



Ararat Rural City

59 Vincent Street, Ararat
PO Box 246
Ararat, Victoria
Australia 3377
(03) 5355 0200
council@ararat.vic.gov.au
www.ararat.vic.gov.au

Office Use Only

VicSmart: **No**

Specify class of VicSmart application:

Application No:

Date Lodged: **24/11/2021**

Application for Planning Permit

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



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



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



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

Application type

Is this a VicSmart Application?*

No

If yes, please specify which VicSmart class or classes:



If the application falls into one of the classes listed under Clause 92 or the schedule to Clause 94, it is a VicSmart application

Pre-application meeting

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

True

If 'yes', with whom?: **Veronica**

Date: **17/11/2021**

day / month / year

The Land

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

Street Address*

Unit No:

St. No: **1**

St. Name: **Blackie Avenue**

Suburb/Locality: **Ararat**

Postcode: **3377**

Formal Land Description*

Complete either A or B

This information can be found on the certificate of title.

A

Lot No: **1**



Lodged Plan



Title Plan



Plan of Subdivision

No: **430736L**

OR

B


Crown Allotment No:


Section No:

Parish/Township Name:


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


The Proposal

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


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

Keep the existing house and subdivide the rear block into 4 more blocks. A total of 5 lot sub division

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

 Estimated cost of development for which the permit is required*

Cost **\$90,000.00**

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


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

Existing Conditions

Describe how the land is used and developed now*

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

4 bedroom house

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


Title Information

Encumbrances on title*

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

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

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

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

Applicant and Owner Details ⓘ

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

Applicant *

The person who wants the permit

Name:		
Title:	First Name: Sudhanshu	Surname: Goel
Organisation (if applicable): e2eGrowth Consultants Pty Ltd		
Postal Address		If it is a PO Box, enter the details here:
Unit No:	St. No: 8	St. Name: Stephens street
Suburb/Locality: Montmorency	State: Vic	Postcode: 3094

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Contact person's details*	Same as applicant (if so, go to 'contact information')	<input type="checkbox"/>
Name:		
Title: Mr	First Name: Sudhanshu	Surname: Goel
Organisation (if applicable):		
Postal Address		If it is a PO Box, enter the details here:
Unit No.:	St. No.: 8	St. Name: stephens street
Suburb/Locality: Montmorency	State: VIC	Postcode: 3977

Please provide at least one contact phone number *

Contact Information	
Business Phone:	Email: admin@e2egrowth.com.au
Mobile Phone: 0400121792	Fax:

Owner *

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

Name:		
Title: Mr	First Name: Anurag	Surname: Sehgal
Organisation (if applicable):		
Postal Address		If it is a PO Box, enter the details here:
Unit No.:	St. No.: 22	St. Name: Reynard Place
Suburb/Locality: Cranbourne east	State: vic	Postcode: 3977
Owner's Signatory (optional):	Date:	
	day / month / year	

Information Requirements


Is the required information provided?

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

- Yes
- No

Declaration

This form must be signed by the applicant*

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

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

Signature:
Sudhanshu Goel
e2eGrowth Consultants Pty Ltd

Date: 24 November 2021


day / month / year

Checklist

Have you:

Filled in the form completely?

Paid or included the application fee?

 Most applications require a fee to be paid.
Contact Council to determine the appropriate fee.



Provided all necessary supporting information and document?

A full and current copy of the information for each individual parcel of land forming the subject site.

A plan of existing conditions.

Plans showing the layout and details of the proposal.

Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.

If required, a description of the likely effect of the proposal (eg traffic, noise, environmental impacts).

Lodgement

Lodge the completed and signed form and all documents with:

Ararat Rural City Council

Contact information:

Telephone: (03) 5355 0200

PLAN OF SUBDIVISION

EDITION 1

PS907082Q

LOCATION OF LAND

PARISH: ARARAT

TOWNSHIP: ARARAT

SECTION: J

CROWN ALLOTMENT: 12 (Part)

CROWN PORTION:

TITLE REFERENCE: Vol.8806 Fol.706

LAST PLAN REFERENCE: Lot 1 TP430736L

POSTAL ADDRESS: 1 BLACKIE AVENUE, ARARAT 3377
(at time of subdivision)

MGA CO-ORDINATES: E: 669920 ZONE: 54
(of approx centre of land in plan) N: 5871400 GDA 94

VESTING OF ROADS AND/OR RESERVES

NOTATIONS

IDENTIFIER	COUNCIL/BODY/PERSON
NIL	NIL

NOTATIONS

DEPTH LIMITATION: 15.24 Metres

SURVEY:
This plan is ~~is~~ based on survey.

STAGING:
This ~~is~~ is not a staged subdivision.
Planning Permit No.

This survey has been connected to permanent marks No(s).

In Proclaimed Survey Area No.

