figure 9 – Subject land: 18 Twenty First Street, Eildon

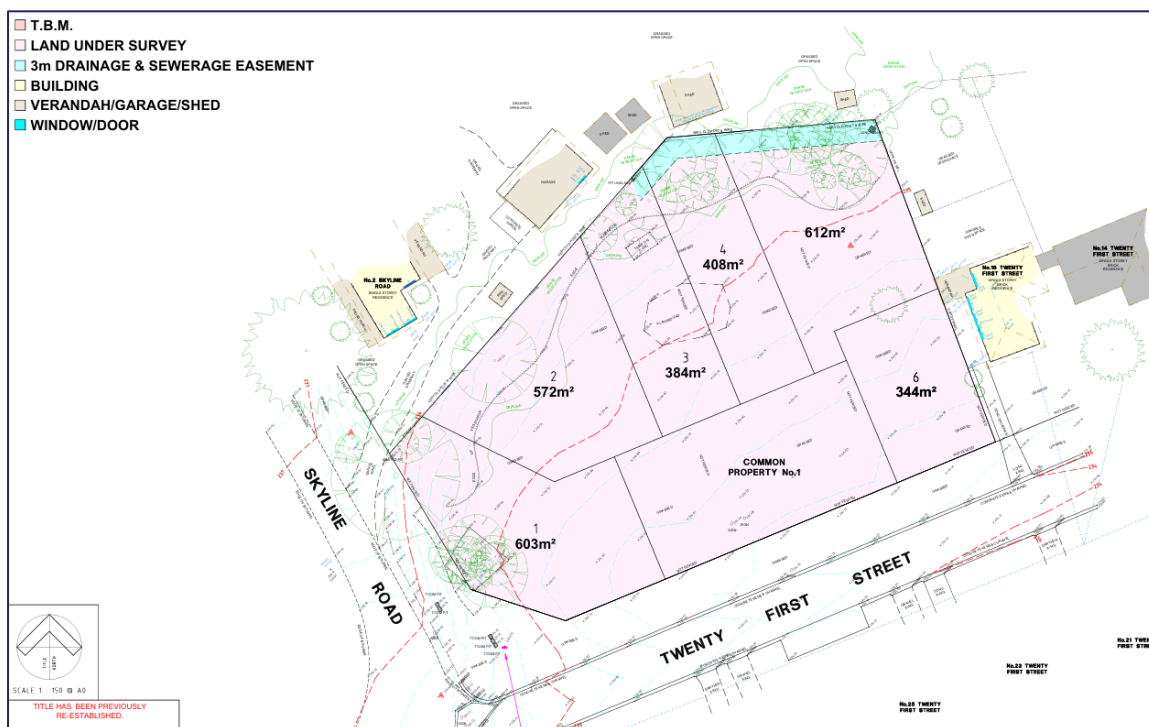


Figure 10 – Site Survey

Figure 11 – Site photos



Figure 11.1 – View of subject land from Twenty First Street looking north-west

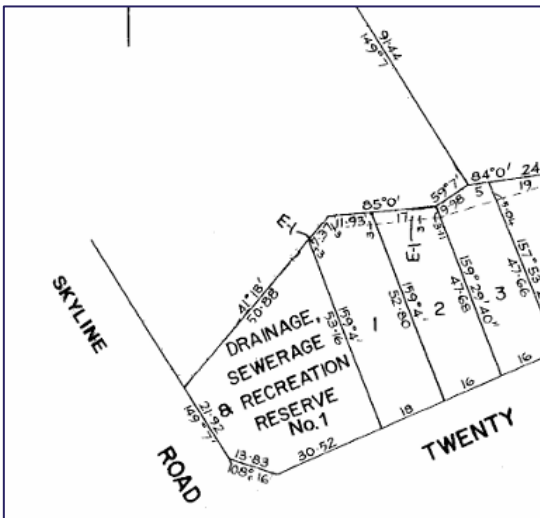


Figure 11.2 – View of subject land from Skyline Road looking east



Figure 11.3 – View of subject land from Twenty First Street looking north-east

4.2 Title details

Address	Title Details
18 Twenty-First Street, Eildon	<p>D&S RECREATION RESERVE No.1 C/T: Vol.9403 Fol.301</p> <p>Lot 1 on LP129633 C/T: Vol.9403 Fol.290</p> <p>Lot 2 on LP129633 C/T: Vol.9403 Fol.291</p> <p>REGISTERED PROPRIETOR Estate Fee Simple Sole Proprietor MURRINDINDI SHIRE COUNCIL</p>  <p>Figure 12 – Title Plan</p>

4.3 Surrounding context

The subject land is located within Eildon's established residential area. Land surrounding the site may be described as follows:

North	Land to the north is used for boat storage.
East	Land to the east is used for residential purposes.
South	The land to the south is bordered by Twenty First Street. Land further to the south is used for residential purposes.
West	Land to the west is bordered by Skyline Road. Land further to the west is undeveloped and zoned for Rural Living purposes.

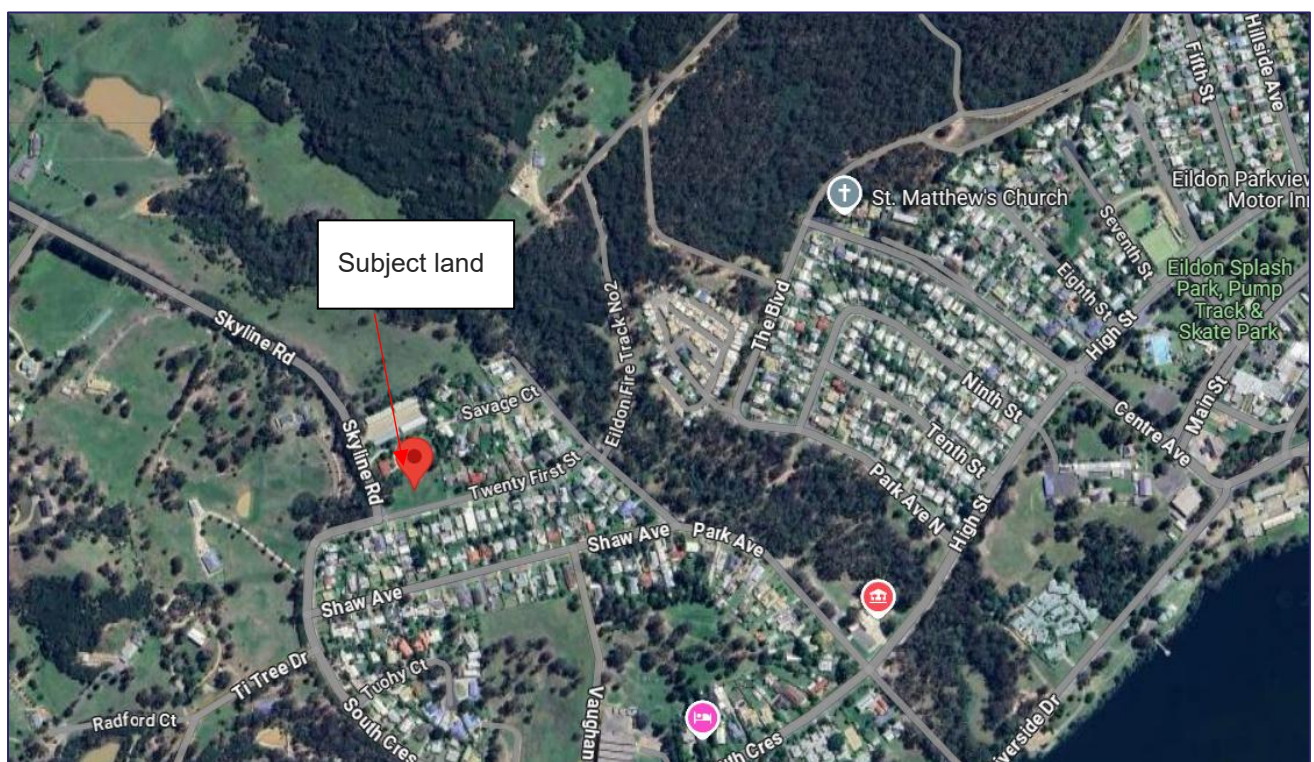


Figure 13 – Proximity of subject land within Eildon Township

5 PLANNING ASSESSMENT

The site is located within Murrindindi Shire Council. The Murrindindi Planning Scheme is the relevant planning instrument. The Murrindindi Planning Scheme seeks to ensure that the objectives of planning in Victoria (as set out in Section 4 of the Planning and Environment Act 1987) are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

