Wodonga Council

Agenda

Ordinary meeting of the council

March 16, 2020

Attachments
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1. PURPOSE

An integral part of Australia Day celebrations is the presentation of awards to honour the contribution of citizens to the community and to celebrate their achievements. These guidelines provide direction on eligibility, assessment criteria, and the selection process.

2. AWARD CATEGORIES

Wodonga Council (the council) will each Australia Day recognise the contributions and achievements by members of the community through three key awards:

i. Citizen of the Year

ii. Young Citizen of the Year, and

iii. Community Organisation of the Year.

3. GUIDELINES

3.1 Eligibility

The winner of these prestigious awards will display a significant contribution to the Wodonga community and / or outstanding achievements considered appropriate by the council.

Nominees for the Wodonga Citizen of the Year Award must be Australian Citizens, and aged 16 years or over on 26 January next.

Nominees for the Wodonga Young Citizen of the Year Award must be Australian Citizens, and aged between 16 to 25 years on 26 January next.

A community organisation must be a not-for-profit organisation consisting of four or more members; and must deliver services within the Wodonga municipality.

A person cannot receive a second award in the same Awards category, but can be considered for recognition in a separate category in following years eg: Young Citizen of the Year award and then the Citizen of the Year award.

Elected members of the council are ineligible, as are State and Federal Members of Parliament.

Awards will not be granted posthumously.

A nomination may be made with or without the knowledge of the person or organisation being nominated.

The full name and address of the nominator must be provided and details of their relationship to the nominated person (self-nominations are not accepted) or organisation.
Nominations will remain active for two years i.e. the year they are nominated and the following year.

In the event that no nominations are received in any of the categories, the Australia Day Citizens Awards Selection Panel reserves the right to grant the award to a citizen or group of its choice, or not to make an award.

3.2 **Assessment criteria**

**Citizen of the Year and Young Citizen of the Year**

The following criteria will be used in the assessment of nominations:

The nominee must have contributed in at least one of the following ways:

a. Significant involvement in the Wodonga community.

b. Commitment to activities that have short and long term benefits to others.

c. Leadership or participation in Wodonga City community and voluntary activities.

d. Contribution towards improving the quality of life for others.

e. Outstanding personal achievements.

Regard will be given to the nominee's achievements in the year immediately prior to the nomination, as well as their past achievements and ongoing contribution to the community of Wodonga.

**Community Organisation of the Year Award**

The following criteria will be used in the assessment of nominations.

The community organisation must:

a. have performed outstanding community service, either during the current year and/or given outstanding service over a number of years; and

b. be involved in work that meets a community need or priority;

3.3 **Selection**

A Selection Panel to assess all nominations and to determine the award winners will be chaired by a councillor, and will comprise:

- Mayor;
- Chair, Australia Day Committee;
- Chief Executive Officer, or nominee; and
- The immediate past winners of the Citizen and Young Citizen of the Year awards.

Secretary: Governance Officer
3.4 Nominations

The council will invite nominations each September.

The nominator must:

- Address the assessment criteria, in a way that demonstrates the scale / scope of the work carried out by the nominee.
- Confirm that the nominee is of solid character and an upstanding citizen.
- Include the name of at least two referees. The council may contact nominators and / or referees if the nominee is short listed.
8 - Officers reports for determination

Item 8.6 - Attachment A
8 - Officers reports for determination

Item 8.6 - Attachment A
SIGNAGE SPECIFICATIONS

Client: Formula Forge
Project: Entrance and Building Sign(s) Concept

V3
Date: 02.12.19

FACTORY - EAST ELEVATION
ROUTER CUT LOGO, DIGITAL PRINT & VINYL, TO FACE, APPLIED TO FACE, INSTALLED ON SITE.
FO 1000 X 2500
TEXT: 8400 X 1000

FACTORY - WEST ELEVATION
ROUTER CUT LOGO, DIGITAL PRINT & VINYL, TO FACE, APPLIED TO FACE, INSTALLED ON SITE.
FO 1000 X 2500
TEXT: 8400 X 1000

TERMS & CONDITIONS:
Where the purchaser approves any artwork or proofs submitted by D A Signs, D A Signs will not be liable for any errors or inaccuracies subsequently discovered in the goods or any work performed or produced by D A Signs in the course of producing the goods.
When the purchaser sends approval they agree they have checked this proof for spelling and layout and hereby approve this job to proceed with manufacturing.