EASEMENT INFORMATION

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

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

ARARAT SURVEY PTY LTD
PO BOX 1399 BAKERY HILL 3354
PHONE 53 344448

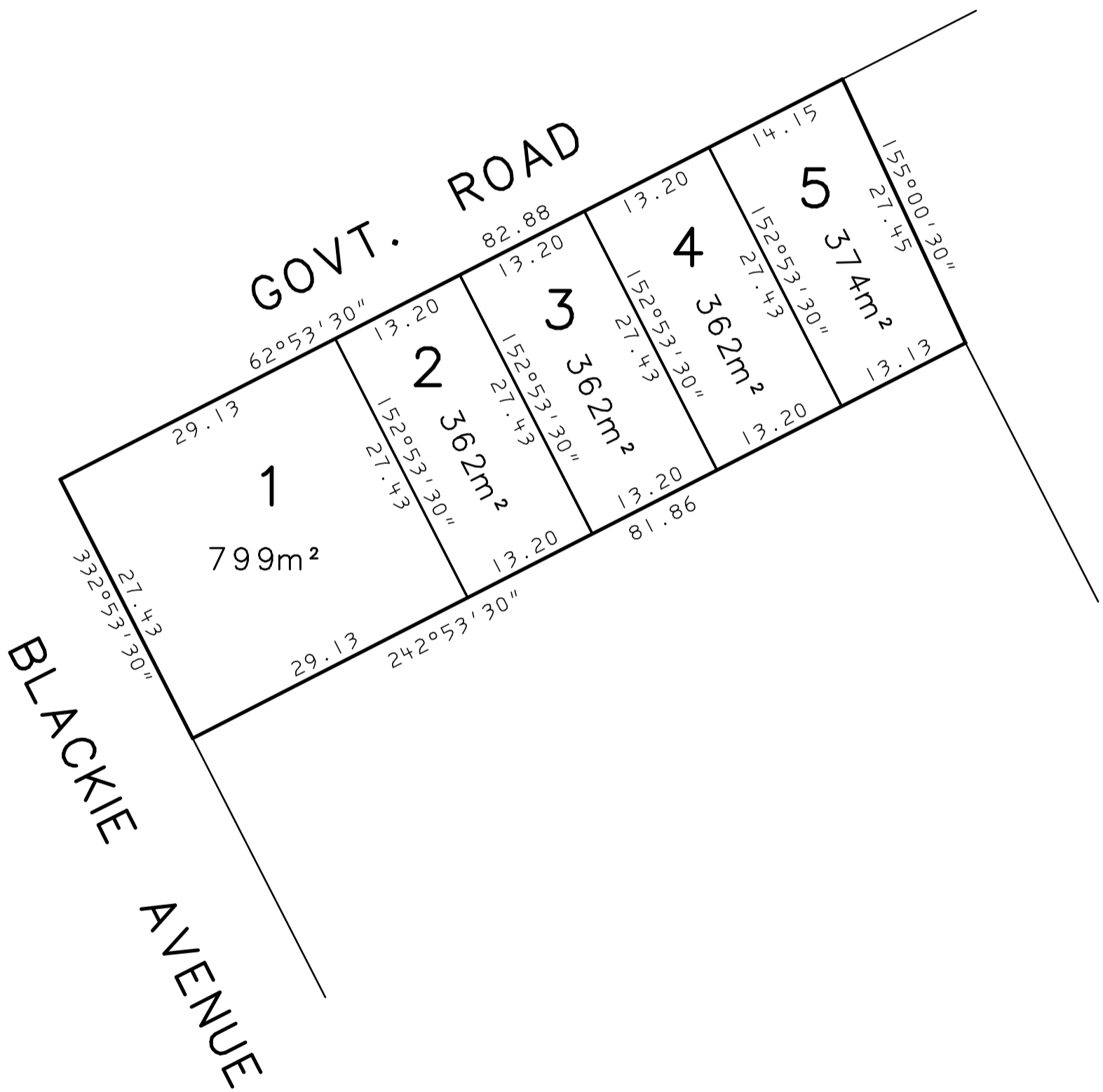
SURVEYORS FILE REF: 211105

ORIGINAL SHEET
SIZE: A3

SHEET 1 OF 2

DARREN KEVIN FORD VERSION No.1

MGA2020 ZONE 54



ARARAT SURVEY PTY LTD
 PO BOX 1399 BAKERY HILL 3354
 PHONE 53 344448

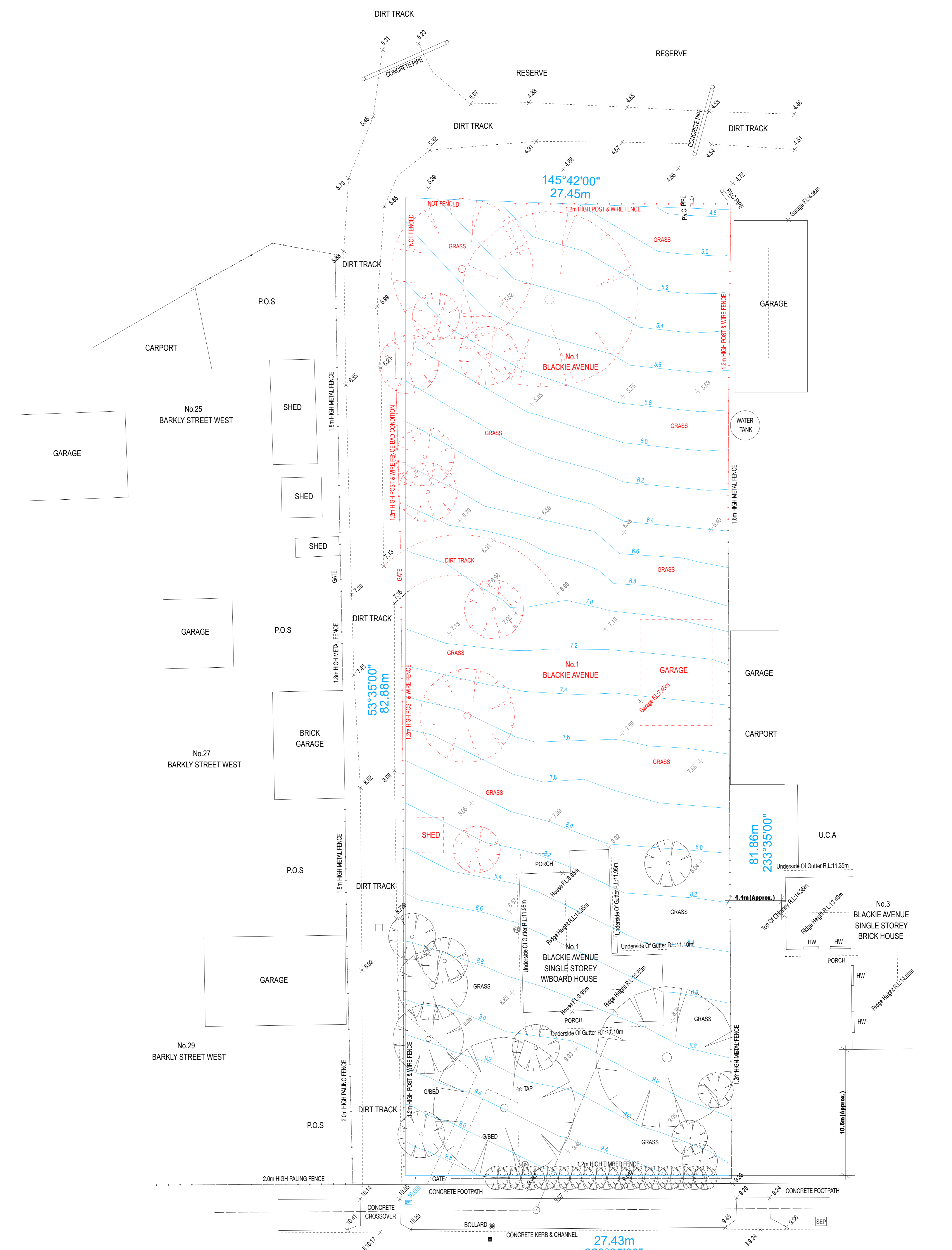
SCALE
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ORIGINAL SHEET
 SIZE: A3

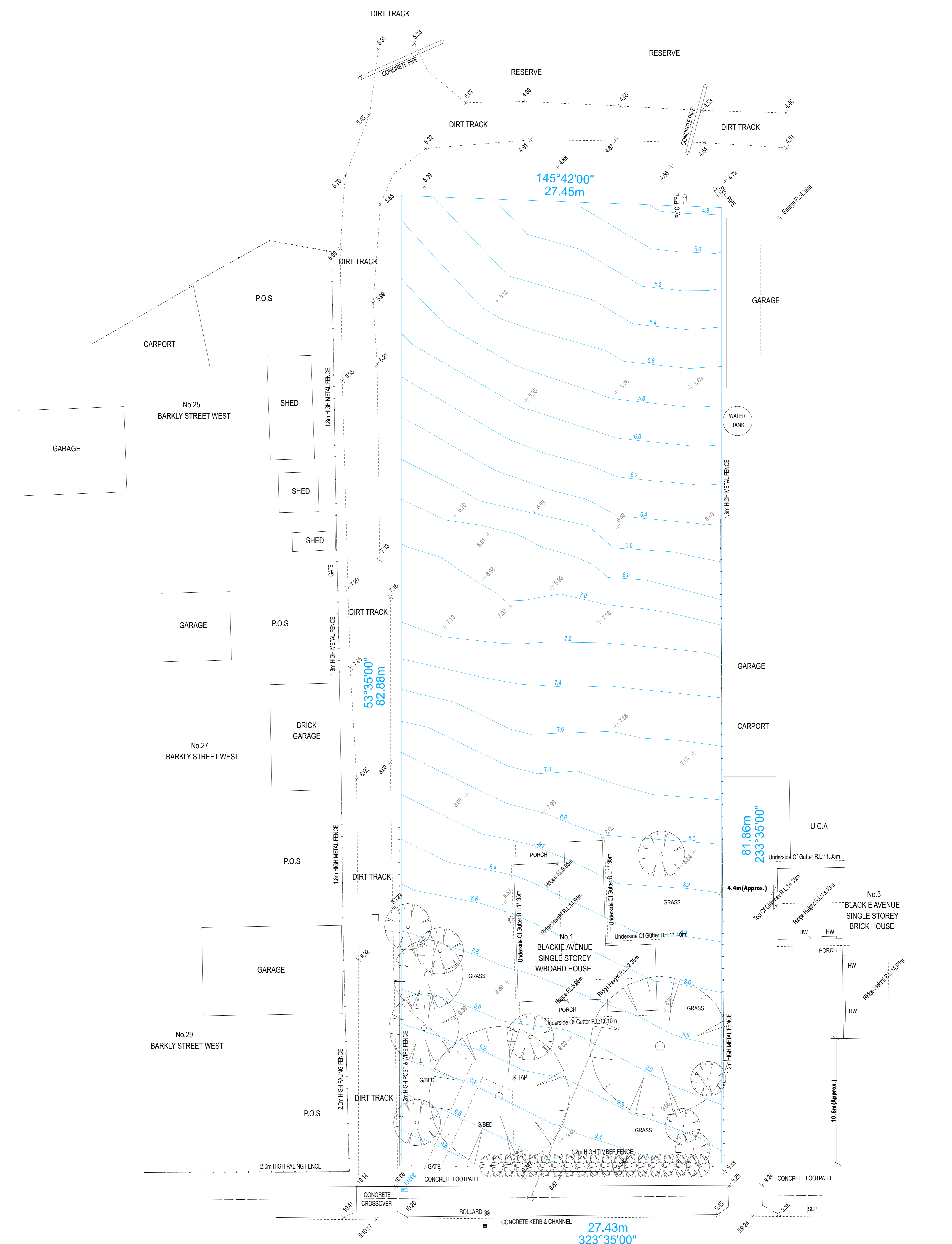
SHEET 2

DARREN KEVIN FORD VERSION No.1



BLACKIE AVENUE

EXISTING / DEMOLITION PLAN



BLACKIE AVENUE

PROPOSED SITE PLAN



BLACKIE AVENUE

PROPOSED SUBDIVISION PLAN



BLACKIE AVENUE
PROPOSED SUBDIVISION WITH FOOTPRINT

To the Manager of Planning, Community and Compliance.

I hereby lodge my objection to the application planning permit no PA 3085

My reasons are

Privacy - There will be no protection for either my family or owner/renter of that dwelling behind us. My back verandah will have full view of all the new dwellings.

Noise - Not knowing the dwelling size, the amount of people could double, more cars, visitors, foot traffic. Plus unknown if it will be a road or driveway, so that leads to service vehicle's on top of what is already going on too much.

Safety - More dwellings, more chance of vandalism to property's and worse people.

Plans - There is no set, clear plan on what is being placed, dwelling size, works to the back lane, not enough information. Am I able to still gain access to my back lane entrance.

Laneway - The lane is not wide enough for anymore dwellings. The state of the lane now is a joke. more traffic will only kill it more.

Our clothesline is closer to the back lane, when it's dry and windy, our clothes get covered in dust, more vehicles will make it worse.

If the laneway is to be repaired, has the other property's assets, connections been taken into account. (i know for a fact that the sewer main will fail as it's not deep enough and the pipework is too old.

My shed is on the edge of falling apart with unnecessary vibration.

If the lane remains the same, how am i to gain access to my yard or let alone an emergency vehicle. Even worse if the plantation catches fire and is unable to gain access with all the dwellings cars parked in the laneway.

I encourage you to visit our property and stand on the back verandah and look at we will be looking at.

How can this planning permit go ahead with no clear plan of the dwellings or lane plans and even worse to have such a short period to reply.

Sincerely

[REDACTED]

[REDACTED]

ARARAT-4231

emailed 21/12/21

21 December 2021

To the Attention of
Veronica Schilling
Manager Planning, Community & Compliance
Ararat Rural City Council
Vincent St, Ararat Vic 3377

ARARAT RURAL CITY RECEIVED	
22 DEC 2021	
REFERRED TO	Veronica
FILE No.
DOC ID No.



ENTERED

Objections to an Application for Planning Permit
5 Lot Subdivision
Planning Permit No. PA3085
1 Blackie Avenue, Ararat being
Lot 1 TP430736L, V8806, F706,
Township & Parish of Ararat

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Summary and Statement

We, the owner occupiers of [REDACTED] [REDACTED] formally lodge our objections to the proposed subdivision and associated future building developments, the nature of which is unknown at this stage, on the existing allotment of 1 Blackie Avenue, Ararat.

Our objections and reasons for such are varied and relate not only to several physical aspects of the proposed development, but also to the detrimental effect this development will inflict upon the enjoyment and satisfaction we currently experience living in the tranquil setting of our home of 10 years at [REDACTED]

We also firmly believe that this subdivision and associated future building developments, if allowed to proceed, will be the catalyst for the continuous erosion of the unique community spirit and neighbourhood character forged over many years by the past and present owners of the properties along the North-Eastern side of Blackie Avenue; a quality that we, as ratepayers, believe should be respected, encouraged and protected by the Ararat Rural City Council.