An assessment of the planning permit application has been undertaken having regard to:

- Municipal Planning Strategy
- The Planning Policy Framework
- The relevant Zones & Overlays
- The Particular & General Provisions
- Consistency with Council adopted Strategies & Plans

Please refer tables below and overleaf.

5.1 Municipal Planning Strategy

Clause	Description	Response
2.02 – Vision	<p>Strategic Directions include:</p> <ul style="list-style-type: none"> • <i>Council seeks to enhance the liveability, amenity and quality of life in the municipality.</i> • <i>A strong economy will attract people to the municipality, creating further opportunities for lifestyle choice, business investment and prosperity.</i> • <i>Increased economic growth and investment will enhance population growth, employment and social and cultural benefits for the municipality.</i> 	<p>The proposal supports the strategic directions for the Shire as outlined within the Municipal Vision by increasing the supply of well-designed housing to contribute to lifestyle choice, business investment and prosperity.</p> <p>The proposal is expected to deliver benefits to the Eildon township and more broadly across the Shire in providing additional accommodation options suitable to support the local community.</p>
2.03 Strategic Directions –	<p>A summary of relevant directions is provided here:</p> <ul style="list-style-type: none"> • <i>Alexandra, Yea, Eildon and Marysville are fully serviced with a range of community and physical services, including reticulated water, drainage and sewerage. These towns play a significant role as service centres to surrounding areas, contributing to the economic and social vitality of the municipality. All of these towns have potential for further residential expansion with Yea and Alexandra having potential for significant growth.”</i> • <i>The established townships and settlements offer a significant opportunity to expand and provide living opportunities in locations with infrastructure and leisure facilities, where natural environment is protected and where a high level of community safety is facilitated.</i> • <i>Council seeks to manage the development of its towns by: Promoting and facilitate further residential development and housing diversity in established townships to meet the needs of the</i> 	<p>The proposal responds to the Strategic Directions by:</p> <ul style="list-style-type: none"> • Directing new housing opportunities to infill locations serviced by town infrastructure and services. • Contributing to the diversity of housing available within the Shire, consistent with Council's adopted Housing Strategy. • Better utilising available residential land to meet community needs.

	community, including affordable housing, public housing and aged care accommodation.	
2.04 Strategic Framework Plans	<p>Figure 14 – Eildon Framework Plan</p>	The proposal is located within the township boundary identified within the Eildon Framework Plan.

5.2 Planning Policy Framework


Clause	Description	Response
Clause 11.02-1S Managing Urban Growth - Supply of urban land.	<p>Objective:</p> <p><i>To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.</i></p> <p>Strategies include:</p> <ul style="list-style-type: none"> • <i>Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.</i> • <i>Ensure that sufficient land is available to meet forecast demand.</i> <p><i>Of relevance to the proposal – “Planning for urban growth should consider... Opportunities for the consolidation, redevelopment and intensification of existing urban areas, and Service limitations and the costs of providing infrastructure.”</i></p>	<p>In response to the policy objectives and strategies, the proposal provides for:</p> <ul style="list-style-type: none"> • New housing opportunities in a well serviced, township location with walkable access to town services and amenities. • Better utilising available residential land to meet community needs. • An opportunity for infill subdivision and development that can be easily integrated into the surrounding street network.

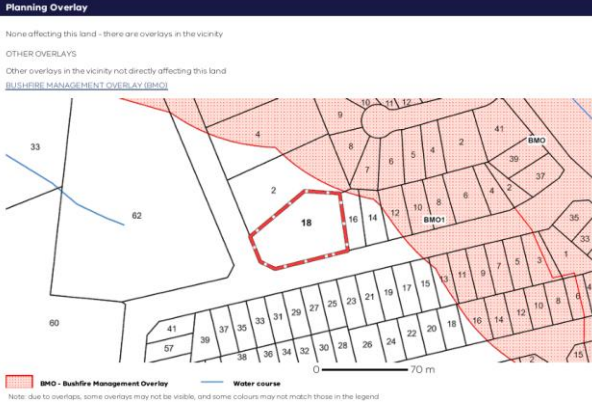
12.01-1S - Protection of Biodiversity	<p>Objectives</p> <ul style="list-style-type: none"> <i>To protect and enhance Victoria's biodiversity.</i> 	<p>The subject land is zoned General Residential and located within the Eildon Township. The site is predominately cleared with mown grass, some scattered and perimeter vegetation. Biodiversity has been limited by the previous activities on the land, township location, and surrounding township uses.</p>
13.02-1S Bushfire Planning 13.02-1L Bushfire Planning	<p>Objectives include:</p> <p><i>To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life. This policy must be applied to all planning decisions relating to land within a designated bushfire prone area.</i></p>	<p>The State Planning Policy at Clause 13.02-1S <i>Bushfire Planning</i> in the Victoria Planning Provisions (VPP) applies to all planning and decision making under the <i>Planning and Environment Act 1987</i> relating to land that is within a designated Bushfire Prone Area (BPA), subject to a Bushfire Management Overlay (BMO) or proposed to be used or developed in a way that may create a bushfire hazard.</p> <p>The policy directs population growth and development to low-risk areas with safe access to areas where human life can be better protected from bushfire. Ongoing maintenance of vegetation and grassland is important in managing these risks.</p> <p>In response to the objectives of Clause 13.02, the proposed site layout was refined in accordance with a specialist Bushfire Assessment. Please refer Attachment 6.</p>
15.01 Built Environment 15.01-1S – Urban Design 15.01-2S – Building Design Clause 15.01-3S Subdivision Design Clause 15.01-4S Healthy Neighbourhoods Clause 15.01-5S - Neighbourhood character	<p>Objectives include:</p> <ol style="list-style-type: none"> <i>To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.</i> <i>To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.</i> <i>To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.</i> <i>To achieve neighbourhoods that foster healthy and active living and community wellbeing.</i> <i>To recognise, support and protect neighbourhood character, cultural identity, and sense of place.</i> 	<p>The proposal responds by:</p> <ul style="list-style-type: none"> Ensuring the form, scale, and appearance of development enhances the function and amenity of the public realm. A lot layout which provides appropriate interfaces with the public realm support personal safety, perceptions of safety and property security. A lot layout which responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles. Protecting vegetation as part of the future landscape, in response to the site context. This will in-turn enhance the built form, creates safe and attractive spaces and supports cooling and greening of urban areas. Ensuring that future buildings be constructed to achieve required energy ratings through building process. The proposal will create housing with access to social and recreational infrastructure, services, and amenities. It will be possible for future occupants to access these amenities through walking or cycling. This in turn will