NOTE: CONCEPTS ARE FOR VISUAL PURPOSES ONLY & MAY NOT BE IN EXACT PROPORTION.
CAR PARKING DEMAND ASSESSMENT

FORMUALA FORAGE
BAXTER-WHELANDS ROAD, BARNAWARTHA NORTH

JANUARY 2020
This report has been prepared by the Albury office of Spire located at 445 Townsend Street PO Box 5400 Albury New South Wales 2640

<table>
<thead>
<tr>
<th>Issue Date</th>
<th>Rev No</th>
<th>Authors</th>
<th>Checked</th>
<th>Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>15/08/2019</td>
<td>A</td>
<td>CMP</td>
<td>20/08/2019</td>
<td>20/08/2019</td>
</tr>
<tr>
<td>24/01/2020</td>
<td>C</td>
<td>CMP</td>
<td>28/01/2020</td>
<td>28/01/2020</td>
</tr>
</tbody>
</table>

Spire Job Number: 307000

Citation: Spire 2020, Car Parking Demand Assessment, Barmer-Whetans Road, Barmawintha North for Formula Forge. Author: C. McPhearty, Rev C. Spire Australia Pty Ltd.

File: C:\307000\Planning\Background Documents PL 012 - Car Parking Demand Assessment V3.docx

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1. **EXECUTIVE SUMMARY**

Planning Permit numbered 69/2019 was issued by the City of Wodonga on 2 July 2019. The Permit approved ‘Buildings and works’ (Earthworks and Shed) in the Industrial 1 Zone (IN1Z) and Schedule 3 to the Design and Development Overlay (DDO3). The project includes two main stages as follows:

- **Stage 1**
  - Eastern entry and crossover
  - 1 x Hayshed
  - 2 x Silage bunkers
  - 1 x Factory
  - 4 x Rainwater tanks
  - Electrical transformer kiosk
  - Gravel car park with dust suppressant spray
  - Front landscaping
  - Road Base internal truck paths with dust suppressant spray seal
  - Site security fencing including eastern sliding gate

- **Stage 2**
  - 2nd Concrete Crossover
  - Complete perimeter access road
  - 1 x Hayshed
  - 2 x Silage bunkers
  - 2 x Grain silo’s
  - Additional landscaping including trees
  - 2nd Sliding access gate to western entry

A third stage includes a detached office building and weighbridge and is subject to a separate application and approval.

Pursuant to Planning Permit 69/2019 the development is required to provide 81 car parking spaces, including 2 spaces for disabled persons. The development was approved demonstrating 91 car spaces including 2 spaces for disabled persons.

This assessment analyses the likely parking demands for the proposed use along with the requirements of the Wodonga Planning Scheme and confirms the proposed 10 spaces suitably accommodates the anticipated demand generated by the approved land use.
2. INTRODUCTION

Formula Forage partners with a commercial farming enterprise to produce and supply forage and silage feed options. The operation involves handling, baling, compaction and packaging of the cultivated material. The material is stored within the designated areas of the site pending sale and distribution.

The subject site, identified as Formula Forage in Figure 1 below, is located in an established Industrial Estate known as Logic.

![Site plan](https://www.logiowodonga.com.au)

Figure 1: Logic Industrial, Baranawatha North (Source: https://www.logiowodonga.com.au)
The approved development incorporates provision of 91 car parking spaces, including 2 spaces for disabled persons within the street front setback. According to Conditions 6 and 8 of the Planning Permit the development is required to construct, seal, drain, line mark and sign post all areas set aside for parking spaces and access lanes prior to the development being occupied.