We are not opposed to the concept of new developments within the City of Ararat, but we firmly believe that developments need to appropriately respect the neighbourhood character of the immediate area. The high-density nature of this proposed sub-division will have a detrimental effect on the character of our neighbourhood. We believe people are attracted to Blackie Avenue and adjoining streets because of the space, privacy and the fabric of rural living that attracted us to our home in Blackie Avenue ten years ago.

The sub-dividing of this allotment at 1 Blackie Avenue will not offer attractive properties as they will face into the rear yards of properties facing Barkly Street West and will be in very close proximity to each other. This is not conducive to providing a good standard of living in the area especially in the COVID world in which we currently live.

We trust that all involved will give due consideration to our objections and respect our opinions in relation to this matter.

Objections:

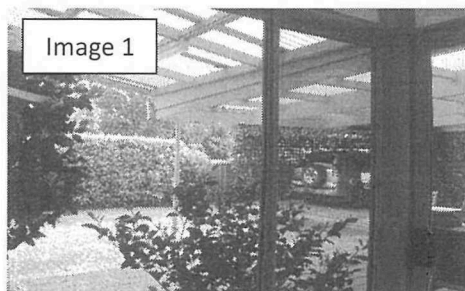
Lot 1.

We object to the fact that there is no reference on the plans for the proposed subdivision to provisions for parking on Lot 1 as required in the Victorian Planning Provisions. We are concerned that there may be future plans for further subdivision of this lot.

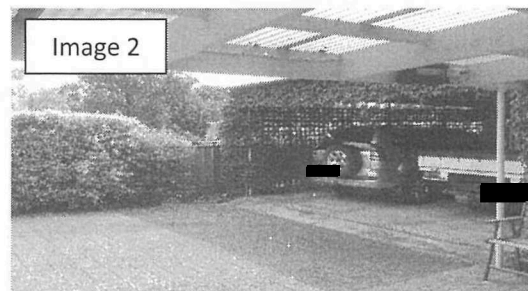
Lot 2.

We object to the proposed subdivision and housing development on Lot 2 of 1 Blackie Ave for the following reasons...

- The proposed subdivision of the site and the impending future inclusion of a dwelling on Lot 2, the nature of which is unknown at this stage, will detract from the existing 'neighbourhood character' which currently consists 'predominantly' of single owner occupied dwellings situated to the front of large blocks with landscaped rear gardens that provide a natural attraction for native birds and animals as well as creating a truly unique culture of communal interaction between neighbours and the shared enjoyment of the beauty and peacefulness of what was originally zoned as a 'Low Density Residential' area.
- The proposed dwelling on Lot 2 will be in our direct line of sight from existing windows in our lounge room, sunroom and family room as well as from our alfresco dining and entertaining area and carport / entertaining area. This will create the potential for conflict with future neighbors over privacy issues. Refer Images 1 & 2



View through Sunroom Window



View through Family Room window and from Alfresco Dining & Entertaining area

- Our block is raised in height ranging from 850mm above the ground level of the proposed Lot 2 at the front of our existing carport / entertainment area to a height of 1400mm at the back of our existing carport / entertainment area. The current view from our existing carport / entertainment area from this raised height is obstructed during the Summer months by the foliage of deciduous vines which grow on the wooden lattice cladding of our carport / entertainment area.

During the Winter months, the leaves on the vines fall off exposing us to a view of the existing Galvanized Steel shed which is situated about 1500mm from the boundary. If the development

Lot 2 cont.

goes ahead and the shed is removed as proposed, we will be able to see directly into the proposed 'Private Open Space' of Lot 2, especially during the Winter months when the foliage is gone. We will also be in clear view of the future occupants of Lot 2 while we are on this part of our property. This is a situation we would rather not be presented with because it will detract from our current privacy, lifestyle and enjoyment of our property, as well as creating the potential for conflict with future neighbours over privacy issues. Refer to Image 3.



View from Carport / Entertainment Area showing the existing Galvanized Shed visible through the semi deciduous state of the vines and the lattice.

- The fencing shown on the plan along the border of Lot 2 and our property varies between 1200mm and 1600mm (presumably constructed of the same materials and in matching colour to our existing fencing). We find the proposed height of this fencing inadequate to provide a respectable level of privacy between properties.
- Increased human habitation on Lot 2 will increase two-fold the noise levels from both human activities and private and service vehicles audible from our property, therefore detracting from our current quiet lifestyle as well as detracting from the level of livability and enjoyment we currently experience from our home.
- Increased human habitation on this allotment will increase two-fold the amount of private vehicular traffic within Blackie Avenue and therefore increase the level of vehicular generated noise within the neighbourhood.
- The proposed subdivision of the site and the impending future inclusion of a dwelling on Lot 2, the nature of which is unknown at this stage, will detract from the existing neighbourhood character which currently consists predominantly of single owner occupied dwellings situated to the front of large blocks with landscaped rear gardens that provide a natural attraction for native birds and animals as well as creating a truly unique culture of communal interaction and shared enjoyment of the beauty and peacefulness of what was originally zoned as a 'Low Density Residential' area.

Lots 3,4 & 5.

We object to the proposed subdivision and housing development on Lots 3, 4 & 5 of 1 Blackie Ave for the following reasons...

- As per the privacy issues from our carport previously stated for Lot 2, we will face the same privacy issues with Lot 3.
- The proposed subdivision of the site and the impending future inclusion of dwellings on Lot 3, 4 & 5, the nature of which is unknown at this stage, will detract from the existing 'neighbourhood character' which currently consists 'predominantly' of single owner occupied dwellings situated to the front of large blocks with landscaped rear gardens that provide a natural attraction for native birds and animals as well as creating a truly unique culture of communal interaction between neighbours and the shared enjoyment of the beauty and peacefulness of what was originally zoned as a 'Low Density Residential' area.
- We also have concerns relating to the potential for shadowing of our property, line of site and privacy associated issues created by the impending future inclusion of dwellings on Lots 3, 4 & 5, the nature of which are unknown at this stage.
- The proposed fencing along the border of Lots 3, 4 & 5 and our property is 1600mm (presumably constructed of the same materials and in matching colour to our existing metal fencing). We find the proposed height of this fencing inadequate to provide a respectable level of privacy between properties.
- Increased human habitation on Lot 3, 4 & 5 will dramatically increase three-fold the noise levels from both human activities and private and service vehicles, which will be audible from our property, therefore detracting from our current quiet lifestyle as well as detracting from the level of livability and enjoyment we currently experience from our home.
- Increased human habitation on Lots 3, 4 & 5 will increase three-fold the amount of private vehicular traffic within Blackie Avenue and therefore increase the level of both private vehicular generated noise within the neighbourhood.
- Increased human habitation on Lots 3, 4 & 5 will increase three-fold the number of private vehicles frequenting that property, therefore creating the potential for parking congestion within the access laneway, on Blackie Ave, and in the public reserve at the rear of the property.

Entire Proposed Sub-division

We object to the entire proposed subdivision of 1 Blackie Ave for the above listed and including the following reasons...

- The proposed subdivision of the site and the impending future inclusion of dwellings on Lot 2,3, 4 & 5 , the nature of which is unknown at this stage, at the rear of 1 Blackie Avenue is not in line with and will detract from the existing 'neighbourhood character' which currently consists 'predominantly' of single owner occupied dwellings situated to the front of large blocks with landscaped rear gardens (Refer Image 4) that provide a natural attraction for native birds and animals as well as creating a truly unique culture of communal interaction and shared enjoyment of the beauty and peacefulness of what was originally zoned as a 'Low Density Residential' area.



Image 4

An example of the existing large landscaped rear gardens that typify the 'neighbourhood character' of properties on the North – East side of Blackie Ave.

- The proposed development has already and will continue to disrupted and have a detrimental effect on our lifestyle and enjoyment of living at our home at [REDACTED]
- The proposed development has already and will continue to have a detrimental effect on our health and wellbeing by creating unwanted stress and anxiety over the consequences and outcomes of the situation.
- One of the occupants of our dwelling is a home-based Professional Writer whose enjoyment and satisfaction of working in the peaceful environment that currently exists will be badly affected should the development go ahead, especially during the lengthy construction phase.

Entire Proposed Development cont..

- The majority of similar recent developments in Ararat are not sold on to owner occupiers but become rental properties. We face the very distinct possibility of being bordered by five rental properties on the north side, a far different and less desirable situation than the one, (one neighbouring family on each side), that influenced us to purchase our property for the peaceful and tranquil environment in which it is currently situated.
- Increased human habitation on Lots 1,2,3,4 & 5 will increase five-fold the noise levels from both human activities and both private and service vehicles, audible from our property, therefore detracting from our current quiet lifestyle as well as detracting from the level of livability and enjoyment we currently experience from our home.
- Increased human habitation on Lots 1, 2, 3, 4 & 5 will increase five-fold the amount of private vehicle traffic within Blackie Avenue and therefore increase the level of private vehicular generated noise within the neighbourhood.
- The development of the Laneway will entice more traffic to travel along the undeveloped fire trail past the rear of our property and the rear of all other properties along the North-East side of Blackie Ave, increasing the level of vehicle noise and dust.
- The development of the Laneway will entice more traffic to travel along the section of undeveloped laneway between Blackie Avenue and Gossip Avenue, increasing the level of vehicle noise and dust. The current occupants of 1 Blackie Ave presently use this route on a regular basis.
- We believe there will be an issue with run off from the storm water drainage from this development increasing the amount of minor flooding that occurs in the rear lane way / fire trail behind our allotment. As no plans regarding drainage are available we can only assume this potential issue will be addressed.

