

PARISH OF SALE
TOWNSHIP OF SALE
SECTION 74
CROWN ALLOTMENT 3 (PART)
LAST PLAN REF: LP 25586 (LOT 2)
TITLE REF: VOL. 8044 FOL 056
ADDRESS: 202 STAWELL STREET, SALE, VIC. 3850

PROPOSED PLAN OF SUBDIVISION



EASEMENTS:
E-1 DRAINAGE AND SEWERAGE
E-2 PROPOSED SEWERAGE IN FAVOUR OF LOT 1



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SURVEYORS REF
2400018

SCALE
1 : 250

2.5 0 2.5 5 7.5 10
LENGTHS ARE IN METRES

ORIGINAL SHEET
SIZE: A3

SHEET 1 OF 1

VERSION 1, DATE: 22/02/2024

SUBJECT SITE

Address:	202 Stawell Street, Sale
Lot Details:	Lot 2 on Lodged Plan No. 25586 – see title below
Title Particulars:	Volume: 08044, Folio: 056 – see title below
Title Restrictions:	A 1.83 m wide drainage & sewerage easement runs along the southern perimeter – see below.
Area, shape, services topography:	797m ² formed in a rectangular shape (see opposite & below). The site is flat and is connected to a full suite of reticulated services, as shown overleaf.
Lengthwise orientation:	Within 12° west of due North-South – see opposite and below
Activity Centre Plan:	Built Up Area – see below
Zoning:	General Residential (Schedule 1) – see below
Overlays:	Design & Development Overlay (Schedule 6) – see below
Improvements:	The site accommodates a single-storey, cream weatherboard-walled mid-century dwelling with a hipped gable tile roof. It has 3 bedrooms and is set back 6 metres from its north boundary frontage to Stawell Street and 8 metres from its east boundary. Access to the land is available via a concrete crossover to Stawell Street, as shown opposite. There is no significant vegetation within the site. The side and rear boundaries are fenced with solid treatments in varying formats, while the front boundary is delineated by a low hedge. The rear yard is vacant apart from a small steel garden shed in the southeast corner.