This Assessment and Report has been prepared pursuant to Clause 52.08-7 of the Wodonga Planning Scheme on behalf of the owner and developer of the site, Wild Management Pty Ltd. The purpose of the report is to quantify the likely car parking demand relative to the approved land use, and make application seeking the appropriate dispensation to the car parking requirements of the Planning Permit.

The Report is a summary of a comprehensive analysis of the likely car parking demand and supply and an impact analysis on the function of the site. The report concludes the proposed factory and warehouse facility is not a labour intensive land use and does not require significant volumes of personnel or visitors to the site that warrants the number of spaces required under the Planning Permit 69/2019. It is also submitted that the number of spaces required is excessive and is not commensurate with the likely demand generated by the land use and subsequently seeks a reduction of 81 spaces.

3. SITE CONTEXT

3.1 EXISTING CONDITIONS

The subject land, identified in Figure 2 below, is located in the Logic Industrial Estate approximately 14km west of Wodonga.

![Figure 2: Subject site. Route Drive, Barnawarroba (Source: https://mapshare.vic.gov.au/vigplan)](image-url)
The site is currently vacant industrial zoned land within a developing industrial estate. The land is generally rectangular in shape with ~117,51m of frontage to Roche Drive, a 13m wide sealed, drained and line marked dual 80mm sealed route road with kerb and gutter. The land has no physical constraints or attributes that would prevent appropriate vehicle access or parking.

Existing land uses in the estate include manufacturing, transport and logistics, education and warehousing. The estate is serviced by an existing sealed, drained and line marked b-double route local road with kerb and gutter. The approved storage/warehouse facility for Formula Forage will store silage including finely chopped forage and grain for distribution and require articulated trucks, including B-doubles to enter and manoeuvre throughout the site to load and unload compacted and baled silage.

As identified in Figure 3 below, the subject site and immediately surrounding area is zoned General Industrial 1 Zone (IN1Z) under the Wodonga Planning Scheme.

Uses within the immediate locality comprise of a mixture of industrial/warehouse and commercial type compatible uses. All uses contain car parking facilities within the boundaries of their respective sites which are of a scale that is considered to be commensurate with the scale and type of land use.

4. CAR PARKING ASSESSMENT

The approved Factory and Warehouse facility for Formula Forage will receive, bale, wrap and store silage including finely chopped forage and grain for distribution. Formula Forages' handling, baling, compaction and packaging operations occur predominantly inside the factory. The plant and equipment, including packaging machinery requires 2 persons to operate. An additional person is required to operate the forklifts and lift trucks to move material to storage pending sale and distribution and/or to load and unload trucks.

A further two (2) administrative personnel are typically required in the office to manage administrative functions, and from time to time the site will receive visitors from industry or product representatives. On average a total five (5) staff are typically on site at any one time and the land use is not a type that attracts high levels of vehicle or pedestrian activity.
4.1 **APPROVED PARKING SUPPLY**

According to Clause 52.06 of the Wodonga Planning Scheme, the development is required to provide parking at the following rates:

- 'Industry' is required to provide 2.9 spaces for every 100sqm of net floor area, and
- 'Warehouses' are required to provide 2 spaces per premise and 1.5 spaces for every 100sqm of net floor area.

As summarised in Table 1 below, the development, as approved, satisfies the above criteria.

