



5<sup>th</sup> May 2025

Shannon Hill

Central Goldfields Shire Council

Dear Shannon,

R.e. Response to Councils request for further information

Address: 51 Burns Street, Maryborough

I refer to your request for further information for planning permit application 092-24 and hereby submit our response.

One thing that we would like to make very clear is that 2 x Stores are proposed to be used by the owner as a storage shed and garage for their local electrical contracting business and its vehicles. It is not expected that there will be any outside visitors to the stores. It really is more a of depot providing much needed storage for the owner's local business.

The following provides a response to your request for further information:

1. Confirmation that the proposed use of the land for a store does not require a threshold distance per Clause 53.10 of the Central Goldfields Planning Scheme.

**Response:**

It is submitted that the proposed stores do not require any threshold distance as per Clause 53.10 of the Central Goldfields Planning Scheme.

2. A landscape concept plan. It is noted the existing conditions plan shows lawn and garden areas at the rear, though aerial photography from 4 December 2024 shows this to have been removed. It is considered appropriate for some landscaping to be provided on the site considering its quasi-residential setting. Landscaping along the driveway and to the rear should be considered and provided where possible.

**Response:**

The land is within and is surrounded by a commercial area to its north and east and a public use area (Council owned building/land) to its east, not a residential area. The owners have already completed new landscaping to the front of the allotment and new plants have been planted up the driveway, to the front of the existing building and along the eastern property boundary. Refer photo below as previous submitted.

We find it completely unnecessary to provide any further landscaping to the rear of the front commercial building (area containing the proposed stores). This area is setback 23m from the streets frontage, and majority of this area will not be visible to the public realm. If Council insist on further landscaping within this area, it could be accommodated on either side of the nominated CP1 and CP2 and to the east side of proposed store 2.

A landscaping strip along the sites western property boundary (along the driveway) will not be possible due to the narrowness of the site and the requirements associated with vehicle turning circles to ensure vehicles can enter and exit the site in a forwards direction.



3. Internal floorplan of Store 1 to show proposed uses of spaces and access to mezzanine.

**Response:**

The floor plan has been updated to show the proposed uses of the two (2) proposed stores as well as a ladder access to the proposed mezzanine. Noting all storage areas are proposed to be used as storage of the owners electrical contracting business.

4. A response to Clause 53.18 of the Central Goldfields Planning Scheme. It is noted that most of the rear of the site will be impermeable surfaces and information regarding proposed stormwater management and drainage is therefore required.

**Response:**

**Clause 53.18 Stormwater in Urban Development**

Clause 53.18 seeks to ensure that storm water in urban development, including retention and reuse, is managed to mitigate the impacts of storm water on the environment, property, and public safety, and to provide cooling, local habitat, and amenity benefits.

This particular provision has two standards to be met for buildings and works applications:

**Standard W2**

The stormwater management system should be designed to:

- Meet the current best practise performance objectives for storm water quality as contained in Urban Stormwater Best Practise Environmental Management Guidelines (Victorian Stormwater Committee, 1999)
- Minimise the impact of chemical pollutants and other toxicants including by, but not limited to, bending and covering or roofing of storage, loading and work areas.

- Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.

### **Standard W3**

An application should describe how the site will be managed prior to and during the construction period. And may set out requirements for managing:

- Erosion and sediment.
- Stormwater.
- Litter, concrete and other construction wastes.
- Chemical Contamination.

The following is provided in response to this policy:

- The owners are prepared to provide a drainage design and system that meets and adopts water sensitive urban design initiatives to maximise retention and reuse of storm water consistent with the current best practise performance objectives for stormwater management. This will include retention systems in the form of tanks.
- The proposed stores will not have any chemical pollutants or other toxins stored within. The stores are proposed to be used for the storage of equipment associated with the owners electrical contracting business. It should be noted however that all storage and loading areas are proposed to be roofed.
- The proposal features substantial landscaping (that has already been completed) which is attractive. The proposed stores will cast shadows over the hardstand areas thereby assisting in cooling and avoiding thermal massing, as much is practical and reasonable. This is complemented by:
  - The layout of buildings that will cast their own shadows across the development.
  - A light colour palettes and light concrete to reflect the sun and minimise absorption.
- The drainage design, which we request be required as a condition of permit prior to commencement of works to the stores only, will comply with the best practise guidelines and reasonably respond to the requirement to provide cooling, local habitat attractive spaces and habitat improvements as much as is practical having regard to the nature of the development.
- Appropriate sediment protection and control measures will be noted on the drainage design and will be adopted in the development post and preconstruction. This will be achieved through sediment traps around existing an installed drainage pits and any culverts present on the site and adjoining properties.
- Large skip / waste bins are to be provided on site to dispose of rubbish generated during the construction process.