AERIAL PHOTOGRAPH OF THE SUBJECT SITE (OUTLINED YELLOW), WITH DIMENSIONS AND BUILDING SETBACKS SHOWN



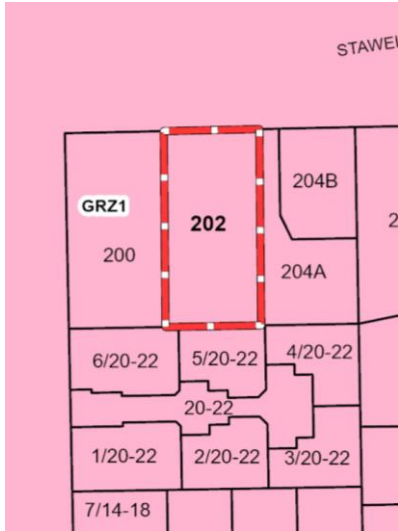
STREETSCAPE VIEW OF THE SUBJECT SITE



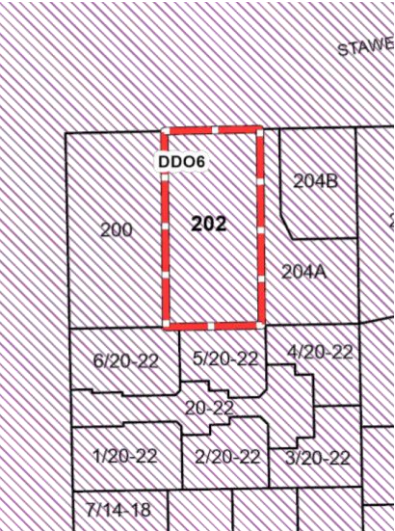
GIPPSLAND REGIONAL GROWTH PLAN



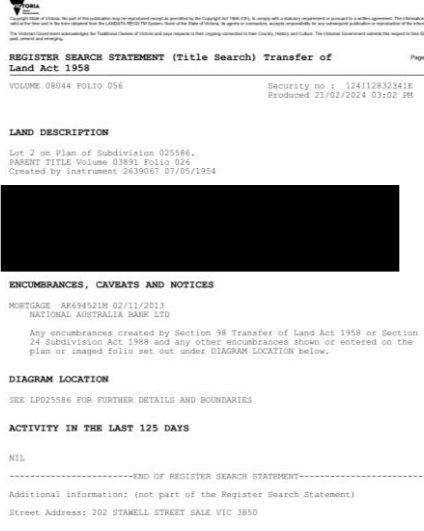
ZONING MAP



OVERLAY MAP



TITLE SEARCH

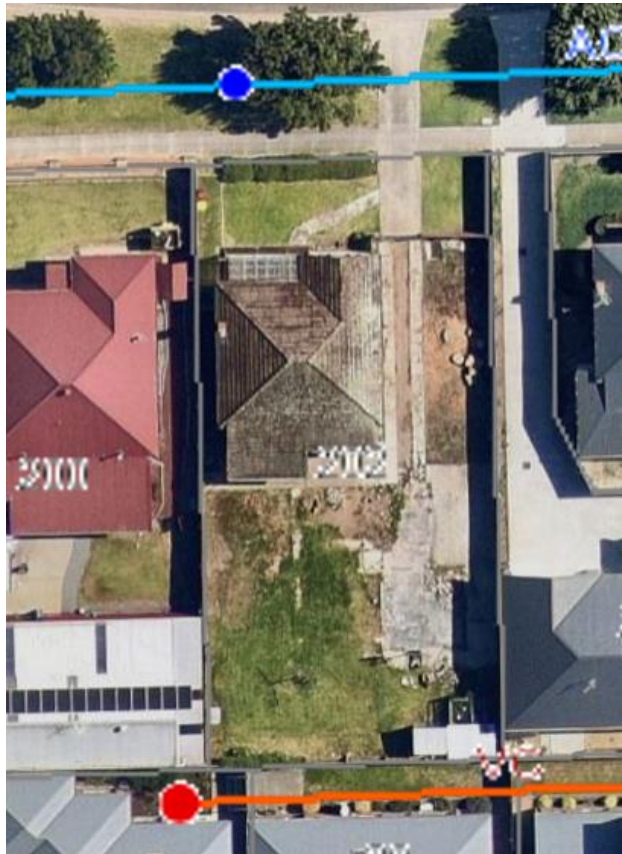


LODGED PLAN NO. 25886



SALE STRATEGY PLAN





Legend

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



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



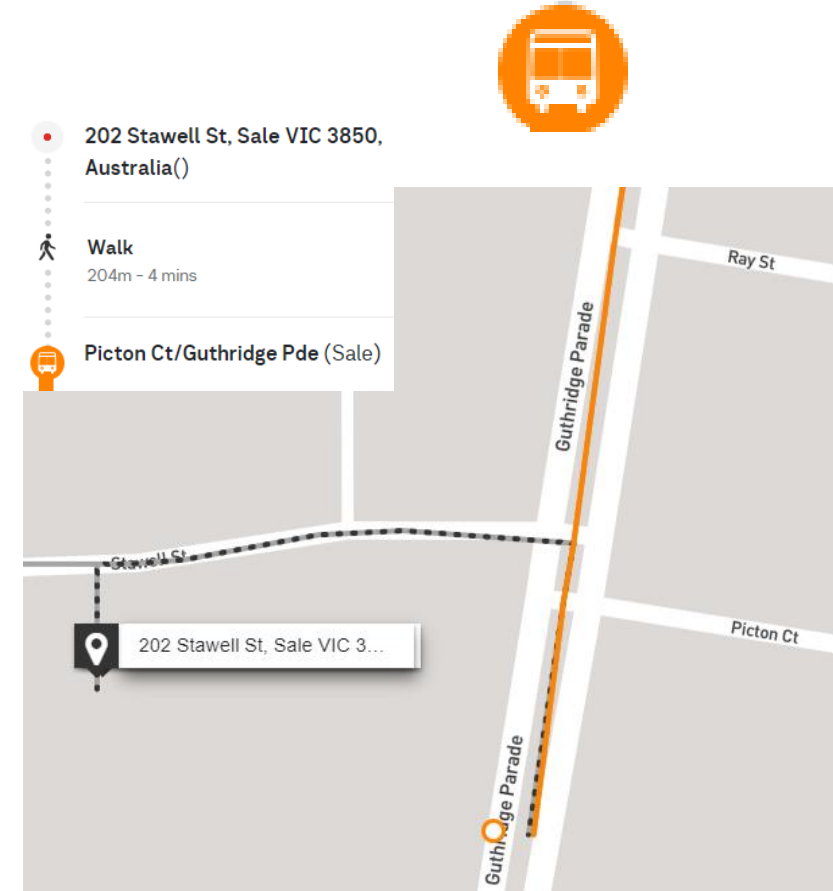
AusNet
services

LEGEND – Overview Plot of Electricity Assets

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



LEGEND					
PIPE AND BOUNDARIES	PIPE CODE / MATERIALS		OBJECTS or TERMS		
LOW PRESSURES		C# (e.g. C2)	Cast Iron	VALVES	
MEDIUM PRESSURES		CU	Copper	BURIED VALVES	
HIGH PRESSURES		N2	Nylon	REGULATORS	
TRANSMISSION PRESSURES		P# (e.g. P6)	Polyethylene (PE)	GAS SUPPLIED = YES	
PRIORITY MAIN (BEHIND PIPE)		P6,P7,P9-P12	Medium Density PE	CP RECTIFIER UNIT	
PROPOSED (COLOUR BY PRESSURE)		P2,P4,P8	High Density PE	CP TEST POINT/ ANODE	
LPG (COLOUR BY PRESSURE)		S# (e.g. S8)	Steel	SYPHON	
ABANDONED		W2	Wrought Galv. Iron	TRACE WIRE POINT	
IDLE		W3	Poly Coat Wrought Galv. Iron	PIPELINE MARKER	
SLEEVE			Pipe diameter in millimetres is shown before pipe code	NOT TIED IN	N.T.I.
CASING / SPLIT (BEHIND PIPE)			e.g. 40P6 = 40mm nominal diameter	DEPTH OF COVER	C
EASEMENT/ JURISDICTION				BACK / FRONT OF KERB	Bok For
EXAMPLES					
		40mm High Pressure Medium Density Polyethylene in an 80mm Cast Iron Casing			
		63mm Medium Pressure Steel			
Line / Polygon Request					



ADJOINING LAND

The subject site abuts:

- Stawell Street along its entire 19.81 metre long north boundary. This road reserve has a width of 30 metres where it abuts the subject site. It accommodates a two-way, bitumen sealed road pavement with concrete, rollover kerb and channel drainage down both sides. There are mature street trees growing in grassed verges down both sides and a concrete footpath running along the south side. This road intersects with Guthridge Parade 100 metres to the east of the subject site. It also terminates 30 metres to the west of the subject site at a T-intersection with Darling Street, although the road reserve continues all the way to the Princes Highway, with the road pavement broken at points by small grassed reserves;
- 204A Stawell Street along its entire 40.23 metre long east boundary. This property has area of approximately 450m² formed in an L-shape. It accommodates a modern, single-storey brick-walled dwelling that mixes shades of grey and white across its walls and doors. The western wall of the dwelling's under-roof garage abuts the common boundary with the subject site. The balance of the abuttal is taken up with the concrete driveway that leads to the garage. The common boundary is fenced with a 1.8m high solid wooden treatment. Access is gained via a single concrete crossover. This property was created through the subdivision of 204 Stawell Street into two lots;
- 5/20-22 Darling Street along its 19.81 metre wide south boundary for a distance of approximately 16 metres at the eastern end. This property has area of approximately 230m² formed in an irregular shape. It accommodates a modern single-storey, brick-walled dwelling with a hipped gable metal roof. It is set back approximately 3.75 metres from the common boundary with the subject site. The abuttal is taken up by the dwelling's private open space, which is predominantly covered in lawn. Access is gained via a shared driveway on the south side of the house that sits in a common property that was created when 20-22 Darling Street was developed with 6 residential units. The common boundary with the subject site is fenced with a solid treatment;
- 6/20-22 Darling Street along the balance of south boundary. This property has area of approximately 300m² formed in an irregular shape. It accommodates a modern single-storey, brick-walled dwelling with a hipped gable metal roof. It is set back approximately 3.75 metres from the common boundary with the subject site. The abuttal is taken up by the dwelling's private open space, which is predominantly covered in lawn. Like 5/20-22 Darling Street, access is gained via a shared driveway that sits in a common property that was created when 20-22 Darling Street was developed with 6 residential units. The common boundary with the subject site is fenced with a solid treatment; and,
- 200 Stawell Street along its entire 40.23 metre long west boundary. This property has area of approximately 800m² formed in a rectangular shape. It accommodates a single-storey red brick-walled mid-century dwelling that has a red hipped gable steel roof. The dwelling's eastern wall is located approximately 3.5 metres from the common boundary with the subject site. The balance of the abuttal is taken up with the private open space that sits behind the dwelling and a large steel outbuilding that occupies the majority of the rear of the property and directly abuts the common boundary with the subject site. Access is gained via separate double and a single concrete crossovers to Darling Street. These crossovers connect to separate single garages. The northern portion of the boundary is fenced with a low red brick treatment, while the balance is either open to allow access via the crossovers or fenced with a maroon colourbond treatment with a cream lattice capping.

AERIAL PHOTOGRAPH OF THE SUBJECT SITE (OUTLINED YELLOW) WITH DIMENSIONS AND THE STREET NUMBERS OF SURROUNDING LAND LABELLED