Other Concerns & Questions

- The nearest Fire Hydrant location on Blackie Ave is located at a distance from the farthest corner of the proposed dwelling on Lot 5 that may exceed the maximum distance allowed within the Ararat Planning Scheme.
- Parking provisions to meet the requirements as per Victorian Planning Provisions. Can you please advise if and how the provisions for parking on the site map provided meet with the requirements of the Victorian Planning Provisions?
- A previous application for subdivision and development at 1 Blackie Ave was subject to amendments by council that recommended the widening /upgrade of the access laneway to the properties over concerns of safe access for the increase of local traffic and service vehicles, lack of parking spaces, as well as concerns over the integrity of the existing service easements within and under the laneway. Will this still be the case with the new application, and if not can you please explain why?

Other Concerns & Questions Cont..

- Will the entrance/exit of the laneway off Blackie Avenue meet with the requirements stipulated in Clause 52.06-9 of the Victorian Planning Provisions for accessways. If not could you please explain why not?
- There is currently no provision for parking on Lot 1, which is not consistent with the requirements to provide adequate parking for a Dwelling with 3 or more bedrooms as per the Victorian Planning Provisions.
- Will provisions be made for safe and appropriate storage of garbage bins on each lot and has consideration been given to the collection point for each set of bins? Please advise. We ask this question due to concerns around increased noise during collection and the potential for odours from such a large amount of bins in a small area in close proximity to our property.

Contact Details

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

21st December 2021

To the Ararat Planning Officer,

We have a number of concerns about the planned subdivision to place 4 dwellings on the back of the dwelling on 1 Blackie Avenue, Ararat.

Our concerns are based on the effect on the neighbourhood character as the build does not respect the local heritage and open space of the area. We have concerns about the effect on the safety of the laneway, the parking and the likelihood that the utilities will cope with the number of houses.

We did not have issues with the original development of 3 dwelling on the block but feel that 4 new dwellings and the likelihood of 2 more will have a negative effect on the character and the ambiance.

- We feel **the current dirt road will be unsafe** for 4 new dwellings. The plan does not state that the road is going to be built with a footpath (as specified for the previous development). The lane is very thin and we walk the dog down through that area.
- **Parked cars and traffic in the bush area (fire escape road)**: cars from the dwellings will travel through the bush area which will have an effect on our lifestyle.
- **Parking and bin collection**: there is insufficient space to park extra cars and no curbside bin collection. 4 new dwellings will have at least 8 bins at this stage plus the original house.

We moved to this area of Ararat because of the large blocks and country feel of the bush and the reservoir walking tracks. We enjoy a quiet end of town because of the low density housing. Also we do not want the extra lighting that will be needed in and around the laneway.

- I would also like to query the **percentage of the blocks that covered by construction** (is 65% the maximum)
- I would like a **guarantee from the council that utilities will cope** with the high density housing. We have measured traffic congestion and bin collection issues but will the Internet, water and sewerage systems cope with the development.

We feel that the small blocks and high percentage of construction on the blocks doesn't suit the character of this neighbourhood (or Ararat in general). The town needs more rentals or preferably affordable housing but they should endeavor to promote healthy country living. This is why we did not complain about the original development.

Thank you for considering our concerns. We look forward to discussing these points with you.

Yours sincerely

[Redacted signature]

[Redacted address]

Veronica Schilling
Manager Planning, Community & Compliance
Ararat Rural City
PO Box 246
ARARAT VIC 3377

14 December 2021

Dear Veronica

Re: Application for Planning Permit No. PA3085
1 Blackie Avenue
5 Lot Subdivision

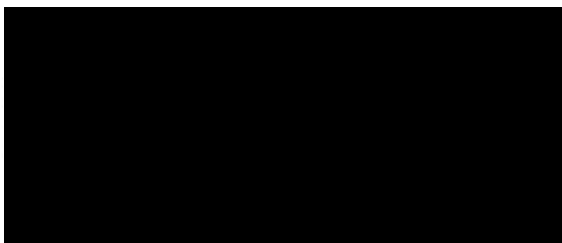
We write in connection with the above planning application, we have examined the plans and we are familiar with the site, and having studied the plans at some length, we wish to object strongly to the development of these units in this location, we would like to make the following observations and objections.

1. By allowing these units to be built on the existing piece of property, the amount of noise that will be generated will be unbearable for area residents. Idling cars will sacrifice the air quality, and the surrounding area will be spoilt with volume of cars coming up and down the laneway.
2. Are the units going to be two storeys?
3. If 2 storeys, upstairs windows overlooking existing properties would have to be opaque glass according to building regulations.
4. If the development overlooks adjoining residents – loss of privacy in private personal spaces (i.e., backyards) this will be a significant issue for existing residents
5. The use of balconies overlooking our properties will also result in unacceptable noise levels as will the installation of air conditioning equipment.
6. Overdevelopment or overcrowding of the site particularly where the proposal is out of character in the area.
7. Effect of the development on the character and appearance of the crown land area beside the proposed development.
8. Will the proposed development 'fit in' with our neighbourhood?
9. Influx of larger number of residents in confined space will upset our neighbourhood causing congestion and noise disturbance.
10. How will the additional noise from the proposed property be managed?
11. Will the units have sufficient car parking space for tenants' cars and visitor parking – 1 car parking space per 5 units.
12. Where is the parking for the existing house?
13. At least 10 cars coming up the laneway opposes a problem for the resident of 2 Blackie Avenue at night with constant headlights appearing in her lounge room window.

14. How is the laneway going to be developed as in lower the road or heighten the road level, how will this affect our back fences?
15. If this permit is approved, consideration should be given to making the laneway one way entering from Blackie Avenue and exit out at rear of Blackie Avenue residents to Mulcahy Road or continuing laneway to Gossip Avenue as an outlet.
16. Overflow of visitors or residents of the units, will have to park in Blackie Avenue this will make the street more unattractive and dangerous (Heavy vehicles use this street) constant car parking would eliminate access for garbage collection trying to collect 5 bins each week, 10 bins each fortnight.
17. Will the garbage trucks go down the laneway in the early hours of the morning? Will they be required to reverse out of the laneway - beepers?
18. How wide will the laneway be? At present the laneway is inadequate for emergency vehicles to enter e.g., Fire Brigade and Ambulance, etc
19. Fire hoses would not be effective from Blackie Avenue to the last unit for fire access.
20. Will there be a turning point at the end of the lane for emergency services?
21. How will traffic volumes entering and exiting the proposed development, during and after construction affect the pedestrian amenity of the streetscape.
22. Where will the tradesman park during this time of construction?
23. What street/laneway lighting will be required when units are constructed, will there be power poles and lighting or is the power going underground?
24. Will the development affect the drainage in the area?
25. What will happen to the sewerage easement in the laneway?
26. Barkly Street West residents rear storm water drains run into the laneway how will these be dealt with?
27. Is the development laneway going to be designed to be accessible and visitable by people with limited mobility?
28. How do we cope with residents barking dogs?

Overall, we feel the permit that would allow this to take place is not in the best interest of the residents of Blackie Avenue and Barkly Street West and we strongly urge you to consider your decision.

We hope you will take our objections into consideration when coming to your decision and we truly hope that permission will be REFUSED.



[REDACTED]

From:

[REDACTED]
Monday, 13 December 2021 11:14 PM

To:

Planning

Subject:

Application for planning permit No PA3085 1 Blackie Avenue Ararat 5 Lot Subdivision

Dear Veronica

I'm writing this email in response to a letter I received in the mail regarding the intended proposal to subdivide and build 4 units at No1 Blackie Avenue Ararat.

My residence is [REDACTED] and I have two rear gates and a large shed where I need regular access into the laneway in question ,for a large caravan and car trailer.

At present I have problems negotiating the exiting and entering of my property .

I feel that the building of these units is going to cause major problems and need a lot of thought before proceeding.

Another issue is the sewerage which runs down the centre of the laneway.

The main sewerage is earthen ware pipe and isn't that deep and has a history of blocking due to trees in the bush reserve.

There are four houses that enter this main including No1 Blackie Avenue. My residence is the forth house which is on the down side of the main so every time there is a blockage guess where the first place the sewerage backs up too [REDACTED]

With the addition of another 4 premises You can only imagine the consequences unless the main is upgraded .

Another concern is the access for emergency services,garbage waste trucks and just general parking and through traffic.

There just isn't enough room with out major changes There are safety issues as well,no doubt there will be children living and playing around the immediate area and this creates a serious problem with cars ,caravans,trailer backing out of not only my residence but two others as well.

For your information

Kind regards

[REDACTED]

Sent from my iPhone

*Veronica Schilling
Manager Planning, Community and Compliance*

Dear Ms. Schilling,

I wish to express my concerns about the subdivision proposed for 1 Blackie Avenue Ararat, Lot 1, TP 430736L and to support the concerns of the residents at [REDACTED] and those in [REDACTED]

[REDACTED] whose properties back onto the access lane.