		foster the healthy and active living and community wellbeing objectives sought by this Clause.
<p>Clause 16 Housing</p> <p>Clause 16.01-1S Housing Supply</p> <p>Clause 16.01-2S Location of Residential Development</p> <p>Clause 16.01L Residential development in serviced and non-serviced towns</p>	<p>Objectives include:</p> <ul style="list-style-type: none"> • <i>Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.</i> • <i>Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.</i> • <i>Planning for housing should include the provision of land for affordable housing.</i> • <i>To facilitate well-located, integrated and diverse housing that meets community needs.</i> • <i>To deliver more affordable housing closer to jobs, transport and services.</i> • <i>To locate housing in serviced towns that offer a range of community and physical services.</i> 	<p>The proposal will increase the supply of housing in an existing urban area through the development of underutilised land.</p> <p>The proposal is located within the Eildon urban area. Town infrastructure is located within the vicinity of the site.</p> <p>The proposal provides for housing to meet increasingly diverse needs as required by planning policy. This includes housing for key workers for which has been identified in Council's Housing Strategy as in critical need.</p> <p>The proposal would provide for additional housing in proximity to town infrastructure and amenities. The use of land for additional housing can contribute to improved housing affordability.</p>
<p>Clause 17 Economic Development</p>	<p>Objectives include:</p> <ul style="list-style-type: none"> • Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity. • Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential. 	<p>The proposal provides for new housing opportunities to service the Eildon township. Eildon (and Lake Eildon) is one of Murrindindi Shire's most important tourist destinations.</p> <p>The proposal supports the many businesses in Eildon that require housing to support its workforce.</p> <p>The provision of new housing is expected to deliver social and economic benefit, consistent with the policy objectives.</p>
<p>Clause 18 Transport</p> <p>Clause 18.01-S – Land Use and Transport Integration</p> <p>18.01-2S - Transport system</p>	<p>Objectives include:</p> <ul style="list-style-type: none"> • <i>Planning should ensure a safe, integrated and sustainable transport system that... Provides access to social and economic opportunities to support individual and community wellbeing; Facilitates economic prosperity; Actively contributes to environmental sustainability; Facilitates network-wide efficient, coordinated and reliable movements of people and goods; Supports health and wellbeing.</i> 	<p>The site offers strong connectivity with the Eildon township, services and amenities via the pedestrian and road network.</p> <p>The subject land is already connected to the existing road network. The proposed changes continue to make appropriate use of the existing local road system. The proposed lot configuration continues to utilised approved access points.</p> <p>Vehicle and pedestrian access will be provided from Twenty-First Street providing connectivity with each dwelling via a common driveway. Internal road widths are designed so as to enable</p>

	<ul style="list-style-type: none"> • <i>To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.</i> • <i>To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.</i> 	<p>safe and efficient movement of vehicles both to and from the site.</p> <p>The proposed car parking provision slightly exceeds the minimum car parking requirements specified at Clause 52.06.</p> <p>Overall, the proposal makes use of its proximity within a township location to facilitate efficient and coordinated movement, as required by policy.</p> <p>The proposal is supported by specialist traffic engineering advice at Attachment 5</p>
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5.3 Consistency with Zones and Overlays

Zone	Description	
General Residential Zone	<p>The General Residential Zone has been applied to the subject land, as per the zoning map below:</p>  <p>Figure 15 – Zoning Plan</p> <p>Purposes include:</p> <ul style="list-style-type: none"> • <i>To encourage development that respects the neighbourhood character of the area.</i> • <i>To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.</i> • <i>To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.</i> <p>Purposes include:</p> <ul style="list-style-type: none"> • <i>To encourage development that respects the neighbourhood character of the area.</i> • <i>To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.</i> • <i>To allow educational, recreational, religious, community and a limited range of other non-</i> 	<p>The proposal responds to the purposes of the zone by:</p> <ul style="list-style-type: none"> • Providing an appropriate mix of lot sizes, dwellings, forms, orientations and layout responsive to the particular characteristics of the site. • Contributing to the diversity of housing within the Eildon township. • Utilising an infill housing site with walkable access to town services and amenities within the Eildon township. <p>Under the General Residential Zone, the use of land for a dwelling is as of right.</p> <p>The construction of two or more dwellings on a lot and the subdivision of land requires a planning permit.</p> <p>The proposal has been designed having regard to the requirements of the zone.</p> <p>An assessment of the proposal against the relevant objectives and standards of ResCode is provided later in this report.</p> <p>The proposal responds to the relevant Decision Guidelines as evidenced by:</p> <ul style="list-style-type: none"> • <i>The response to the Municipal Planning Strategy and the Planning Policy Framework provided earlier in the report.</i> • <i>Consistency with the purpose of the zone in providing appropriately located housing.</i>

	<p><i>residential uses to serve local community needs in appropriate locations.</i></p> <p>A permit is required for two or more dwellings on a lot.</p> <p>A permit is required to subdivide land.</p> <p>Mandatory Garden Area: 32.08-4 Minimum Garden Area requirements must be met.</p> <p>Decision Guidelines:</p> <ul style="list-style-type: none"> • <i>The Municipal Planning Strategy and the Planning Policy Framework.</i> • <i>The purpose of this zone.</i> • <i>The objectives set out in a schedule to this zone.</i> • <i>Any other decision guidelines specified in a schedule to this zone.</i> • <i>The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Housing Choice and Transport Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.</i> • <i>The pattern of subdivision and its effect on the spacing of buildings.</i> • <i>For subdivision of land for residential development, the objectives and standards of Clause 56.</i> 	<ul style="list-style-type: none"> • <i>Appropriately locating buildings on the site with physical separation and setback from site boundaries.</i>
Overlays	Description	
Bushfire Management Overlay (BMO)	<p>The Bushfire Management Overlay <u>does not</u> apply to the site but applies to the north-west of the site.</p>  <p>Figure 16 – BMO Plan</p>	<p>The Bushfire Management Overlay does not apply to the site, but has been applied to the north east of the site.</p> <p>Given the proximity of the proposal to areas of bushfire risk, a Bushfire Management Statement has been prepared in support of the proposal and is provided in Attachment 6.</p>
Other	Description	
Bushfire Prone Area	<p>The site is located in a designated bushfire prone area. Special bushfire construction requirements apply to the part of the property mapped as a designated bushfire prone area (BPA).</p>	<p>Given the proximity of the proposal to areas of bushfire risk, a Bushfire Management Statement has been prepared in support of the proposal and is provided in Attachment 6.</p>

5.3.1 Clause 56 Residential Subdivision Assessment

The subdivision proposes the subdivision of land. An application to subdivide land must meet the requirements of Clause 56 and must meet all of the objectives and should meet all of the standards included in the clauses except: Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6.