STREETSCAPE PHOTOS

STAWELL STREET
LOOKING WEST

STAWELL STREET
LOOKING EAST

204A STAWELL STREET

5 & 6/20-22 DARLING
STREET

200 STAWELL STREET
FROM DARLING STREET

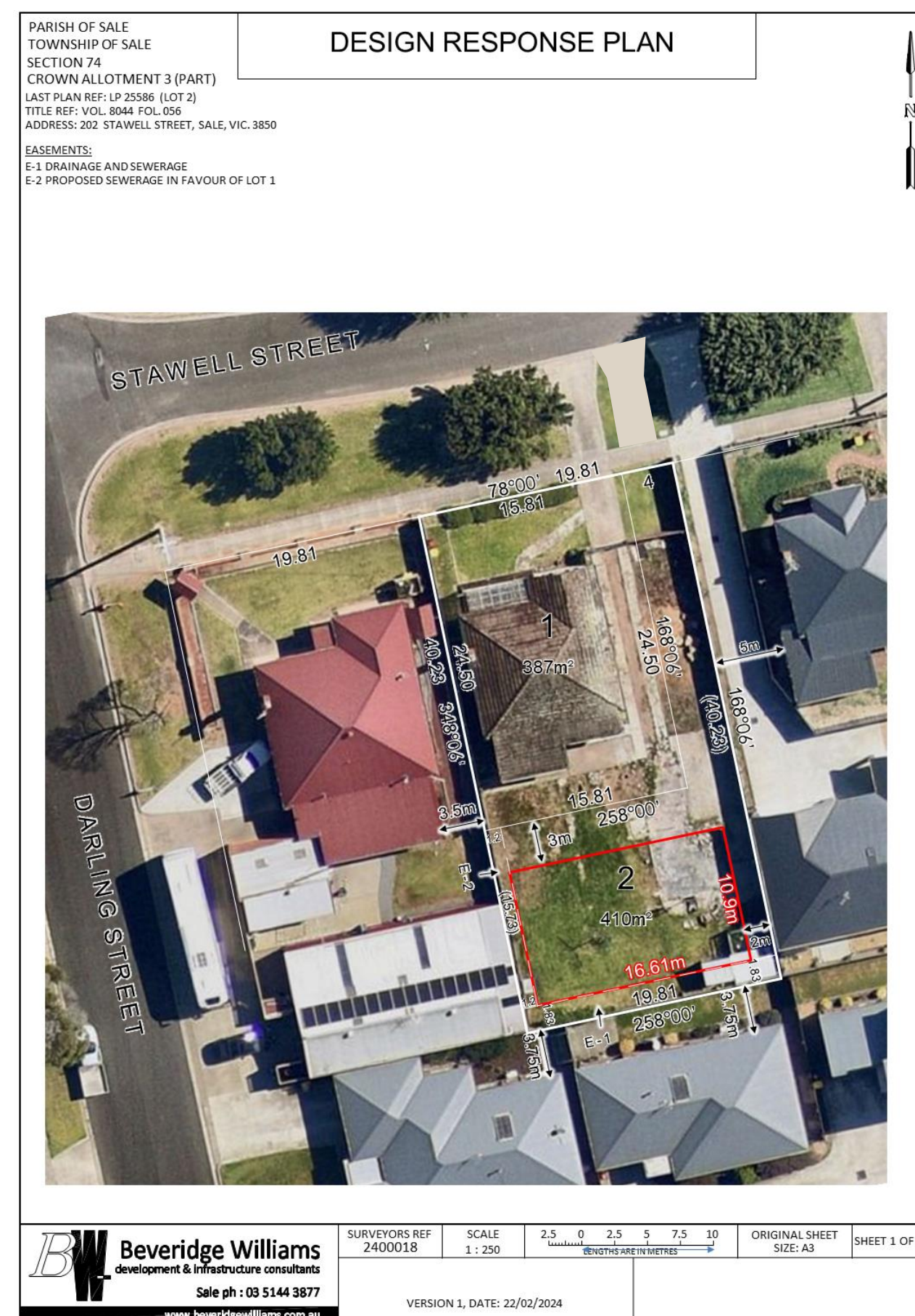
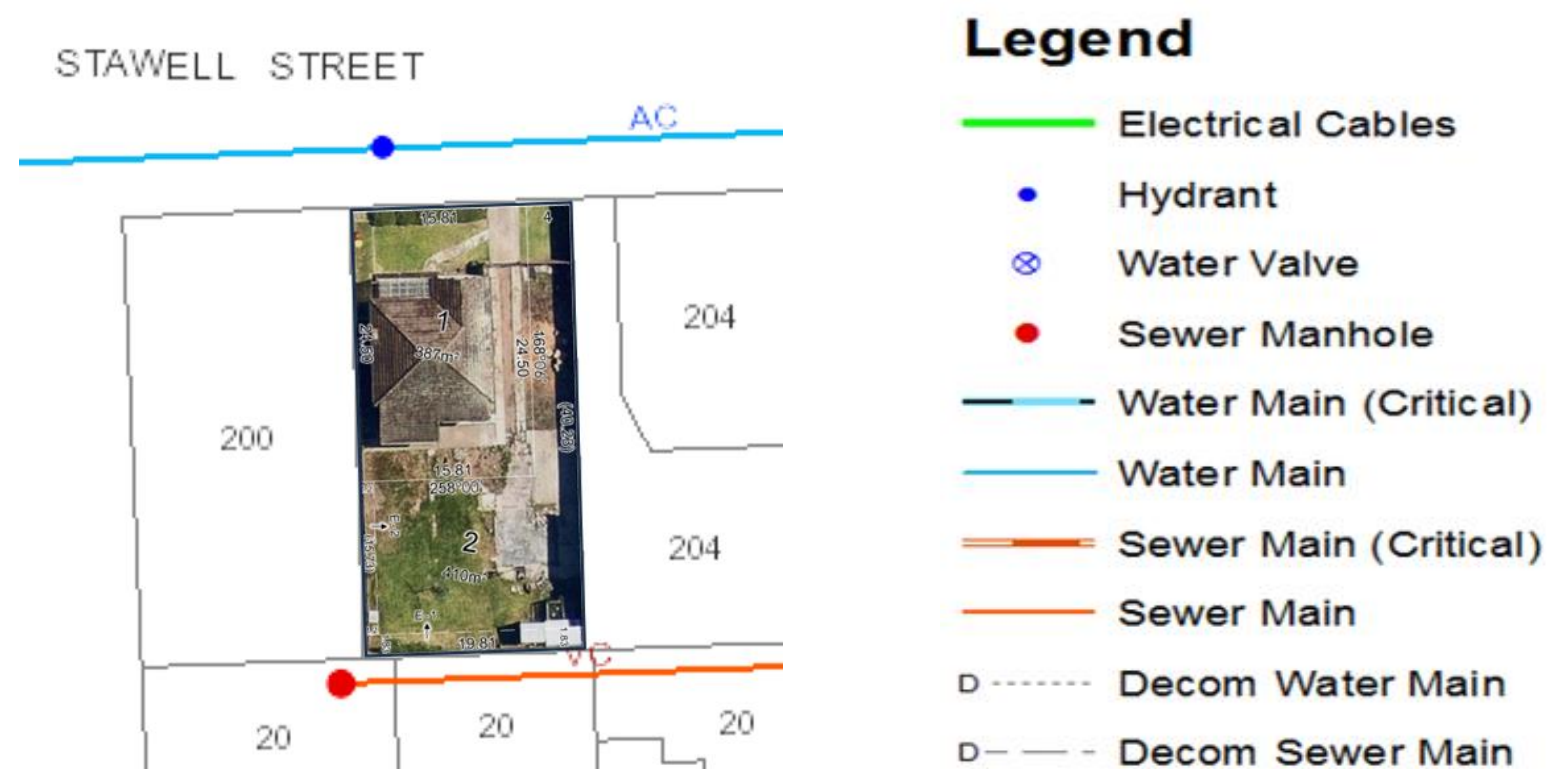
200 STAWELL STREET
FROM STAWELL STREET