There are no subdivisions of similar density anywhere in the area and the erection of four new buildings would detract from the overview of the area. I ask that the following concerns be taken into account :

- 1. The parking congestion which will occur with five residences in such a small area*
- 2. The disturbance which will occur with such a large development*
- 3. The proximity of the buildings to the boundaries and the loss of privacy to the residents in adjoining properties*
- 4. The increased traffic along the access lane at the rear of the properties along Blackie Avenue*

Sincerely,

[REDACTED]

December 16, 2021

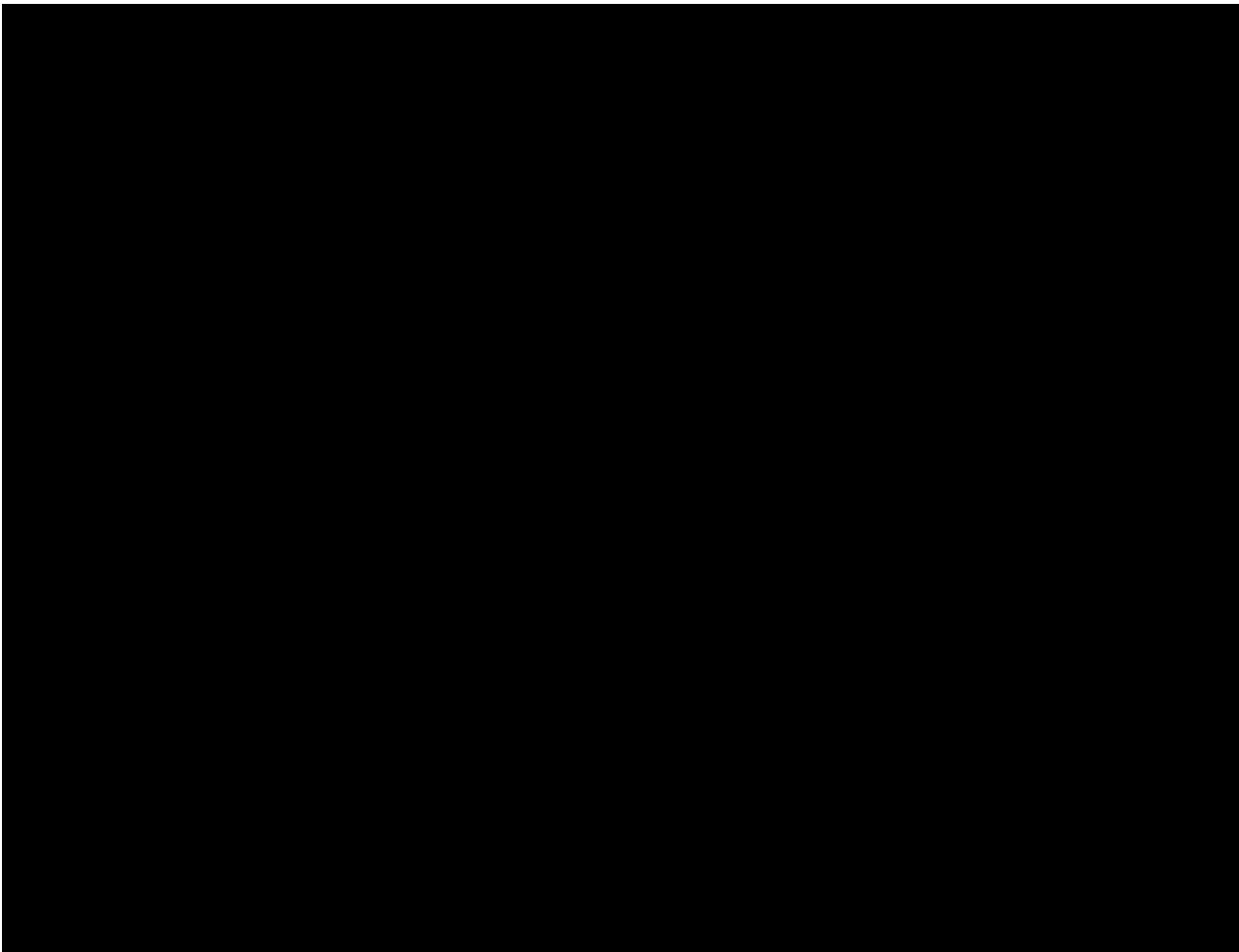
ARARAT RURAL CITY RECEIVED
17 DEC 2021
REFERRED TO
FILE No.
DOC ID No.

From: [REDACTED]
Sent: Monday, 31 January 2022 3:43 PM
To: Veronica Schilling <vschilling@ararat.vic.gov.au>
Subject: Re: 1 Blackie Avenue - follow up from meeting PA3085

Hi Veronica
Regarding what you have mentioned in your email about the reduction of lots from 4 to 3 plus house and the upgrade of the laneway to 5.2 m landscaping ect , curb and channeling, drainage and sewerage connection to existing infrastructure I have no objections providing the work is carried out to an exceptable standard
Kind regards
[REDACTED]

Sent from my iPhone

On 28 Jan 2022, at 3:54 pm, Veronica Schilling <vschilling@ararat.vic.gov.au> wrote:



From: Veronica Schilling

Sent: Friday, 4 February 2022 3:11 PM

To: [REDACTED]

Cc: Planning <planning@ararat.vic.gov.au>

Subject: FW: 1 Blackie Avenue - follow up from meeting PA3085

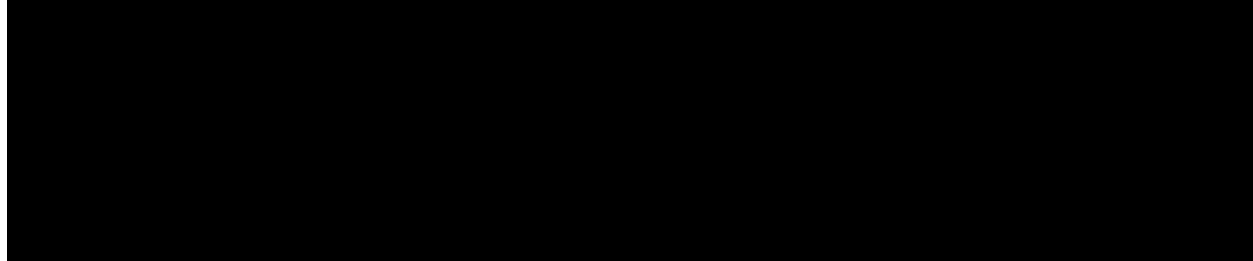
Thanks for the advice [REDACTED]. You have not indicated if you were in support of the reduction from 5 lots to 4. This is the next matter to be resolved. Once we know if there is consensus in that the applicant can confirm if plans are to be amended or not. Your response to this issue by Monday 9am is sought.

I will be back to you next week on the matter of a site visit or not.

Regards Veronica

Veronica Schilling
Manager Planning, Community & Compliance
Ararat Rural City Council
PO Box 246, Ararat 3377

T: (03) 5355 0222
F: (03) 5355 0278
M: 0409 174 164
E: vschilling@ararat.vic.gov.au
W: <http://www.ararat.vic.gov.au>



From: [REDACTED]
Sent: Wednesday, 2 February 2022 5:55 PM
To: Veronica Schilling <vschilling@ararat.vic.gov.au>; bwaterson@ararat.vic.gov.au; Bob Sanders <bsanders@ararat.vic.gov.au>; Gwenda Allgood <gallgood@ararat.vic.gov.au>; Henry Burr ridge <hburr ridge@ararat.vic.gov.au>; Jo Armstrong <jarmstrong@ararat.vic.gov.au>; Peter Beales <pbeales@ararat.vic.gov.au>; Rob Armstrong <rarmstrong@ararat.vic.gov.au>; [REDACTED]
[REDACTED]

Subject: RE: 1 Blackie Avenue - follow up from meeting PA3085

Hi Veronica, as Im entitled to this request, I would full like verification on what the council propose to do.

I don't care if it takes a week or so to organise.

As for not being able to meet on site, that is a cop out. I would like a name so it can be arranged.

Council should be there to assist with rate payers request.

Hopefully the councillors that were elected by the community can make the people voice have some say. I'm not asking for the earth to be moved, just wanting a explanation in what is proposed by the planning department. Once again the long term rate payer is getting screwed over.

Regards [REDACTED]

Sent from my Galaxy

----- Original message -----

From: Veronica Schilling <vschilling@ararat.vic.gov.au>
Date: 2/2/22 4:46 pm (GMT+10:00)
To: [REDACTED]
Cc: Wyatt Griffiths <WGriffiths@ararat.vic.gov.au>
Subject: RE: 1 Blackie Avenue - follow up from meeting PA3085

Dear [REDACTED]

Thanks for your email. My diary is currently fully committed for tomorrow and Friday and I am not in a position to meet your request.

As outlined when we met the detailed design will be guided by Council's Infrastructure Design Manual and prepared by professional external engineers and assessed by our internal engineering team.

Regards Veronica

Veronica Schilling

Manager Planning, Community & Compliance

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W: <http://www.ararat.vic.gov.au>



From: [REDACTED]
Sent: Wednesday, 2 February 2022 1:02 PM
To: Veronica Schilling <vschilling@ararat.vic.gov.au>
Subject: RE: 1 Blackie Avenue - follow up from meeting PA3085

Hi Veronica, I'd like to insist that we meet with you and a engineer to discuss what will be happening to the laneway and how it will be planned out. I'm more than happy to have all parties involved.

Regards [REDACTED]

Sent from my Galaxy

----- Original message -----

From: Veronica Schilling <vschilling@ararat.vic.gov.au>

Date: 31/1/22 2:47 pm (GMT+10:00)

To: Jjeh4 <Jjeh4@bigpond.com>

Subject: RE: 1 Blackie Avenue - follow up from meeting PA3085

Thanks for that [REDACTED]. I am sure he will keep me in the loop.

Regards V

Veronica Schilling

Manager Planning, Community & Compliance

Ararat Rural City Council
PO Box 246, Ararat 3377

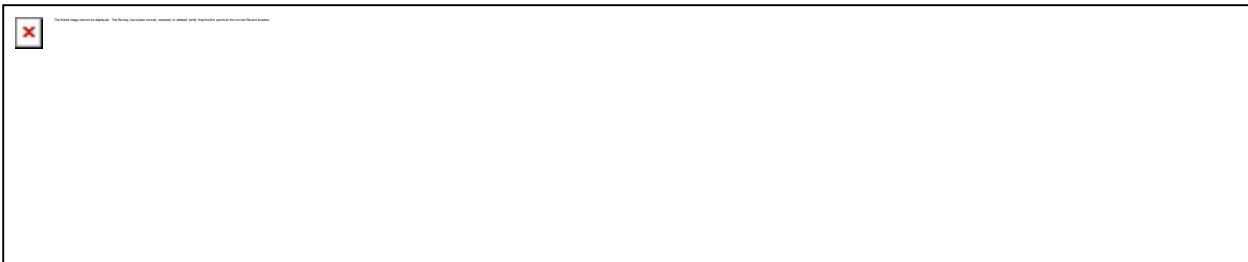
T: (03) 5355 0222

F: (03) 5355 0278

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E: vschilling@ararat.vic.gov.au

W: <http://www.ararat.vic.gov.au>



From: [REDACTED]
Sent: Monday, 31 January 2022 2:43 PM
To: Veronica Schilling <vschilling@ararat.vic.gov.au>
Subject: RE: 1 Blackie Avenue - follow up from meeting PA3085

I Veronica, I have replied to Ashu directly.