<table>
<thead>
<tr>
<th>Stage</th>
<th>Requirement</th>
<th>Required by Planning Scheme</th>
<th>Provided by the approved plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hay shed (Warehouse) 1,232/100 x 1.5 (+2 per premises) = 20 spaces</td>
<td>63 spaces</td>
<td>85 spaces resulting in a surplus of 22 spaces</td>
</tr>
<tr>
<td></td>
<td>Factory (Industry) 1,512/100 x 2.9 = 43 spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Hay shed (Warehouse) 1,232/100 x 1.5 = 18 spaces</td>
<td>18 spaces</td>
<td>6 spaces resulting in a deficit of 12 spaces</td>
</tr>
<tr>
<td>3</td>
<td>Stage 3 (excluded)</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>1 &amp; 2</td>
<td>Industry: 2.9 spaces for each 100sqm of total net floor area Warehouse: 1.5 spaces for each 100sqm of total net floor area, and 2 to each premise</td>
<td>81</td>
<td>91 spaces resulting in an overall excess of 10 spaces</td>
</tr>
</tbody>
</table>

The development is required by the Wodonga Planning Scheme to provide a total of 81 spaces. The approved development achieves this criteria with cumulative total of 91 car parking spaces resulting in an excess of 10 spaces. The approved development provides 10 spaces within the primary setback to the development and includes 2 spaces for disabled persons, and the balance 81 spaces provided centrally within the development as seen in the approved Site Plan in Figure 4 below.
4.2 CAR PARKING DEMAND

The site operations do not involve manufacturing, or any significant processing operations that require high levels of manual labour. Administrative operations, maintenance, baling and packaging and warehousing are activities undertaken, in the most instance by a maximum of five (5) persons. From time to time, as seasonal demands fluctuate, staffing numbers by way of temporary contractors, may inflate by up to an additional three (3) persons. Limitations around the operation and capacity of the facility would likely see a maximum equivalent of three (3) additional full time (contracted) staff. Formula Forage Australia’s business model relies on contractors rather than in house solutions and therefore the additional labour generally comprises of temporary contractual appointments that are managed and controlled by on site management and not additional full time permanently appointed resources.

The process of loading and unloading typically involves a single operator. Articulated vehicles, including B-double trucks manoeuvre throughout the site, in a one-way direction to the appropriate packaging or storage point where the lift truck/forklift operator manages the loading/unloading of silage material process. In this instance the delivery trucks do not occupy or conflict with any car parking spaces.

The delivered material is then moved to the factory where it is compacted, baled, packaged and stored pending distribution. These activities are largely automated and do not require high labour inputs with a total of two (2) persons typically managing this process.

Other operational activities within the site include maintenance and office administration. As summarised in Table 2 below, the approved land use requires an optimum level of resourcing equating to an average of five (5) staff and contractors. From time to time, and particularly during peak seasonal periods, the numbers of staff that includes contractors may increase to eight (8).
### Table 2: Operational activities and staffing requirements

<table>
<thead>
<tr>
<th>Activity</th>
<th>Staffing numbers</th>
<th>Car park demand</th>
<th>Proposed car parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration/office</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Loading/unloading and maintenance</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Processing, compacting, bailing, packaging</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Seasonal temporary contractors</td>
<td>Up to 3</td>
<td>Up to 3</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>8</strong></td>
<td><strong>8</strong></td>
<td><strong>10</strong></td>
</tr>
</tbody>
</table>

The demand for onsite car parking spaces will not likely exceed 10 under the current operational model and facility as approved. As noted above, the operational capacity is limited by the scale of the development, including plant and equipment and the scope of the Planning Permit. Additional employment opportunities and car parking demand therefore is limited by the business’ operational capacity and limited ability to expand.

Assuming each person attends the site, at the same time, in separate vehicles, the 10 car spaces proposed will satisfactorily accommodate each vehicle. In the event of additional demand beyond the 10 spaces is required, the approved plan demonstrates that suitable opportunities for overflow car parking is available throughout the site, confirming the site’s capacity for overflow parking.

Overall the proposed land use and development as approved and described above will not generate significant demand for car parking as required by the Wodonga Planning Scheme. The maximum capacity staffing numbers and associated car parking demand anticipated during peak periods is suitably accommodated for within the proposed ten (10) car parking spaces with ample overflow parking opportunities within the site as provided by the approved Site Plan.