Subject to the discussion contained above and provided appropriate conditions are placed upon any permit issued, it is submitted that the proposed development can and will achieve compliance with the relative objectives and decision guidelines of clause 53.18, in so far as is practical and reasonable.

5. An amended response to Clause 52.06 of the Central Goldfields Planning Scheme, including amended plans as necessary. Clause 52.06 requires the following carparking to be provided:

- Store 10% of site area = equivalent of 91sqm of the site (approximately 6 spaces)
- Shop 4 spaces per 100sqm of leasable floor area = 0 spaces
- Office 3.5 spaces per 100sqm of net floor area = 3 spaces

The Planning Report accompanying the application states the 6 spaces for the store use will be contained within the stores themselves, and 2 additional on-site spaces to the rear of the dwelling for those proposed uses.

Given the use of the store by an electrical business it is considered some of the internal car parking will be used by business vehicles. It is noted, however, that this is not a typical outcome and car parking is intended to be separate to a store building.

To assist Council with this consideration, per Clause 52.06-7, a car parking demand assessment must be provided that, in addition to the matters listed in the Clause, considers:

- The number, type and size of vehicles owned/operated by the business.
- The number of anticipated visits to the site by visitors not associated with the business.
- Identification of which store 'bays' are to be used for car parking, including marking on a plan.
- Explanation of how other business materials are to be stored within the stores if all 'bays' are occupied, including marking on a plan.
- Provision of swept paths for all 'bays' to be used for car parking, using a typical vehicle size.

Response:

We acknowledge that the purpose of clause 52.06 is to ensure car parking facilities are adequate, safe and functional and achieve a high standard of urban design and we believe the proposal achieves this.

As the site is proposed to be used for multiple uses, office & shop to be used for the front commercial building and stores to the rear, our response has been broken up to assess the front of the site and rear of the site separately as follows.

#### **Proposed Commercial Building Shop/ Office building (Front on Lot)**

The proposal includes the provision of two (2) new car parking spaces to the rear of the proposed office / shop to be used for the front commercial building.

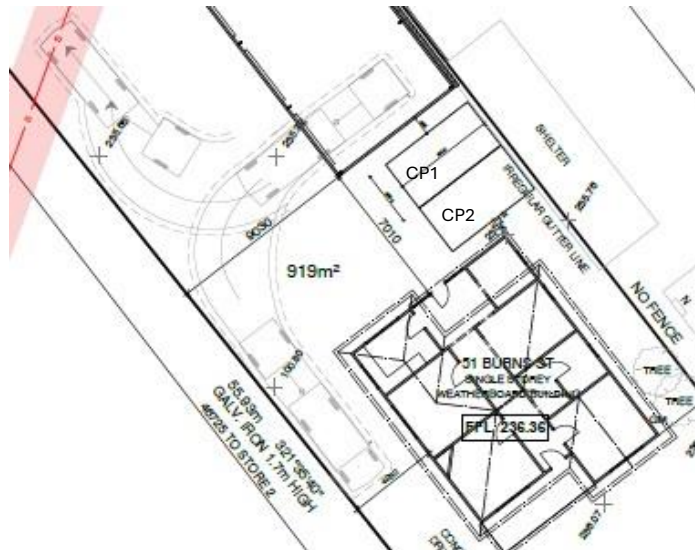


Figure 1: Allocated carparking spaces for Front Commercial Building (CP1 & CP2)

The following table outlines the extent of parking required relative as per Clause 52.06 of the Scheme:

Building	Carparking Requirement	Carparking calculation	Required parking	Carparking proposed
Shop – 1 room inside front commercial building	4 spaces per 100m <sup>2</sup> leasable floor area	Room Size= 13.32m <sup>2</sup> x 4 / 100	0 car parking spaces	0 spaces proposed
Office & balance of Commercial building area (95.69m <sup>2</sup> in area)	3.5 spaces per 100m <sup>2</sup> floor area	Floor Area: 95.69m <sup>2</sup> x 3.5 / 100	3 carparking spaces	2 spaces to the rear of the commercial building

The front commercial building proposes two (2) onsite carparking spaces to be allocated for its use to the rear of the proposed commercial building. As per Councils comments above, clause 52.06 requires a total of 3 carparks to be provided for the front commercial building so a reduction of 1 carparking spaces has been applied for.