Regards [REDACTED]

Sent from my Galaxy

----- Original message -----

From: Veronica Schilling <vschilling@ararat.vic.gov.au>

[REDACTED]

[REDACTED]

Cc: Wyatt Griffiths <WGriffiths@ararat.vic.gov.au>

Subject: 1 Blackie Avenue - follow up from meeting PA3085

Good afternoon and thanks again for coming to meet tomorrow.

As discussed, Ashu and his team are offering to reduce the density of the development from 4 lots behind the existing house to 3 lots if there is a view that this will make the development less intrusive on the area. As was outlined yesterday revising the plans does come at an immediate cost for the drafting services and if this isn't something that will reduce people's concerns about the concept of the project then it isn't worth pursuing.

I have confirmed with our engineering team that the access to these lots would be acceptable with a 5.5m sealed surface on the laneway with:

- works to the intersection with Blackie Avenue to meet this width
- both surface and underground drainage to connect in with the surrounding area
- street lighting at the intersection
- landscaping of the verge area

Using the state mapping system this looks to be about the standard for the road pavement in Bailey Lane in Ararat (Ashu and Team you may find googling or LASSI useful to know what we are talking about).

With a subdivision permit detailed design plans to achieve this outcome would be prepared post-permit issue and reviewed by the engineering team against the Infrastructure Design Standards used by more than 40 councils in Victoria.

If you would like to see the revised plans and believe these have some prospect of reducing your concerns please let either Ashu, Tim or myself know by the end of the day on Monday 31 January 2022. If you don't believe this is worth pursuing then advice to that effect would also be appreciated.

Regards Veronica

█

Veronica Schilling

Manager Planning, Community & Compliance

Ararat Rural City Council
PO Box 246, Ararat 3377

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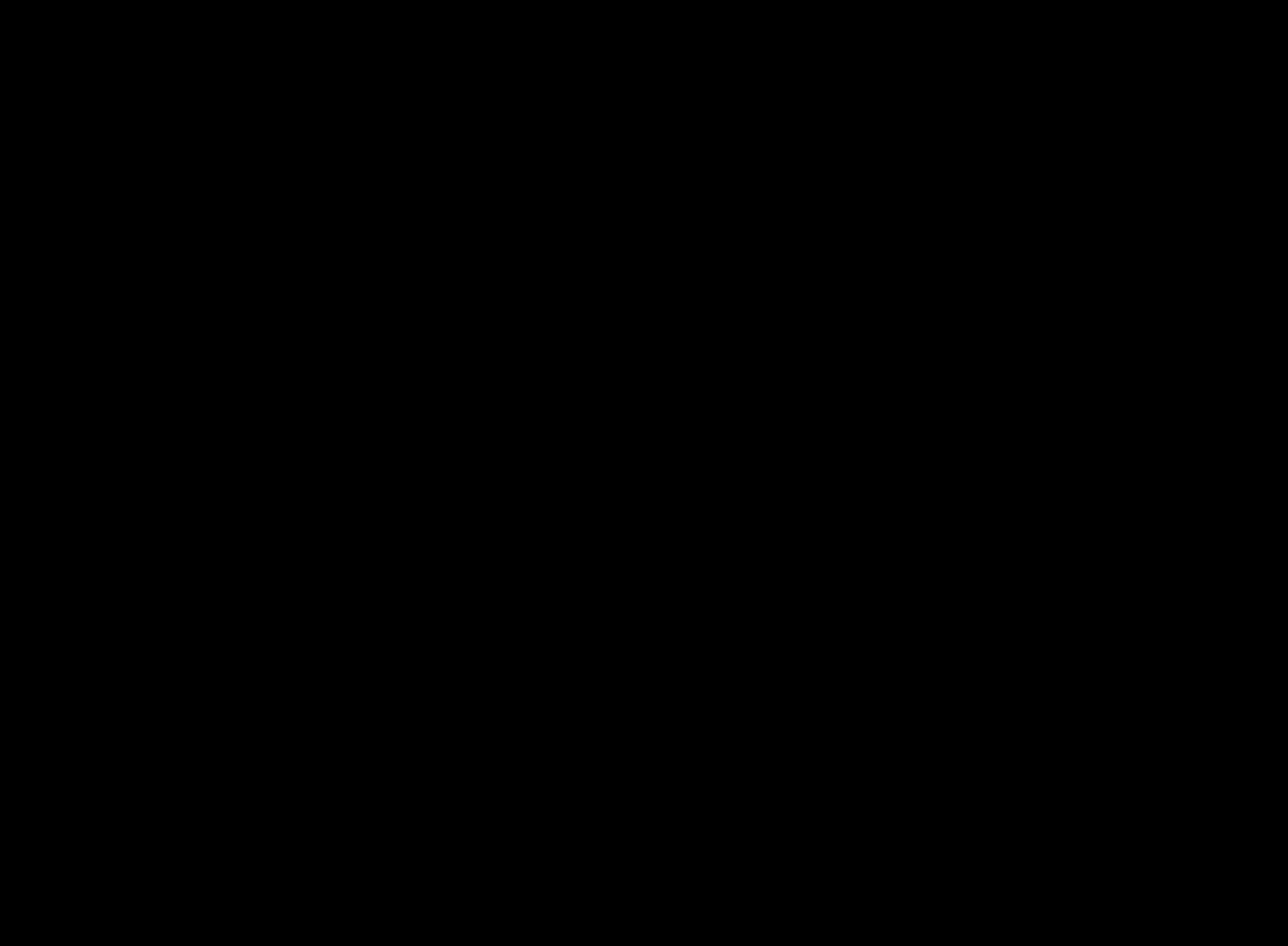
F: (03) 5355 0278

M: 0409 174 164

E: vschilling@ararat.vic.gov.au

W: <http://www.ararat.vic.gov.au>





From: Veronica Schilling
Sent: Friday, 4 February 2022 3:09 PM
To: [REDACTED]
Cc: Planning <planning@ararat.vic.gov.au>
Subject: FW: 1 Blackie Avenue (PA3085)

Thanks for the advice [REDACTED]

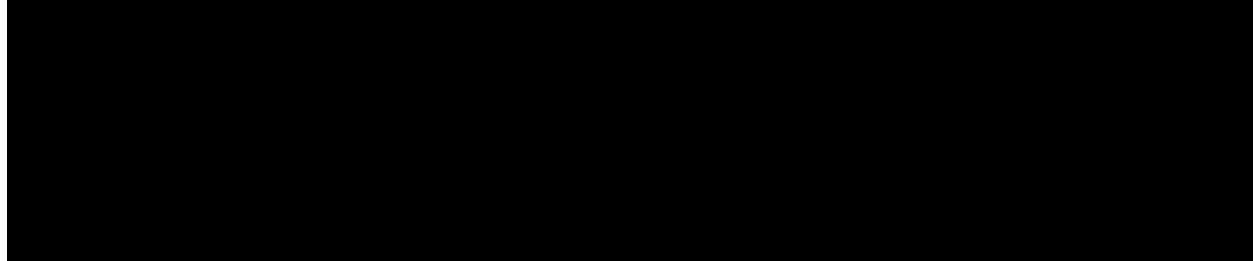
I will need to get some advice on the terms of your acceptance of the proposed changes.

I will be back to you next week on this.

Regards Veronica

Veronica Schilling
Manager Planning, Community & Compliance
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W: <http://www.ararat.vic.gov.au>



From: [REDACTED]
Sent: Thursday, 3 February 2022 10:29 AM
To: Veronica Schilling <vschilling@ararat.vic.gov.au>
Subject: RE: 1 Blackie Avenue (PA3085)

Hi Veronica

These questions asked yesterday are our concerns.

As rate payers of 3 properties in Ararat we find it very frustrating that the long-term rate payers views do not really matter and it is more important for you that your KPI's are met.

We are not agreeable with the new build at 1 Blackie Avenue in such a congested area and losing the peaceful tranquility of our backyards.

If this project is to go ahead, we would reluctantly agree to 3 single story units + the existing weatherboard house as discussed with Ashu.

For the next 12 months or longer there will disruption to neighbours with noise levels, congestion of builder's vehicles, trailers, dust, etc.

What comes first the laneway or the units.

As the plans are developed, we hope as neighbours we can view the plans in detail, we still want the opportunity to have input and be able to discuss proposed plans to verify the building and surrounds do comply with what we ask.

Our other main concern is the laneway, with no anticipated footpath, there is a security risk for safety with pedestrians and vehicle traffic.

This laneway is used every day by walkers and their dogs.

The laneway built by David Leeke in Bailey's Lane sets a great example of how effective and secure a laneway is for pedestrians and vehicle traffic and this should be set as a precedent for all future laneways in Ararat.

Why one laneway/road differs from another is beyond belief.



From: Veronica Schilling <vschilling@ararat.vic.gov.au>
Sent: Thursday, 3 February 2022 8:20 AM
To: Sudhanshu Goel <admin@e2egrowth.com.au>
Cc: [Redacted]
Subject: RE: 1 Blackie Avenue (PA3085)

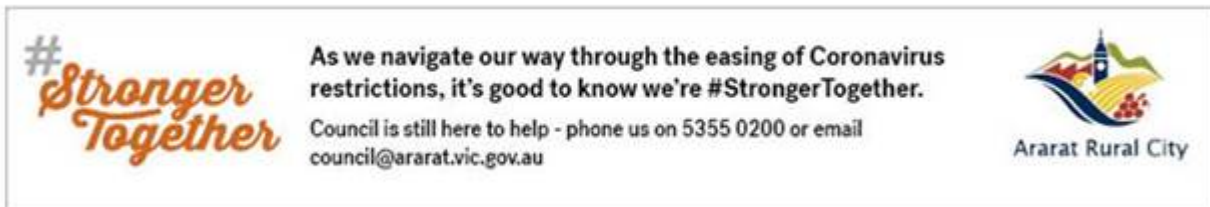
Thanks Ashu

[Redacted] – can I confirm that these questions are yours alone or if they are from the group that you will share them back to others? Just wanting to make sure everyone has the same information.