Clause 56.01 & 56.02	Met	Comments
Subdivision Context Description & Design Response	Yes	<p>A full description of the site and context, and how the proposed subdivision responds to the surrounds, is addressed in this report.</p> <p>Refer Attachment 4 for the proposed Plan of Subdivision.</p> <p>Refer to Section's 3 & 4 of the report showing the subdivision location in response to the adjacent area.</p>

LOT DESIGN				
56.04-1 Lot Diversity and Distribution	Met?	Standard C7	Met?	Comments
<i>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</i>	Yes	<i>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</i>	Yes	The proposal supports housing diversity and better utilises a vacant landholding for housing purposes.
<i>To provide higher housing densities within walking distance of activity centres.</i>	Yes	<i>Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.</i>	Yes	Lots are designed so as to accommodate a 2–3-bedroom, modular dwelling. Lot sizes are consistent with that typical found within a General Residential Zone.
<i>To achieve increased housing densities in designated growth areas.</i>	Yes	<p><i>A range and mix of lot sizes should be provided including lots suitable for the development of:</i></p> <ul style="list-style-type: none"> <i>Single dwellings</i> <i>Two dwellings or more.</i> <i>Higher density housing.</i> <i>Residential buildings and Retirement Villages</i> 	Yes	<p>A mix of lot sizes are proposed to vary in size from 344m² to 612m². Lots are designed so as to accommodate a 2–3-bedroom dwelling.</p> <p>Lots within the Eildon township predominately consist of single detached dwellings. The proposal would result in the creation of eight lots and dwellings across the site. The site has been identified for infill</p>

				housing within Council strategy.
<i>To provide a range of lot sizes to suit a variety of dwelling and household types.</i>	Yes	<i>Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station.</i>	Part	A mix of lot sizes are proposed to vary in size from 344m ² to 612m ² . Lots are designed so as to accommodate a 2–3-bedroom dwelling. The subject land is located approximately 1km from the central Eildon areas where the bulk of the town services and amenities are located.
		<i>Lots of 300sqm or less in area, lots suitable for development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</i>	N/A	
56.04-2 Lot Area and Building Envelopes	Met?	Standard C8	Met?	Comments
<i>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.</i>	Yes	<i>An application to subdivide land that creates lots of less than 300sqm should be accompanied by information that shows:</i> <ul style="list-style-type: none"> <i>That the lots are consistent or contain a building envelope that is consistent with a development approved under this scheme, or</i> <i>That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</i> 	N/A	No such lots created.
		<i>Lots of between 300sqm and 500sqm should:</i> <ul style="list-style-type: none"> <i>Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</i> <i>If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10m x 15m, or 9m x 15m if a boundary wall is nominated as part of the building envelope</i> 	Part	The proposal includes both a plan of subdivision showing each lot, and plans showing a building on each lot to demonstrate compliance with the objective.
		<i>If lots of between 300sqm and 500sqm are proposed to contain buildings that are built to the boundary, the long axis of the lots should be within 30°E and 20°W of N unless there are significant physical constraints that make this difficult to achieve.</i>	N/A	

		<i>Lots greater than 500sqm in area should be able to contain a rectangle measuring 10m x 15m and may contain a building envelope.</i>	Part	The proposal includes both a plan of subdivision showing each lot, and plans showing a building on each lot to demonstrate compliance with the objective.
		<i>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</i> <ul style="list-style-type: none"> <i>The objectives of the relevant standard are met, and</i> <i>The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act.</i> 	Part	The proposal includes both a plan of subdivision showing each lot, and plans showing a building on each lot to demonstrate compliance with the objective.
		<i>Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:</i> <ul style="list-style-type: none"> <i>The building envelope must meet Standards A10 and A11 and Clause 54 in relation to the adjoining lot, and</i> <i>The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement.</i> 	N/A	
		<i>Lot dimensions and building envelopes should protect:</i> <ul style="list-style-type: none"> <i>Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.</i> <i>Existing or proposed easements on lots.</i> <i>Significant vegetation and site features.</i> 	Yes	The proposal is supported by plans showing the location of dwellings on each lot. Dwelling locations have been selected to achieve the standard, as best possible.
56.04-3 Solar Orientation	Met?	Standard C9	Met?	Comments
<i>To provide good solar orientation of lots and solar access for future dwellings</i>	Yes	<i>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</i>	Yes	The proposal is supported by plans showing the location of dwellings on each lot. Dwelling locations have been selected to achieve the standard, as best possible.
		<i>Lots have appropriate solar orientation when:</i> <ul style="list-style-type: none"> <i>The long axes of lots are within the range N20°W to N30°E, or E20°N to E30°S.</i> <i>Lots between 300sqm and 500sqm are proposed to contain dwellings that are built</i> 	Yes	Dwelling locations have been selected to achieve the standard, as best possible.

		<p><i>to the boundary, the long axis of the lots should be within N20°W to N30°E.</i></p> <ul style="list-style-type: none"> <i>Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.</i> 		
56.04-4 Street Orientation	Met?	Standard C10	Met?	Comments
<i>To provide a lot layout that contributes to community social interaction, person safety and property security.</i>	Yes	<p><i>Subdivision should increase visibility and surveillance by:</i></p> <ul style="list-style-type: none"> <i>Ensuring lots front all roads and streets and avoid the side and rear lots being orientated to connector streets and arterial roads.</i> <i>Providing lots of 300sqm or less in area and lots for 2 or more dwellings around activity centres and public open space.</i> <i>Ensuring streets and houses look onto public open space and avoiding sides and rears of lot along public open space boundaries.</i> 	Yes	Whilst lots will front an internal driveway, each allotment will have good surveillance for social interaction, personal safety and property security.
56.04-5 Common Area	Met?	Standard C11	Met?	Comments
<i>To identify common areas and the purpose for which the area is commonly held.</i>	Yes	<p><i>An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</i></p> <ul style="list-style-type: none"> <i>The common area to be owned by the body corporate, including any streets and open space.</i> <i>The reasons why the area should be commonly held.</i> <i>Lots participating in the body corporate.</i> <i>The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</i> 	Yes	The proposal includes common property. The common property provides access to each lot, and an area set aside for visitor carparking.
<i>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</i>	Yes			
<i>To maintain direct public access throughout the neighbourhood street network.</i>	Yes			

URBAN LANDSCAPE				
56.05-1 Integrated Urban Landscape	Met?	Standard C12	Met?	Comments
<i>To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</i>	N/A	<i>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</i>	N/A	No public streets or POS proposed.

<p><i>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</i></p>		<p><i>The landscape design should:</i></p> <ul style="list-style-type: none"> • <i>Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.</i> • <i>Create attractive landscapes that visually emphasise streets and public spaces.</i> • <i>Respond to the site and context description for the site and surrounding area.</i> • <i>Maintain significant vegetation where possible within an urban context.</i> • <i>Take account of the physical features of the land including landform, soil and climate.</i> • <i>Protect and enhance any significant natural and cultural features.</i> • <i>Protect and link areas of significant local habitat where appropriate.</i> • <i>Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.</i> 	<p>No public streets or POS are proposed.</p> <p>The proposal was originally informed by site investigations, technical reports, and a publicly exhibited masterplan.</p> <p>This proposal is further supported by:</p> <ul style="list-style-type: none"> • Site survey at Attachment 2. • Plans at Attachment 3. • Draft Plan of Subdivision at Attachment 4. • Vegetation Assessment at Attachment 7. <p>The proposal incorporates natural features, including:</p> <ul style="list-style-type: none"> • Natural slope of the land. • Retention of existing vegetation where possible. • Solar aspect • Linkages to the surrounding street network, • Opportunities for landscaping within each lot and within common areas. • An emphasis on vegetation protection, use of drought tolerant plants, use of lightweight buildings and decking.
<p><i>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</i></p>	<p>N/A</p>	<ul style="list-style-type: none"> • <i>Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread to the surrounding environment.</i> • <i>Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</i> • <i>Develop appropriate landscape for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.</i> • <i>Provide for walking and cycling networks that link with community facilities.</i> • <i>Provide appropriate pathways, signage, fencing, public lighting and street furniture.</i> • <i>Create low maintenance, durable landscapes that are capable of a long life.</i> 	