ASSESSMENT AGAINST CLAUSE 56 (RESCODE)

Standard	Is the standard met?
C6	Yes. Proposed Lot 1 will have a similar street frontage width and area as 204B Stawell Street, while proposed Lot 2 will have a similar street frontage width and area as 204A Stawell Street. The proposed layout can also comfortably accommodate the existing and proposed new dwellings in a manner that will be in keeping with the character of the neighbourhood.
C8	Yes. Both proposed lots can accommodate new dwellings that comply with the requirements of Clause 54 , as shown opposite and elsewhere in this report.
C9	Yes. Proposed Lot 1 will be aligned within 12° west of north, while proposed Lot 2 will be aligned within 12° south of east. These alignments meet the standard.
C11	Not applicable. Common property is not required.
C21	Yes. Proposed Lot 1 will enjoy access via the existing concrete crossover to Stawell Street, while proposed Lot 2 will enjoy access via a new concrete crossover to Stawell Street, as shown opposite.
C22-25	Yes, reticulated sewer & water supply are available, but Sale doesn't have recycled water.
C26	Yes. The minimal site works necessary can be easily managed to avoid amenity impacts.
C27	Yes. Opportunities for shared trenching can be explored at development stage.
C28	Yes. Reticulated electricity, water, sewerage & telecommunications are available, as shown previously in this report.

PLAN SHOWING NEARBY RETICULATED WATER & SEWER MAINS RELATIVE TO THE 2 PROPOSED LOTS



Planning Policy Framework & Municipal Strategic Statement:

Sale is recognized in the Gippsland Regional Growth Plan as a 'Regional Centre' where Council should 'Promote Growth' – see opposite.

As shown previously, the subject site is located within 2 kilometres of:

- A public bus stop that provides connections to all of Sale's facilities, including the central activity district and V/Line train station;
- Sale's central activity district;
- Convenience shopping;
- Passive and Active Recreation facilities;
- 6 Primary Schools and 3 secondary schools; and,
- Sale Hospital.

The proposal involves subdivision of the land into 2 residential lots with area of 387m² to 410m² on a parcel of land that is adjacent to a similar development, i.e. at 204 Stawell Street.

Each lot can accommodate housing within 12° west of a true north-south or east-west lengthwise orientation. Both proposed lots will enjoy access via a separate crossover to Stawell Street.

As such, the proposal accords with the policy objectives of:

- **Clause 11.01-1R** as it will promote growth in a regional centre that is identified as being appropriate to promote growth in the Gippsland Regional Growth Plan;
- **Clauses 11.01-1S, 16.01-1S and 16.01-2S**, as it will facilitate infill development of under-utilised land located within an established residential area that is within walking distance of a public bus stop and within a reasonable distance of convenience shopping, education and recreation facilities;
- **Clauses 11.01-1L, 15.01-4S, 16.01-4S** as it will utilise existing infrastructure and encourage increased housing densities and choice close to public transport, convenience shopping and passive & active recreation. This will facilitate positive social, environmental and economic impacts to the local neighbourhood and wider community; and,
- **Clauses 15.01-3S, 15.01-5S, 16.01-3S** as it will provide for variability of lot size and facilitate housing diversity and increased density without having a negative impact upon the existing character of Stawell Street.

The purpose of the zone and overlays:

The proposed development has been designed to comply with the purpose of **Clause 32.08** by:

- Encouraging development that respects the existing neighbourhood character of this part of Sale, which features a good mixture of housing types and lot sizes; and,
- Encouraging housing diversity and growth in an area that offers good access to a range of facilities and services.

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

The proposed development has been designed to comply with the decision guidelines set out at **Clause 32.08-13** by:

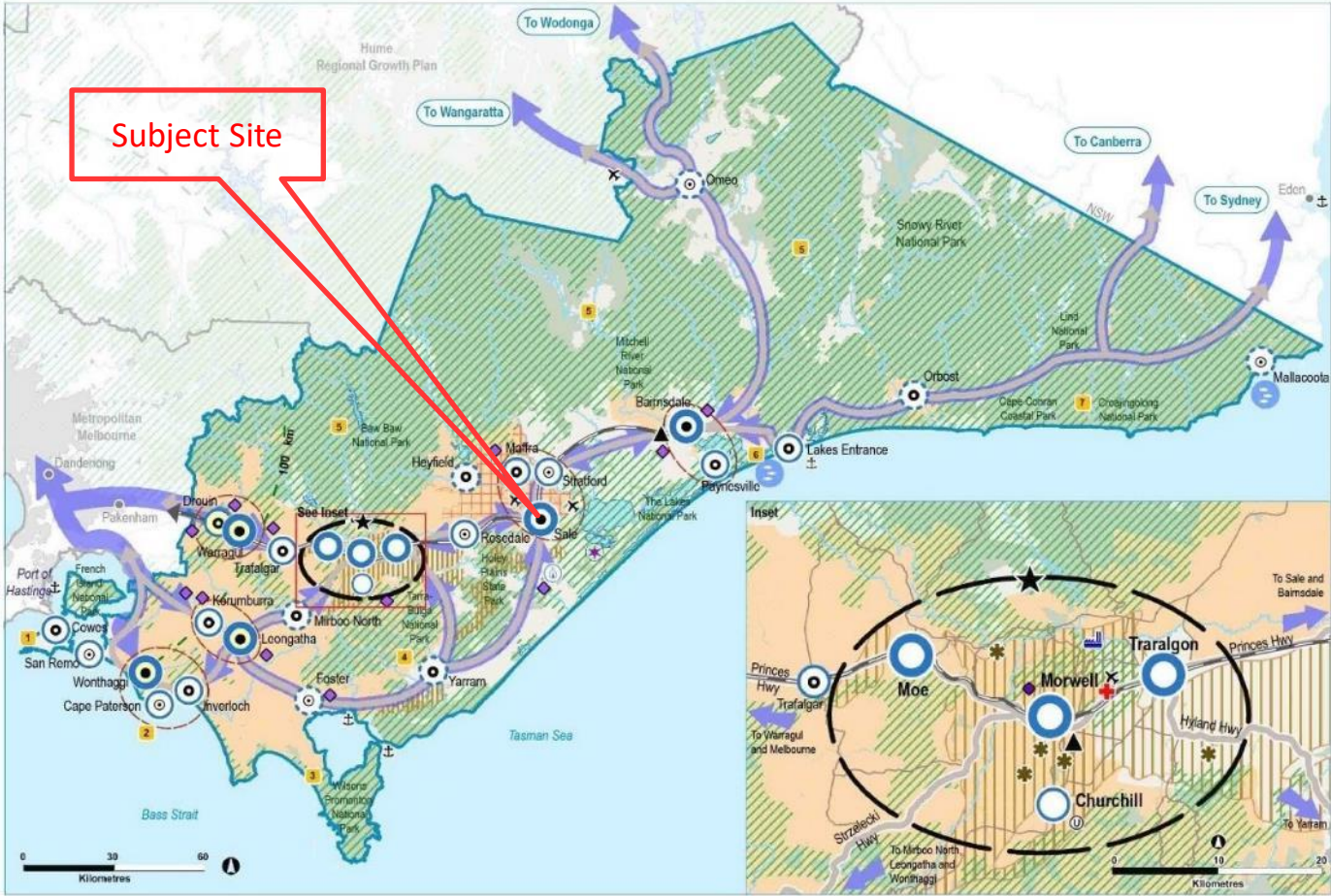
- Promoting housing diversity and inter-connected neighbourhoods close to a range of community facilities and services; and,
- Facilitating in-fill development within an established residential area that that will not detrimentally impact on any of the surrounding and existing residential buildings in the surrounding area.

As required through **Clause 56.01-1 & 2**, a Subdivision Site & Context Description and Design Response has been provided on the previous pages.

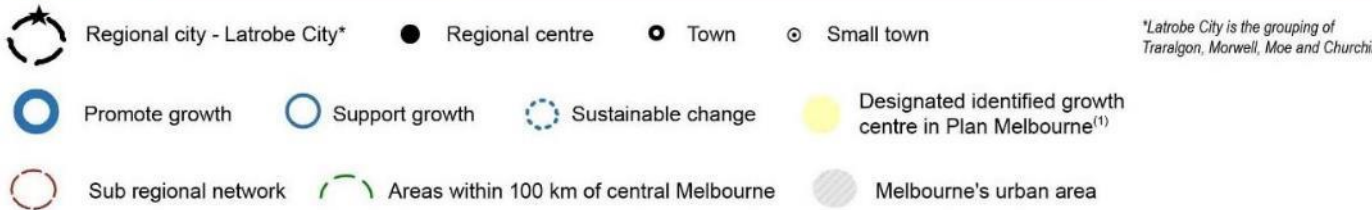
Orderly Planning:

The proposed development has been designed to facilitate the more intense development of an underutilised site that is within walking distance of a public bus stop, schools, convenience shopping and recreation facilities without detracting from the character of Stawell Street. This will increase housing diversity and density on fully serviced land at a similar density to that prevailing around the subject site. Council has consistently granted planning permits in similar circumstances. So, approval will represent a consistent, or orderly approach to planning.

GIPPSLAND REGIONAL GROWTH PLAN



SETTLEMENTS



SALE STRATEGY PLAN



The effect on the amenity of the area:

The proposed development can accommodate a new dwelling in a manner that can avoid overlooking or overshadowing adjoining dwellings. This will mitigate against any amenity impacts.

The proximity of the land to any public land.

The subject site abuts Stawell Street along its north boundary. The proposal will rely upon the existing crossover to Stawell Street for Lot 1 and a new one for Lot 2. Stawell Street is sufficiently well constructed to handle the additional traffic.

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

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

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

As above.

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

The subject site does not accommodate any significant vegetation, i.e. it is all planted.

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

As above and no street trees require removal to facilitate the creation of access.

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

The land is not recognised as being susceptible to flood, fire or erosion.

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

Each proposed lot has ample room to accommodate loading and unloading associated with residential uses on site. As such, it will avoid creating unsafe traffic behaviour on Stawell Street.

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

As above.

The suitability of the land for subdivision

The subject site is zoned to allow residential development and has access to a full suite of reticulated services and bitumen Council roads in excellent condition. It is located within 2km of a public bus stop, schools, passive and active recreation facilities and Sale's central activity district. So, the proposed density strikes the appropriate balance.

The existing use and possible future development of the land and nearby land.