Regards V

Veronica Schilling
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From: Sudhanshu Goel <admin@e2egrowth.com.au>
Sent: Wednesday, 2 February 2022 5:52 PM
To: Veronica Schilling <vschilling@ararat.vic.gov.au>
Cc: [Redacted]
Subject: Re: 1 Blackie Avenue (PA3085)

Thanks a lot for your email Veronica.

Just as an fyi,, I reiterated my message to the participants on the call today that:

1. I will drop one (3+ existing) lot if all objections are withdrawn - this is just to negotiate a position that is viable
2. I am happy to agree on single story house as part of overall development

Hoping to resolve it by Friday and come to a mutual consent.

Kind regards

Ashu

Sent from my iPhone

On 2 Feb 2022, at 4:44 pm, Veronica Schilling <vschilling@ararat.vic.gov.au> wrote:

Hi [REDACTED]

Unfortunately I am not able to attend tomorrow morning at 9am as I have a full day of commitments.

In relation to your questions we have done our best to answer these at the mediation and my follow up email as previously advised and many issues are not ones that are relevant for where things are at in the development process. I will re-iterate them succinctly below:

1. Correct width of the laneway – 5.5m sealed surface
2. The size of the verge – not yet determined. Detailed design will influence this
3. Size of the guttering – as above
4. Footpath down laneway – not likely to be required under the Infrastructure Design Manual standards. Yet to seek confirmation with the engineer
5. Fire brigade access and turning bay – less than 120m threshold so no need to refer to CFA
6. Condition of the drains in the easement pit – detailed design will establish if need replacement or not
7. Our property accesses to the laneway – as discussed in the meeting, will remain public land and access to rear of Barkly Street lots
8. Street lighting – detailed design – most likely at the intersection of the lane and Blackie Avenue as advised in my last email
9. Fences – as per Clause 54 at the time of development of the land
10. Letter boxes – at the time of development of the houses – this is only for subdivision
11. Rubbish bins – yet to be finalised
12. Water meters – detailed design

I await advice on the outcomes from the meeting today from participants. I also need to be clear that a decision on this cannot be held off indefinitely. **If there is a re-design agreed between the parties this needs to be confirmed by this Friday** or I will assume that Council can complete its assessment and put the matter forward for a decision.

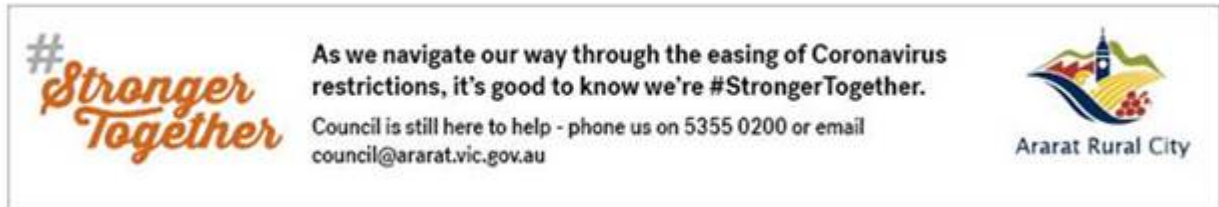
Ashu – I have included you in this email so you are aware of the timeline and I trust these questions and answers reflect your discussions today as well as those of the previous week.

Wyatt – this is to keep you in the loop as you progress the assessment and I would be most grateful if you could please file this advice for me. Many thanks

Regards Veronica

Veronica Schilling
Manager Planning, Community & Compliance
Ararat Rural City Council
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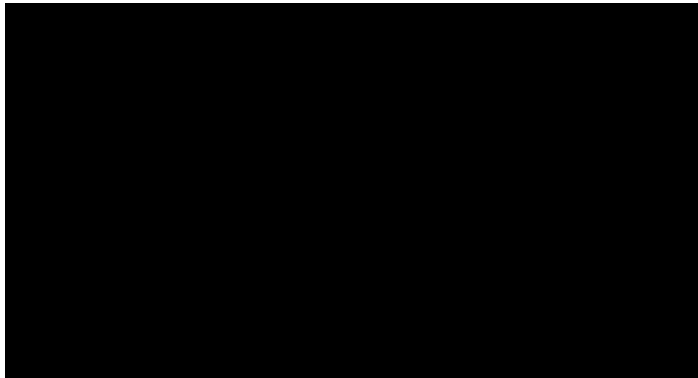
From: [REDACTED]
Sent: Wednesday, 2 February 2022 1:18 PM
To: Veronica Schilling <vschilling@ararat.vic.gov.au>
Subject: 1 Blackie Avenue

Hi Veronica

In reference to the upgrading of the laneway, we have several issues that we would like clarified.

1. Correct width of the laneway
2. The size of the verge
3. Size of the guttering
4. Footpath down laneway
5. Fire brigade access and turning bay
6. Condition of the drains in the easement pit
7. Our property accesses to the laneway
8. Street lighting
9. Fences
10. Letter boxes
11. Rubbish bins
12. Water meters

To have these questions answered would it be possible to meet with you and the engineer tomorrow morning 9am on site.



A detailed assessment of the proposal against the objectives and standards of Clause 56 is provided below.

<p>56.01-1 Subdivision site and context description</p>	<p>The site and context description may use a site plan, photographs or other techniques and must accurately describe: In relation to the site:</p> <ul style="list-style-type: none"> • Site shape, size, dimensions and orientation. • Levels and contours of the site. • Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops. • The siting and use of existing buildings and structures. • Street frontage features such as poles, street trees and kerb crossovers. • Access points. • Location of drainage and other utilities. • Easements. • Any identified natural or cultural features of the site. • Significant views to and from the site. • Noise and odour sources or other external influences. • Soil conditions, including any land affected by contamination, erosion, salinity, acid sulphate soils or fill. • Any other notable features or characteristics of the site. • Adjacent uses. • Any other factor affecting the capacity to develop the site including whether the site is affected by inundation. <p>An application for subdivision of 3 or more lots must also describe in relation to the surrounding area:</p> <ul style="list-style-type: none"> • The pattern of subdivision. • Existing land uses. • The location and use of existing buildings on adjacent land. • Abutting street and path widths, materials and detailing. • The location and type of significant vegetation • ... <p>If in the opinion of the responsible authority a requirement of the site and context description is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.</p>	<p>✓</p> <p>The proposal uses detailed site plans in order to describe the site shape, size, dimensions and orientation among other details.</p> <p>The application does not include a site context description and content regarding the surrounding area, however due to the site and the history Council has sufficient detail to work without this.</p>
<p>56.01-2 Subdivision design response</p>	<p>The design response must explain how the proposed design:</p> <ul style="list-style-type: none"> • Derives from and responds to the site and context description. • Responds to any site and context features for the area identified in a local planning 	<p>✓</p> <p>The design response includes a dimensioned plan to scale showing the layout of the subdivision. The proposal meets relevant planning policy (as demonstrated throughout</p>

	<p>policy or a Neighbourhood Character Overlay.</p> <ul style="list-style-type: none"> • Responds to any relevant objective, policy, strategy or plan set out for the area in this scheme. • Meets the relevant objectives of Clause 56. <p>The design response must include a dimensioned plan to scale showing the layout of the subdivision in context with the surrounding area. If in the opinion of the responsible authority this requirement is not relevant to the assessment of an application, it may waive or reduce the requirement.</p> <p>...</p>	<p>the delegates report) and meets the relevant objectives of Clause 56.</p> <p>Council has no need for a detailed context description given the history of the previous application on this site.</p>
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<p>56.03-5 Neighbourhood character objective</p> <p>To design subdivisions that respond to neighbourhood character.</p>	<p>Standard C6 Subdivision should:</p> <ul style="list-style-type: none"> • Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme. • Respond to and integrate with the surrounding urban environment. • Protect significant vegetation and site features. 	<p>✓</p> <p>The proposal acknowledges the existing neighbourhood character within Ararat, retaining the existing the house on the frontage and thus, the existing streetscape. The subdivision will allow for increased development in the future however, in line with the preferred character of Ararat, which looks to increase the amount and density of development in accessible locations close to the town centre of Ararat.</p>
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56.04 LOT DESIGN

Clause and Objective	Standard	Comment
<p>56.04-1 Lot diversity and distribution objectives</p> <p>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services. To provide higher housing densities within walking distance of activity centres. To achieve increased housing densities in designated growth areas. To provide a range of lot sizes to suit a variety of dwelling and household types.</p>	<p>Standard C7 A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p> <p>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. A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> • Single dwellings. • Two dwellings or more. • Higher density housing. • Residential buildings and • Retirement villages. <p>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.</p> <p>Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and</p>	<p>✓</p> <p>The proposal provides appropriate lot sizes and creates diversity and mix in the surrounding area.</p> <p>The site is 450m from the Ararat West bus stop in High Street West. This service feeds back to the town centre and railway station.</p> <p>Not applicable</p>

	lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.	
<p>56.04-2 Lot area and building envelopes objective</p> <p>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.</p>	<p>Standard C8</p> <p>An application to subdivide land that creates lots of between 300 square metres and 500 square metres should:</p> <ul style="list-style-type: none"> • Contain a building envelope that is consistent with a development of the lot approved under this scheme, • If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope. <p>If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve. ...</p> <p>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</p> <ul style="list-style-type: none"> • The objectives of the relevant standards are met, and • 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. <p>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:</p> <ul style="list-style-type: none"> • The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and • 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. <p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> • Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. • Existing or proposed easements on lots. • Significant vegetation and site features 	<p>✓</p> <p>The proposal provides relevant site plans and details demonstrating how dwellings can be appropriately accommodated on the lots.</p> <p>No building envelopes are shown on the boundary of the existing or proposed lots.</p> <p>Not proposed so not applicable.</p> <p>Achieved with design</p>