<i>To provide integrated water management systems and contribute to drinking water conservation.</i>	Yes	<i>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</i>	Part	The site masterplan and subsequent plans developed and provided at Attachment 3 seek to encourage development which retains and utilises existing vegetation within the future landscape. We would envisage a permit requiring the preparation of a landscape plan for construction, including maintenance responsibilities.
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ACCESS AND MOBILITY MANAGEMENT

56.06-2 Walking and Cycling Network	Met?	Standard C15	Met?	Comments
<i>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</i>	Yes	<i>The walking and cycling network should be designed to:</i> <ul style="list-style-type: none"> <i>Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</i> <i>Link to any existing pedestrian and cycling networks.</i> <i>Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</i> <i>Provide an interconnected and continuous network of safe and efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhoods streets and regional public open spaces.</i> <i>Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</i> <i>Ensure safe street and road crossings including the provision for traffic controls where required.</i> <i>Provide an appropriate level of priority for pedestrians and cyclists.</i> <i>Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</i> <i>Be accessible to people with disabilities.</i> 	Yes	<p>The site is located within the Eildon township.</p> <p>The site is located approximately 1km from the Eildon town centre.</p> <p>The site is connected to the existing road and footpath network.</p> <p>The site has good connectivity with recreation opportunities available within the Eildon township.</p> <p>The proposal is supported by a Traffic assessment where access and mobility management have been carefully considered.</p>
<i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i>	Yes			
<i>To reduce car use, greenhouse gas emissions and air pollution.</i>	Yes			
56.06-4 Neighbourhood Street Network	Met?	Standard C17	Met?	Comments
<i>To provide for direct, safe and easy movement through and between neighbourhoods for</i>	Yes	<i>The neighbourhood street network must:</i> <ul style="list-style-type: none"> <i>Take account of the existing mobility network of arterial roads,</i> 	Yes	The proposal is located on an infill site and is well

<p>pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.</p>		<p>neighbourhood streets, cycle paths, footpaths and public transport routes.</p> <ul style="list-style-type: none"> • Provide clear physical distinctions between arterial roads and neighbourhood street types. • Comply with the Roads Corporation's arterial road access management policies. • Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. • Provide safe and efficient access to activity centres for commercial and freight vehicles. • Provide safe and efficient access to all lots for service and emergency vehicles. • Provide safe movement for all vehicles. • Incorporate any necessary traffic control measures and traffic management infrastructure. 		<p>connected to the existing surrounding street network.</p> <p>The site is located within the Eildon township.</p> <p>The site is located approximately 1km from the Eildon town centre.</p> <p>The site is connected to the existing road and footpath network.</p> <p>The site has good connectivity with recreation opportunities available within the Eildon township.</p> <p>The proposal is supported by a traffic advice at Attachment 5. Appropriate traffic control measures are proposed.</p>
		<p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant transport strategy, plan or policy for the area set out in this scheme. • Include arterial roads at intervals of approximately 1.6km that have adequate reservation widths to accommodate long term movement demand. • Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. • Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. • Provide an interconnected and continuous network of street within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles. • Provide an appropriate level of local traffic dispersal. • Indicate the appropriate street type. • Provide a speed environment that is appropriate to the street type. • Provide a street environment that appropriately management movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). • Encourage appropriate sharing of access lanes and access places by pedestrians, cyclists and vehicles. 	<p>Yes</p>	<p>As above.</p>

		<ul style="list-style-type: none"> Minimise the provision of culs-de-sac. Provide for service and emergency vehicles to safely turn at the end of a dead-end street. Facilitate solar orientation of lots. Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. Contribute to the area's character and identity. Take account of any identified significant features. 		
56.06-5 Walking and Cycling Network detail	Met?	Standard C18	Met?	Comments
To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.	Yes	<p>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> Be part of a comprehensive design of the road or street reservation. Be continuous and connect. Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. Accommodate projected volumes and mix. Meet the requirements of Table C1. Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound. Provide appropriate signage. Be constructed to allow access to lots without damage to footpath or shared path surfaces. Be constructed with a durable, non-skid surface. Be of a quality and durability to ensure: <ul style="list-style-type: none"> Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. Discharge of urban run-off. Preservation of all weather access. Maintenance of a reasonable, comfortable riding quality. A minimum 20 year life space. Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities. 	Yes	Appropriate infrastructure will be provided to the satisfaction of Council and will integrate with existing infrastructure.
To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.	Yes			
To provide public transport stops that are accessible to people with disabilities.	N/A			
56.06-7 Neighbourhood Street Network Detail	Met?	Standard C20	Met?	Comments
To design and construct street carriageways and verges so that the street geometry and traffic speed provide an	Yes	<p>The design of streets and roads should:</p> <ul style="list-style-type: none"> Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do 	Yes	Access to existing streets will be designed in accordance with Council requirements as

<p><i>accessible and safe neighbourhood street system for all users.</i></p>	<p><i>not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.</i></p> <ul style="list-style-type: none"> <i>• Provide street blocks that are generally between 120m and 240m in length and generally between 60m and 120m in width to facilitate pedestrian movement and control traffic speed.</i> <i>• Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</i> <i>• Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</i> <i>• Provide a low-speed environment while allowing all road users to proceed without inconvenience or delay.</i> <i>• Provide a safe environment for all street users applying speed control measures where appropriate.</i> <i>• Ensure intersection layouts clearly indicate the travel path and priority movement for pedestrians, cyclists and vehicles.</i> <i>• Provide a minimum 5m by 5m corner splay at junctions with arterial roads and a minimum 3m by 3m corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</i> <i>• Ensure street are sufficient strength to:</i> <ul style="list-style-type: none"> <i>▪ Enable the carriage of vehicles.</i> <i>▪ Avoid damage by construction vehicles and equipment.</i> <i>• Ensure street pavements are of sufficient quality and durability for the:</i> <ul style="list-style-type: none"> <i>▪ Safe passage of pedestrians, cyclists and vehicles.</i> <i>▪ Discharge of urban run-off. Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</i> <i>• Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</i> <i>• Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</i> <i>• Provide pavement edges, kerbs, channel and crossover details designed to:</i> <ul style="list-style-type: none"> <i>▪ Perform the required integrated water management functions.</i> <i>▪ Delineate the edge of the carriageway for all street users.</i> <i>▪ Provide efficient and comfortable access to abutting lots at appropriate locations.</i> <i>▪ Contribute to streetscape design.</i> 	<p><i>shown on plan of subdivision.</i></p> <p><i>Access to the proposed lots can be appropriately located in future to ensure safe vehicle movement.</i></p>
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		<ul style="list-style-type: none"> Provide for the safe and efficient collection of waste and recycling materials from lots. Be accessible to people with disabilities. 		
	Yes	<p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> The street hierarchy and typical cross-sections for all street types. Location of carriageway pavement, parking, bus stops, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. Water sensitive urban design features. Location and species of proposed street trees and other vegetation. Location of existing vegetation to be retained and proposed treatment to ensure its health. Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. 	Yes	The site is an infill site. Proposed lots have access to the street network and can easily integrate with existing infrastructure.
56.06-8 Lot Access	Met?	Standard C21	Met?	Comments
<i>To provide for safe vehicle access between roads and lots.</i>	Yes	<i>Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.</i>	Yes	Crossovers can be provided in future in accordance with relevant requirements.
		<i>Vehicle access to lots of 300sqm or less in area and lots with frontage of 7.5m or less should be provided via rear or side access lanes, places or streets.</i>	N/A	N/A
		<i>The design and construction of a crossover should meet the requirements of the relevant road authority.</i>	Yes	Crossovers can be provided in future in accordance with relevant requirements.