All surrounding lots are used for residential purposes. There will unlikely be any opportunities for further development in future, given the size of each proposed Lot 2.

The availability of subdivided land in the locality, and the need for the creation of further lots.

Anecdotal evidence from local agents suggests that there is a shortfall of medium density lots in this part of Sale.

The effect of development on the use or development of other land which has a common means of drainage.

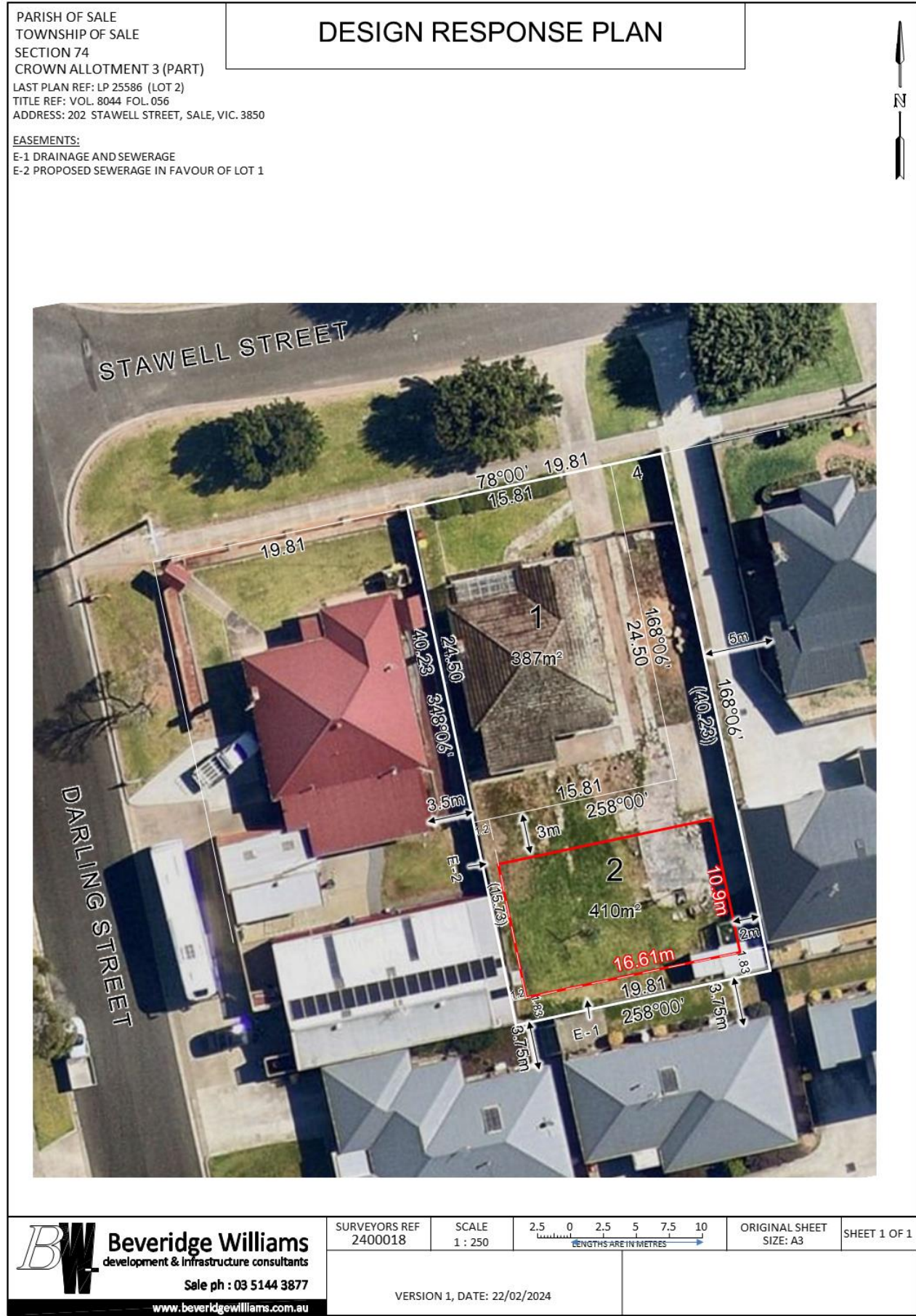
As stated above, the proposed development will outfall to the Council's reticulated drainage pits in Stawell Street. It is anticipated that a drainage plan demonstrating how this can be achieved without over burdening this asset will be requested as a condition of any permit issued.

The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.

The subject site is effectively devoid of significant vegetation. Hence, the proposed development is not fettered.

The density of the proposed development.

The proposed development provides 2 lots with average area of 398m². This density fits in neatly between that prevailing around the subject site.



The area and dimensions of each lot in the subdivision.

The area and dimension of each lot in the subdivision can be seen on the plan opposite.

The layout of roads having regard to their function and relationship to existing roads.

The proposed development relies upon Stawell Street for access, with the existing crossover used to provide access to Lot 1 and a new crossover used to provide access to Lot 2. Given the high quality construction of Stawell Street, the access arrangement is appropriate and can amply accommodate safe and efficient vehicle movements.

The movement of pedestrians and vehicles throughout the subdivision and the ease of access to all lots.

The proposed development doesn't include any public thoroughfares. Stawell Street and will provide ample access to each of the lots. This will ensure safe and easy access to the lots for vehicles and pedestrians.

The provision and location of reserves for public open space and other community facilities.