The subject site is located within an area of ample and generous designated on-street carparking on either side of Burns Street (refer photos below) as well as being located directly opposite the Maryborough Train Station which also has more than ample carparking spaces available.







Figure 2: Burns Street dedicated on street car parking



Figure 3: Aerial photo surrounding dedicated car parking

It is therefore submitted that the minor car parking variation sought for the proposed commercial building of 1 carparking space is of no consequence, and it will not impact upon the surrounding road network and is clearly appropriate and consistent with the outcomes sought by Clause 52.06. It is therefore submitted that it is appropriate for a planning permit to be issued for the variation to carparking as sought.

### **Rear of the Lot (Stores area)**

While we acknowledge that clause 52.06-5 requires the following carparking to be provided, 10% of site area = equivalent of 91sqm of the site (approximately 6 spaces) we note that the site is proposed to be used for two very different commercial purposes and carparking assessments should be taking the two uses into account.

Based on this we ask that Council consider and believe it is only fair that Council treat the front and rear of the property separately from a car parking perspective.

As per the plans, the stores are proposed to be constructed to the rear of the property which in its entirety has an overall area of approximately 479m<sup>2</sup>.

Based on the requirements of clause 52.06-5, 10% of the rear stores area of 479m<sup>2</sup> equates to 48m<sup>2</sup> of carparking being required.

The plans as hereby submitted allocate three (3) carparking spaces within the stores with a total area of 63m<sup>2</sup> which is 15m<sup>2</sup> larger than what is required.



Figure 4: Aerial indicating approximate area of the land to be used as stores.

While we acknowledge Councils comment *'given the use of the store by an electrical business it is considered some of the internal car parking will be used by business vehicles, however, that this is not a typical outcome and car parking is intended to be separate to a store building'* we question why this is not a typical outcome and also note that nowhere in the carparking provisions of clause 52.06 does it state that carparking needs to be provided separately (or externally) to any listed use.

The proposed buildings are proposed to be used to store the owners business vehicles and trailer and the plans have been updated to nominate three (3), 6.0m x 3.5m internal parking spaces. The plans have also been updated to demonstrate swept path movements for all three (3) parking spaces based on a larger dual cab Ute vehicle (5.2m long) vehicle size and show that all 3 car parking spaces will allow for all vehicles to enter and exit the site in a forwards direction.

The following table outlines the extent of parking required relative as per Clause 52.06 of the Scheme:

Building	Carparking Requirement	Carparking calculation	Required parking	Carparking proposed
Stores x 2	10% site area	Overall Site Area (919m <sup>2</sup> ) x 10%	91m <sup>2</sup> carparking	63m <sup>2</sup> internal carparking area – 3 car parking spaces in total
Stores x 2	10% site area	Overall Site Area – STORE AREA ONLY (479m <sup>2</sup> ) x 10%	47m <sup>2</sup> carparking	63m <sup>2</sup> internal carparking area – 3 car parking spaces in total

In summary, the proposed Stores are providing well in excess of the carparking requirements of clause 52.06 when calculated against the stores actual area within the site with some 16m<sup>2</sup> of additional carparking provided within the stores.

To further satisfy Councils request we provide the following further information to address the request for a Car Parking Demand Assessment:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.

Multi-purpose trips are unlikely in this instance.

- The variation of car parking demand likely to be generated by the proposed use over time.

I wouldn't expect any further variation to carparking demand over time.

- The short-stay and long-stay car parking demand likely to be generated by the proposed use.

Majority of the people visiting the site are expected to be short stay visitors.

- The availability of public transport in the locality of the land.

The subject site is located directly opposite the Maryborough Train Station.

- The convenience of pedestrian and cyclist access to the land.

Pedestrian and cyclists can easily access the land via the driveway or pedestrian pathway off Burns Street.

- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.

Where Council require, the owner will be happy to provide a bike rack within to the front of the commercial building.

- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.

I would expect majority of the people visiting the commercial building to the front of the lot to own their own cars.

- Any empirical assessment or case study.

Not applicable.

If you require any further information, please let me know, otherwise if you could please let me know if our response satisfies your request for further information so we can move forward with the applicaiton, that would be appreciated.

Kind regards,

Wendy Kidd

Land Subdivision Specialists.