INTEGRATED WATER MANAGEMENT				
56.07-1 Drinking Water Supply	Met?	Standard C22	Met?	Comments
<i>To reduce the use of drinking water</i>	Yes	<p><i>The supply of drinking water must be:</i></p> <ul style="list-style-type: none"> <i>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</i> <i>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority</i> 	Yes	<p>Council may elect to include the provision of water tanks to support each dwelling. This can form a condition of permit. Plans can be updated accordingly,</p> <p>Services can be installed in future in accordance with the</p>
<i>To provide adequate, cost-effective supply of drinking water</i>	Yes			

				requirements of the relevant utility provider.
56.07-2 Reused and Recycled Water	Met?	Standard C23	Met?	Comments
<i>To provide for the substitution of drinking water for non-drinking water purposes with reused and recycled water,</i>	Yes	<p><i>Reused and recycled water supply systems must be:</i></p> <ul style="list-style-type: none"> <i>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Health and Human Services.</i> <i>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i> 	Part	<p>Council may elect to include the provision of water tanks to support each dwelling. This can form a condition of permit. Plans can be updated accordingly,</p> <p>Services can be installed in future in accordance with the requirements of the relevant utility provider.</p>
56.07-3 Waste Water Management	Met?	Standard C24	Met?	Comments
<i>To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</i>	Yes	<p><i>Waste water systems must be:</i></p> <ul style="list-style-type: none"> <i>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environmental Protection Authority.</i> <i>Consistent with any relevant approved domestic waste water management plan.</i> 	Yes	Services can be installed in future in accordance with the requirements of the relevant utility provider.
		<i>Reticulated waste water must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i>	Yes	As above.
56.07-4 Urban Run-Off Management	Met?	Standard C25	Met?	Comments
<i>To minimise damage to properties and inconvenience to residents from urban run-off.</i>	Yes	<p><i>The urban stormwater management system must be:</i></p> <ul style="list-style-type: none"> <i>Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</i> <i>Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</i> <i>Designed to 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) as amended.</i> <i>Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by</i> 	Part	<p>The site can be provided with appropriate stormwater infrastructure connections.</p> <p>Easements are shown on the Draft Plan of Subdivision for drainage purposes.</p> <p>The intent of the proposal is to utilise lightweight, modular dwellings.</p> <p>A condition on permit requiring the discharge of stormwater to Council approved point of discharge can be included within the permit.</p>

		<i>the relevant drainage authority and there are no detrimental downstream impacts.</i>		
<i>To ensure that the street operates adequately during major storm events and provides for public safety.</i>	Yes	<i>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</i>	Part	As above.
<i>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</i>	Yes	<i>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</i> <ul style="list-style-type: none"> <i>Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</i> <i>Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</i> 	Part	As above.
		<i>For storm events greater than 20% AEP and up to and including 1% AEP standard:</i> <ul style="list-style-type: none"> <i>Provision must be made for the safe and effective passage of stormwater flows.</i> <i>All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</i> <i>Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35\text{m}^2/\text{s}$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second).</i> 	Part	As above.
		<i>The design of the local drainage network should:</i> <ul style="list-style-type: none"> <i>Ensure run-off is retarded to a standard required by the responsible drainage authority.</i> <i>Ensure that every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Where possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.</i> <i>Ensure that inlet and outlet structures take account of the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overload flow in a safe and predetermined manner.</i> <i>Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.</i> 	Part	As above.

		<i>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</i>	N/A	As above.
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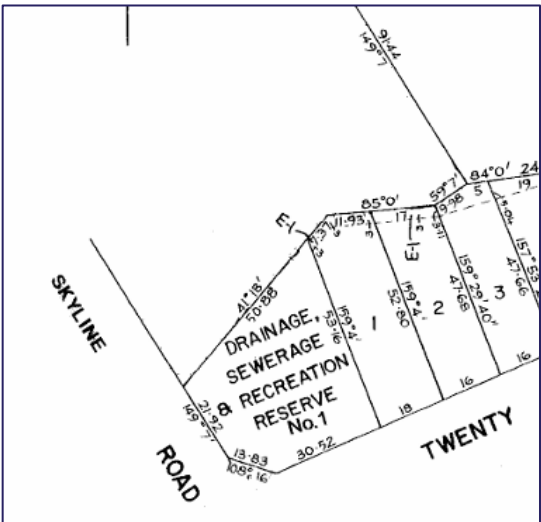
SITE MANAGEMENT				
56.08-1 Site Management	Met?	Standard C26	Met?	Comments
<i>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</i>	Yes	<i>A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing::</i> <ul style="list-style-type: none"> • <i>Erosion and sedimentation.</i> • <i>Dust</i> • <i>Run-off</i> • <i>Litter, concrete and other construction wastes.</i> • <i>Chemical contamination.</i> • <i>Vegetation and natural features planned for retention.</i> 	Part	The site will be managed to address these issues which will be imposed by permit condition requiring the preparation of a Construction Management Plan.
<i>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</i>	Yes	<i>Recycled materials should be used for the construction of streets, shared paths and other infrastructure where practicable.</i>	Yes	Reused/recycled materials will be used where practicable.
<i>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</i>	Yes			

UTILITIES				
56.09-1 Shared Trenching	Met?	Standard C27	Met?	Comments
<i>To maximise the opportunities for shared trenching.</i>	Yes	<i>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</i>	Part	Services will be installed in accordance with the requirements of the relevant utility providers, including shared trenching where practicable.
<i>To minimise constraints on landscaping within street reserves.</i>	Yes			
56.09-2 Electricity, Telecommunications and Gas	Met?	Standard C28	Met?	Comments

<p><i>To provide public utilities to each lot in a timely, efficient and cost effective manner.</i></p> <p><i>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</i></p>	Yes	<p><i>The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.</i></p>	Part	<p>Services will be installed in accordance with the requirements of the relevant utility provider.</p>
		<p><i>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</i></p>	N/A	N/A
		<p><i>The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</i></p>	Yes	<p>Services will be installed in accordance with the requirements of the relevant utility provider.</p>
		<p><i>Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.</i></p>	Yes	<p>Services will be installed in accordance with the requirements of the relevant utility provider.</p>
56.09-3 Fire Hydrants	Met?	Standard C29	Met?	Comments
<p><i>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</i></p>	Yes	<p><i>Fire hydrants should be provided:</i></p> <ul style="list-style-type: none"> <i>A maximum distance of 120 metres from the rear of each lot.</i> <i>No more than 200 metres apart</i> 	Yes	<p>To be installed prior to issue of SOC in accordance with CFA standards.</p>
		<p><i>Hydrants and fire plugs must be compatible with the relevant fire service authority.</i></p>	Yes	<p>As above.</p>
56.09-4 Public Lighting	Met?	Standard C30	Met?	Comments
<p><i>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</i></p>	Yes	<p><i>Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.</i></p>	Yes	<p>Public lighting will be required prior to the issue of SOC in accordance with the relevant Australian Standard.</p>
<p><i>To provide pedestrians with a sense of personal safety at night.</i></p>	Yes	<p><i>Public lighting should be designed in accordance with relevant Australian Standards.</i></p>	Yes	<p>As above.</p>

To contribute to reducing greenhouse emissions and to saving energy	Yes	Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.	Yes	As above.
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5.4 Consistency with Particular and General Provisions