The development does not include an area of public open space. Given its limited scope, this is appropriate.

The staging of the subdivision.

The proposed subdivision is not intended to be staged.

The design and siting of buildings having regard to safety and the risk of spread of fire.

As shown opposite, each proposed lot can accommodate a dwelling that can enjoy ample boundary setbacks to avoid leading to an unacceptable risk of spreading fire.

The provision of off-street parking.

As shown opposite, each proposed lot retains ample space to accommodate provisions for off-street parking.

The provision and location of common property.

No common property is proposed or required.

The functions of any body corporate.

Not applicable.

The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.

As shown previously, the land enjoys access to a full suite of reticulated services.

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.

The land has access to reticulated sewer.

Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.

As discussed previously, there is no significant native vegetation on the property.

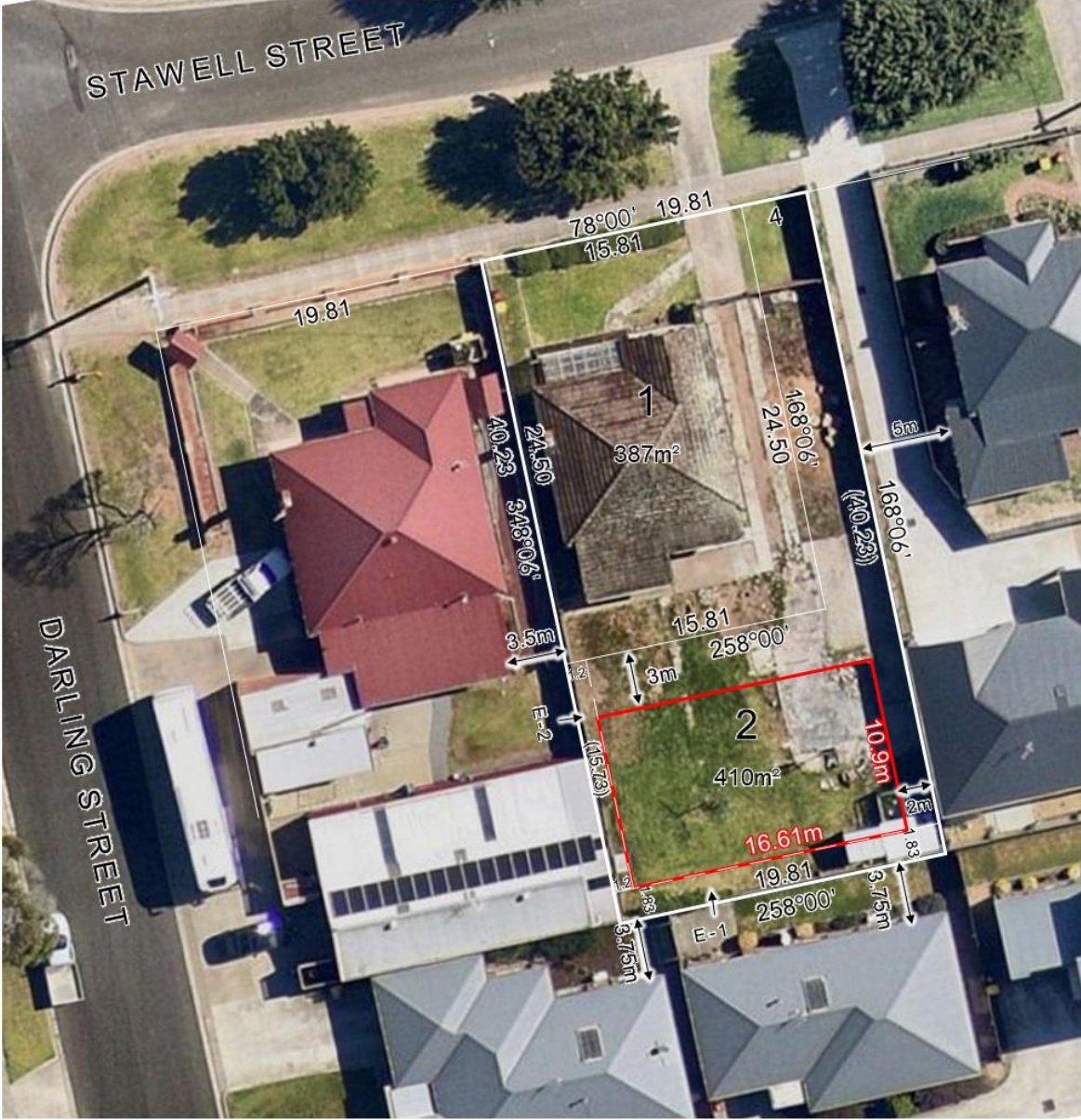
The impact the development will have on the current and future development and operation of the transport system.


The proposed subdivision will add 10 more vehicle movements onto Stawell Street per day. The existing bitumen roadway has ample capacity to accommodate the additional burden. The new crossover to proposed Lot 2 will enjoy ample sightlines in each direction. Hence, there will be no risk of the development creating unsafe traffic behaviour.

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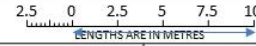
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E-1 DRAINAGE AND SEWERAGE
E-2 PROPOSED SEWERAGE IN FAVOUR OF LOT 1

DESIGN RESPONSE PLAN





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SURVEYORS REF 2400018	SCALE 1 : 250		ORIGINAL SHEET SIZE: A3	SHEET 1 OF 1
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