<p>56.04-4 Street orientation objective</p> <p>To provide a lot layout that contributes to community social interaction, personal safety and property security.</p>	<p>Standard C10</p> <p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> • Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. • ... • Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. • Providing roads and streets along public open space boundaries. 	<p>✓</p>
<p>56.04-5 Common area objectives</p> <p>To identify common areas and the purpose for which the area is commonly held. To ensure the provision of common area is appropriate and that necessary management arrangements are in place. To maintain direct public access throughout the neighbourhood street network.</p>	<p>Standard C11</p> <p>An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</p> <ul style="list-style-type: none"> • The common area to be owned by the body corporate, including any streets and open space. • The reasons why the area should be commonly held. • Lots participating in the body corporate. • The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held. 	<p>The proposal does not specify areas of common land.</p>

56.05 URBAN LANDSCAPE

Clause and Objective	Standard	Comment
<p>56.05-1 Integrated urban landscape objectives</p> <p>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. To incorporate natural and cultural features in the design of streets and public open space where appropriate. To protect and enhance native habitat and discourage the planting and spread of noxious weeds. To provide for integrated water management systems and contribute to drinking water conservation.</p>	<p>Standard C12</p> <p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</p> <p>The landscape design should:</p> <ul style="list-style-type: none"> • Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. • Create attractive landscapes that visually emphasise streets and public open spaces. • Respond to the site and context description for the site and surrounding area. • Maintain significant vegetation where possible within an urban context. • Take account of the physical features of the land including landform, soil and climate. • Protect and enhance any significant natural and cultural features. • Protect and link areas of significant local habitat where appropriate. • 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. • Promote the use of drought tolerant and low maintenance plants and avoid species that 	<p>No new roads or streets will be created by this proposal.</p> <p>The development will utilize an existing gazetted laneway and involve construction in that space to Council's standards.</p>

	<p>are likely to spread into the surrounding environment.</p> <ul style="list-style-type: none"> • Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. • Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. • Provide for walking and cycling networks that link with community facilities. • Provide appropriate pathways, signage, fencing, public lighting and street furniture. Create low maintenance, durable landscapes that are capable of a long life. • The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs. 	
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56.06 ACCESS AND MOBILITY MANAGEMENT

Clause and Objective	Standard	Comment
<p>56.06-2 Walking and cycling network objectives</p> <p>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors. To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists. To reduce car use, greenhouse gas emissions and air pollution.</p>	<p>Standard C15</p> <p>The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. • Link to any existing pedestrian and cycling networks. • Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. • Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces. • Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. • Ensure safe street and road crossings including the provision of traffic controls where required. • Provide an appropriate level of priority for pedestrians and cyclists. • Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. • Be accessible to people with disabilities. 	<p>✓</p> <p>The subdivision will provide accessible lots to shops and services within easily walkable and cycle-able distances.</p> <p>Footpaths existing from Blackie Avenue to town via Barkly Street and alternate quieter access can be gained by moving down the laneway across the DELWP land to Vanstan Street.</p>
<p>56.06-4 Neighbourhood street network objective</p> <p>To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public</p>	<p>Standard C17</p> <p>The neighbourhood street network must:</p> <ul style="list-style-type: none"> • Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes. 	<p>✓</p> <p>The subdivision will provide accessible lots to shops and services within easily walkable, cycle-able and drivable distances. The subdivision will not negatively impact traffic flow.</p>

<p>transport and other motor vehicles using the neighbourhood street network.</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>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 1.6 kilometres 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 streets 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 manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). • Encourage appropriate and safe pedestrian, cyclist and driver behaviour. • Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. • 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. 	<p>The Ararat West town bus services this area with a Stop in High Street West and a 450m / 9min walk to the site.</p> <p>There are 7 daily services Monday to Friday and 5 services on Saturday and all are shown to be wheelchair accessible.</p> <p>The scale of this development as infill using an existing unmade laneway means these requirements are not applicable</p>
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	<ul style="list-style-type: none"> 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. 	
<p>56.06-5 Walking and cycling network detail objectives</p> <p>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities. To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</p>	<p>Standard C18 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 user 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 the 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 span. <p>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.</p>	<p>✓</p> <p>The development does not propose it's own pathways given the small nature of the proposal.</p> <p>The development does offer future residents the option of walking to town, school and open spaces or using a mobility device.</p> <p>The Ararat West bus service also provides accessible public transport within a 10min walk to the bus stop at Georges Road or High Street West.</p> <p>The construction of the laneway will provide a low traffic walking option for new residents and improvements through formed and constructed drainage.</p>
<p>56.06-7 Neighbourhood street network detail objective</p> <p>To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.</p>	<p>Standard C20 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 not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed. Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, 	<p>✓</p> <p>No new roads or streets are provided in this modest infill development.</p> <p>The CFA fire plug is less than 80m away so accessible to support fire suppression on the new lots.</p> <p>Street lighting will be provided at the intersection of Blackie Avenue and the Laneway.</p> <p>The laneway width will discourage high speed movements and the limited number of regular users will mitigate risk. If a proble occurs there is the option to declare the lane</p>

	<p>street tree planting, lighting and utility needs.</p> <ul style="list-style-type: none"> • Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users. • Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay. • Provide a safe environment for all street users applying speed control measures where appropriate. • Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles. • Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners. • Ensure streets are of sufficient strength to: <ul style="list-style-type: none"> • Enable the carriage of vehicles. • Avoid damage by construction vehicles and equipment. <p>Ensure street pavements are of sufficient quality and durability for the:</p> <ul style="list-style-type: none"> • Safe passage of pedestrians, cyclists and vehicles. • Discharge of urban run-off. • Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. • Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. • Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span. • Provide pavement edges, kerbs, channel and crossover details designed to: <ul style="list-style-type: none"> • Perform the required integrated water management functions. • Delineate the edge of the carriageway for all street users. • Provide efficient and comfortable access to abutting lots at appropriate locations. • Contribute to streetscape design. • Provide for the safe and efficient collection of waste and recycling materials from lots. • Be accessible to people with disabilities. • Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the 	<p>a shared road thus reducing speed to under 40kph for all users.</p> <p>Upgrading of the splay is provided for in the engineering conditions.</p>
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	<p>requirements of Table C1, the requirements of the relevant public transport authority must be met.</p> <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, kerbs, 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. <p>Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</p>	
<p>56.06-8 Lot access objective To provide for safe vehicle access between roads and lots.</p>	<p>Standard C21</p> <p>Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority. ... The design and construction of a crossover should meet the requirements of the relevant road authority.</p>	<p>✓</p> <p>The development does not abut an arterial road but connects to Blackie Avenue before joining the state road network.</p> <p>The proposal provides appropriate space for access to each lot. Incorporating comments from Council's internal referral, access conditions will be listed as part of the permit to include plans of side access.</p>
<p>56.07-1 Lot access objective To provide for safe vehicle access between roads and lots.</p>	<p>Standard C21</p> <p>The design and construction of a crossover should meet the requirements of the relevant road authority</p>	<p>✓</p>
<p>56.07-1 Drinking water supply objectives To reduce the use of drinking water. To provide an adequate, cost-effective supply of drinking water</p>	<p>Standard C22 The supply of drinking water must be:</p> <ul style="list-style-type: none"> • Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. <p>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority</p>	<p>✓</p> <p>Reticulated urban water is available for this site and GWMWater has advised of its conditions.</p>
<p>56.07-2 Reused and recycled water objective To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water</p>	<p>Standard C23</p> <p>Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none"> • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Health and Human Services. <p>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	<p>✓</p> <p>This option is not available in Ararat.</p>

<p>56.07-3 Waste water management objective 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</p>	<p>Standard C24 Waste water systems must be:</p> <ul style="list-style-type: none"> • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. • Consistent with any relevant approved domestic waste water management plan. <p>Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	<p>✓</p> <p>Each lot will be connected to the reticulated town sewer system.</p>
<p>56.07-4 Stormwater management objectives To minimise damage to properties and inconvenience to residents from stormwater</p>	<p>Standard C25 The stormwater management system must be:</p> <ul style="list-style-type: none"> • Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. • Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of stormwater is proposed. • 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). 	<p>✓</p> <p>Conditions for the permit include stormwater management requirements and detailed design.</p>
<p>56.08-1 Site management objectives To protect drainage infrastructure and receiving waters from sedimentation and contamination. To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works. To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</p>	<p>Standard C26 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:</p> <ul style="list-style-type: none"> • Erosion and sediment. • Dust. • Run-off. • Litter, concrete and other construction wastes. • Chemical contamination. • Vegetation and natural features planned for retention. <p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable</p>	<p>✓</p> <p>Conditions for the permit include site management requirements to minimize impacts to neighbours.</p> <p>The small scale of the development means this is a limited risk.</p>
<p>56.09 UTILITIES</p>		
<p>Clause and Objective</p>	<p>Standard</p>	<p>Comment</p>
<p>56.09-1 Shared trenching objectives To maximise the opportunities for shared trenching. To minimise constraints on landscaping within street reserves.</p>	<p>Standard C27 Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</p>	<p>✓</p> <p>Referral agencies have been consulted on these requirements.</p>
<p>56.09-2 Electricity, telecommunications and gas objectives To provide public utilities to each lot in a timely, efficient and cost</p>	<p>Standard C28 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.</p>	<p>✓</p> <p>Powercor has provided conditional consent.</p>

<p>effective manner. To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</p>	<p>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged. 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.</p> <p>The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>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.</p>	<p>Not applicable.</p> <p>Service is available in the area and a condition is provided.</p> <p>Connection is not enforced; but the service is available to new owners if desired.</p>
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