Clause	Requirements	Response
52.02 Easements, restrictions and reserves	<p>Purpose:</p> <p><i>To enable the removal and variation of an easement or restrictions to enable a use or development that complies with the planning scheme after the interests of affected people are considered.</i></p> <p>Under Clause 52.02, a permit is required before a person proceeds to create, vary or remove an easement or restriction or vary or remove a condition in the nature of an easement in a Crown grant.</p>	<p>It is proposed to remove a reservation associated with the land (refer extract from Title Plan showing Reserve below.)</p>  <p>The proposal seeks as planning permit for the removal of this reservation.</p> <p>Please Refer Attachment 1 for Copy of Title applicable to the land.</p> <p>Please refer Attachment 4 for proposal Plan of Subdivision.</p>
Clause 52.06 - Car Parking	<p><i>Clause 52.06 Car Parking sets out state standard planning scheme requirements about the number and design of car parking spaces. Purposes include:</i></p> <ul style="list-style-type: none"> <i>To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.</i> <i>To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.</i> <i>To support sustainable transport alternatives to the motor car. • To promote the efficient use of car parking spaces through the consolidation of car parking facilities.</i> 	<p>The proposed car parking provision meets the statutory Clause 52.06 requirements. Please Refer Traffic Assessment at Attachment 5.</p>

	<ul style="list-style-type: none"> To ensure that car parking does not adversely affect the amenity of the locality. To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use. 	
Clause 52.17 Native Vegetation	<p><i>Purposes include:</i></p> <p><i>To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):</i></p> <ol style="list-style-type: none"> <i>1. Avoid the removal, destruction or lopping of native vegetation.</i> <i>2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.</i> <i>3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.</i> <p><i>To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.</i></p> <p><i>A permit is required to remove, destroy or lop native vegetation, including dead native vegetation. This does not apply:</i></p> <ul style="list-style-type: none"> <i>If the table to Clause 52.17-7 specifically states that a permit is not required.</i> 	<p>In certain circumstances, a permit is required to remove native vegetation.</p> <p>The loss of native vegetation is limited to circumstances where removal cannot be avoided.</p> <ul style="list-style-type: none"> All existing vegetation is shown on the site survey provided at Attachment 2. Plans showing the location of dwellings on each lot have been prepared to retain vegetation, where possible. Please refer Attachment 3. A vegetation assessment of the site is provided at Attachment 7. <p>A planning permit is not required for the removal of exotic species on the site.</p> <p>The only native vegetation identified for removal are Trees 5-7, 9, 13-15. Pursuant to Clause 52.17-7 of the Murrindindi Planning Scheme, the removal of native vegetation is exempt in this instance as <i>Native vegetation that is to be removed, destroyed or lopped on land, together with all contiguous land in one ownership, which has an area of less than 0.4 hectares.</i></p> <p>The subject land is less than 0.4ha in area. The removal of native vegetation does not require a planning permit.</p> <p>Permit conditions will be worded accordingly requiring the installation of tree protective fencing during construction for all vegetation proposed to be retained.</p>
Clause 53.02 Bushfire Planning	<p><i>Purposes include:</i></p> <p><i>To implement the Municipal Planning Strategy and the Planning Policy Framework.</i></p> <p><i>To ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire.</i></p> <p><i>To ensure that the location, design and construction of development appropriately responds to the bushfire hazard.</i></p> <p><i>To ensure development is only permitted where the risk to life, property and community infrastructure from bushfire can be reduced to an acceptable level.</i></p> <p><i>To specify location, design and construction measures for a single dwelling that reduces the</i></p>	<p>A detailed bushfire assessment was undertaken to assess as to how the proposed development responds to the policy and objectives of Cl.13.02-1S Bushfire Planning, Cl.44.06 Bushfire Management Overlay and associated Cl.53.02 Bushfire Planning in the Murrindindi Planning Scheme.</p> <p>Please refer Attachment 6.</p>

	<p><i>bushfire risk to life and property to an acceptable level.</i></p> <p>This clause applies to an application under Clause 44.06 - Bushfire Management Overlay, unless the application meets all of the requirements specified in a schedule to Clause 44.06.</p>	
53.18 Stormwater Management in Urban Development	<p>The purpose is:</p> <p><i>To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.</i></p> <p><i>An application to construct a building or construct or carry out works:</i></p> <ul style="list-style-type: none"> • <i>Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.</i> • <i>Should meet all of the standards of Clauses 53.18-5 and 53.18-6.</i> <p><i>An application must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system.</i></p>	<p>The subject land and all buildings will be connected to infrastructure services.</p> <p>The land will be connected and drained to a Council approved point of discharge.</p> <p>It is intended that the proposal will contribute to achieving the objectives of 53.18-5 and 53.18-6 by:</p> <ul style="list-style-type: none"> • Encouraging stormwater management that maximises the retention and reuse of stormwater. • Encouraging development that reduces the impact of stormwater on the drainage system by filtering sediment and waste from stormwater prior to discharge from the site. • Encouraging stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces through the use of a masterplan design, retention of vegetation (where possible), and minimising the extent of impervious surfaces (where possible). • Avoiding the use of land for industrial and commercial purposes, (and by extension), ensuring that chemical pollutants and other toxicants do not enter the stormwater system. • Meeting the current best practice performance objectives for stormwater quality (as best possible). • We note that Council's drainage infrastructure is unlikely to be adversely affected given the limited size of the development and proposed residential use of the land. We would expect conditions on the permit to manage the potential for sedimentation and contamination. • We would also expect suitable conditions to be placed on the permit to protect the site and surrounding area from environmental degradation prior to and during construction of subdivision works. <p>We note that the land is to remain in Council ownership. Council will be required to manage the impacts of erosion and sediment, Stormwater, Litter, concrete and other construction wastes, chemical contamination through an appropriate</p>

		construction management plan. (CMP). The CMP will be required as a condition of permit.
Clause 55 – Construction of Two or More Dwellings on a lot.	<p>Provisions in this clause apply to an application to the classes of applications specified in clauses:</p> <ul style="list-style-type: none"> 32.08-7, General Residential Zone, <p>The objective contained in clause 55.03-1 does not apply to a development of less than 10 dwellings.</p> <p>The objectives contained in clauses 55.03-12 and 55.05-7 do not apply to the construction or extension of:</p> <p>A dwelling that is not in, or does not form part of, an apartment development; or</p>	<p>The proposal has been designed to comply with the requirements of Clause 55.</p> <p>Please refer plans provided in Attachment 3.</p>
Clause 56 – Residential Subdivision	<p><i>An application to subdivide land must meet the requirements of Clause 56 and must meet all of the objectives and should meet all of the standards included in the clauses except: Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6.</i></p>	<p>The proposal has been designed to comply with the requirements of Clause 56. An assessment against the requirements of Clause 56 is provided earlier in this report.</p> <p>Please refer plans provided in Attachment 3 and Draft Plan of Subdivision provided at Attachment 4.</p>
65.01 – Approval of an Application or Plan	<p><i>Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:</i></p> <ul style="list-style-type: none"> <i>The Municipal Planning Strategy and Planning Policy Framework.</i> <i>The purpose of the zone, overlay or other provision.</i> <i>Any matter required to be considered in the zone, overlay or other provision.</i> <i>The orderly planning of the area.</i> <i>The effect on the amenity of the area.</i> <i>The proximity of the land to any public land.</i> <i>Factors likely to cause or contribute to land degradation, salinity or reduce water quality.</i> <i>Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.</i> <i>The extent and character of native vegetation and the likelihood of its destruction.</i> <i>Whether native vegetation is to be or can be protected, planted or allowed to regenerate.</i> <i>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.</i> 	<p>The proposed use and development of land is consistent with the MPS and PPF, and General Residential Zone.</p> <p>The land is wholly contained within the General Residential Zone and represents an opportunity to better utilise land for residential purposes.</p> <p>Native vegetation is predominantly located at the site peripheries. The masterplan and subdivision design seek to protect this vegetation where possible. Buildings and works have been designed and located to avoid these areas where possible.</p> <p>The proposal is unlikely to have any significant effect on the environment.</p> <p>A response to the Municipal Planning Strategy, Planning Policy Framework, Zone, Overlay and other planning provisions have been provided in the tables earlier in this report.</p> <p>The orderly planning of the area is maintained through the use of previously underutilised land for new housing.</p> <p>New, well-designed buildings and infrastructure are proposed to refresh the site.</p>

		<p>The provision of a new access connection, car parking, and walking connections will enhance the usability and attractiveness of the site.</p> <p>The proposal will positively contribute to its surrounds, while delivering positive environmental human health and amenity outcomes.</p> <p>The proposal is located on public land. New access connections, buildings, and infrastructure will refresh the site. Council will retain ownership of the land.</p> <p>The proposal is supported by appropriate connection to stormwater discharge. Conditions will be placed on the permit accordingly.</p> <p>Allowances are made for the landscaping within each lot.</p> <p>The proposal will not adversely impact the current and future development and operation of the transport system.</p> <p>Bushfire hazard has been considered in preparing the proposal. The proposal is supported by a bushfire assessment.</p> <p>The proposal is supported by specialist Transport advice. The proposed design has been prepared in response to the recommendations of the assessment so as to manage loading and unloading and any associated amenity, traffic flow and road safety impacts, as well as broader impacts on the transport system.</p>
<p>Clause 65.02 – Approval of An Application to Subdivide Land</p>	<p>Before deciding on an application to subdivide land, the responsible authority must also consider, as appropriate:</p> <ul style="list-style-type: none"> • <i>The suitability of the land for subdivision.</i> • <i>The existing use and possible future development of the land and nearby land.</i> • <i>The availability of subdivided land in the locality, and the need for the creation of further lots.</i> • <i>The effect of development on the use or development of other land which has a common means of drainage.</i> • <i>The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.</i> • <i>The density of the proposed development.</i> • <i>The area and dimensions of each lot in the subdivision.</i> • <i>The layout of roads having regard to their function and relationship to existing roads.</i> 	<p>As above.</p>

	<ul style="list-style-type: none"> • <i>The movement of pedestrians and vehicles throughout the subdivision and the ease of access to all lots.</i> • <i>The provision and location of reserves for public open space and other community facilities.</i> • <i>The staging of the subdivision.</i> • <i>The design and siting of buildings having regard to safety and the risk of spread of fire.</i> • <i>The provision of off-street parking.</i> • <i>The provision and location of common property.</i> • <i>The functions of any body corporate.</i> • <i>The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.</i> • <i>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.</i> • <i>Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.</i> 	
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5.5 Consistency with Council adopted Strategies & Plans

5.5.1 Murrindindi Housing & Settlement Strategy

The Murrindindi Housing & Settlement Strategy identified the need for more diverse household types, including additional Key Worker Accommodation. The strategy seeks to encourage housing opportunities on infill sites within serviced townships, including Eildon. The Strategy also encouraged the establishment of local pilot projects to address housing needs. The proposal can be seen as a proactive response by Murrindindi Shire in using underutilised Council land to address housing challenges.

5.5.2 Key Worker Housing Strategy

Council commissioned a Key Worker Housing Strategy to increase and supply low- to medium end rental and ownership accommodation for permanent and seasonal Key Workers from a range of industries within the growth and serviced townships of Alexandra and Yea, and tourist townships such as Eildon.

The Strategy identified a range of benefits of Key Worker Housing to Murrindindi Shire including:

- *Job creation*
- *Recruitment incentive*
- *Reduced commuting stress*
- *Community integration*
- *Attracting business*
- *Workforce stability*
- *Economic diversity*
- *Enhanced health and education*
- *Community revitalisation and resilience.*

The subject land was identified as one of the sites in Eildon suitable for the purpose of key worker accommodation. The proposal is consistent with the directions provided within the Strategy.

5.5.3 Murrindindi Economic Development Strategy

The 2024 Murrindindi Economic Development Strategy (EDS) responds to significant changes in the business and employment environment due to the impact of Covid-19 pandemic, impacts from natural disasters, cessation of native timber harvesting, global economic trends, and cost-of-living. The Strategy is a five-year plan to support business and employment in Murrindindi, with a rolling two-year action plan.

The Strategy identifies 5 priorities:

- Visitor Economy
- Agriculture, Aquaculture and Food Production
- Business Support
- Sustainable Future
- Prosperous Communities

The Strategy notes: *“Addressing key worker housing will enable increased investment opportunities and provide pathways for economic growth and unlock the potential for many local businesses.”*

This proposal can be seen as a local response to the strategy and its 5 key priorities by providing additional housing to support local workers and local businesses. Each is essential to supporting the visitor economy and creating a sustainable and prosperous community.

6 SUMMARY

The subject land presents an opportunity to develop an underutilised, serviced residential lot with proximity to the Eildon town centre. The proposal has undergone earlier consultation with community and key stakeholders through the development of a masterplan. The strategic directions involving the development of land are now well established. This proposal will contribute to achieving this vision.

In summary, we submit that:

- The proposal supports the directions identified within the Municipal Planning Strategy and Planning Policy Framework by increasing the supply of lots within the Eildon township with access to social and recreation infrastructure, services, and amenities.
- The proposal will assist in achieving a range of broader strategic benefits and is strongly supported by Council's strategic planning initiatives, including: The Housing & Settlement Strategy, Key Worker Housing Strategy, and Economic Development Strategy. Each identifies the need for new housing to support local workers' local businesses and fostering sustainable and prosperous communities.
- The proposal responds positively to the requirements of the General Residential Zone. An assessment of the proposal against the requirements of ResCode is provided. The assessment demonstrates a high level of compliance. The proposal will add a specialised value adding and specialty residential use to support the Eildon township.
- Overall, the proposal is supported by an appropriate evidence base in the form of Survey, Masterplan, Traffic Engineering advice, Waste Management Plan, Arborist Assessment. Plan of Subdivision, Bushfire Management Statement.
- The proposal is expected to deliver significant socio-economic benefit, consistent with planning policy.
- The proposal is appropriate for the site context:
 - The proposed layout can be integrated with the topography of the land, using low rise-detached or semi-detached buildings which can be designed and orientated to provide a high level of amenity for future residents.
 - A range of dwelling sizes and amenities to suit different users and family requirements.
 - The proposed design has carefully managed surrounding interfaces and, through responsive design, will not result in any unreasonable amenity impacts on surrounding properties.
 - The proposal's traffic arrangements are suitable for the orderly planning and operation of the development.

For these reasons, we submit the proposal is suitable for approval.

Navy Blue Planning

Disclaimer

This report dated 11 June 2025 incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Navy Blue Planning's opinion in this report.

Navy Blue Planning prepared this report on the instructions, and for the benefit only, of Murrindindi Shire Council (Instructing Party) for the purpose of supporting a planning permit application required for the land at 18 Twenty-First Street, Eildon (Purpose) and not for any other purpose or use. To the extent permitted by applicable law, Navy Blue Planning expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Navy Blue planning was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment. All forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Navy Blue Planning at the date of this report, and upon which Navy Blue Planning relied.

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