### 4.3 PLANNING SCHEME ASSESSMENT

According to the Wodonga Planning Scheme an application to reduce the number of car parking spaces required under Clause 52.06-5 must address the specific matters as set out in Clause 52.06-7 of the Wodonga Planning Scheme and as provided in Table 3 below.
Table 3: Car Parking Demand Assessment

<table>
<thead>
<tr>
<th>Car Parking Demand Assessment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Multi purposes trips within the locality are not considered likely in the predominant industrial land use context. The proposed use of land is designation specific and has no onsite sales to the public. Anticipated vehicle movements include only staff, delivery drivers and occasional industry/product representatives. As discussed above, on a daily average basis, the total number of vehicles from staff and visitations from industry representatives requiring on site car parking spaces will not likely exceed six (6) spaces at any one time. Any variation to the volume of staffing numbers during peak seasons and the subsequent car parking demand within the site is controlled by management and not likely to exceed the capacity of the proposed carpark. In rare circumstances if car parking demand exceeds the designated number of spaces, overflow parking spaces are available within the site, as demonstrated by the approved plan.</td>
</tr>
<tr>
<td>The variation of car parking demand likely to be generated by the proposed use over time.</td>
<td>The day-to-day use and function of the site does not generate car parking demand that will exceed 10 spaces. This is controlled by the scope of the Planning Permit 89/2019 and site management. Should the development seek to increase operational capacities, further car parking requirements will be a consideration of any forthcoming Planning Permit application. It is further noted that any increase in car parking demand which, in the unlikely event occurs under the current approved operation, can be accommodated within multiple overflow car parking options within the site. These options are demonstrated in the approved plan and confirm no impact upon the surrounding street network.</td>
</tr>
<tr>
<td>The short-stay and long-stay car parking demand likely to be generated by the proposed use.</td>
<td>The approved land use will not generate demand for long-stay car parking. Short stay parking will comprise of a shift per staff member. The car parking spaces</td>
</tr>
<tr>
<td>Car Parking Demand Assessment</td>
<td>Response</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>The availability of public transport in the locality of the land.</td>
<td>Nil applicable. School buses operate in the vicinity on the Murray Valley Highway, however there is no direct public service to the subject site.</td>
</tr>
<tr>
<td>The convenience of pedestrian and cyclist access to the land.</td>
<td>The surrounding area is made up of shared road and cycle networks and includes rural roads and the Murray Valley Highway. These networks are not judged suitable for preferred alternate pedestrian and cycle modes of transport and therefore do not form part of an alternate mode of transport solution.</td>
</tr>
<tr>
<td>The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.</td>
<td>The probability of employees and visitors having individual car ownership, or more specifically travelling in individual cars, is likely to be very high. The land use is destination specific and the proposed car parking facilities are considered to be commensurate with the likely maximum demand.</td>
</tr>
<tr>
<td>Any empirical assessment or case study.</td>
<td>Nil applicable.</td>
</tr>
</tbody>
</table>
CONCLUSION

This Car Parking Demand Assessment has been prepared in accordance Clause 52.06.7 of the Wodonga Planning Scheme. The Assessment supports an application to reduce the number of car parking spaces required by Wodonga Planning Scheme and Planning Permit 69/2019. It is proposed to develop the subject site with 10 car parking spaces, including 2 spaces for disabled persons, equating a reduction of 81 car parking spaces. The Assessment demonstrates that the reduction in the required number of onsite car parking spaces from 81 to 10 does not result in a deficiency relative to the demand associated with the approved use, and reduction in car parking spaces will not result in any adverse impact on the function of the site, the surrounding road network or the amenity of the locality.

The Assessment acknowledges the approved development and its demonstrated ability and capacity to accommodate the required 81 car parking spaces. The assessment also demonstrates that the likely demand for car parking that is generated by the approved land use will not exceed 10 car parking spaces. The additional car parking required by the Planning Permit would be superfluous to the site needs and its construction would be at odds with the efficient and environmentally sensitive and sustainable development of the land.

The proposed parking spaces satisfy the design requirements of the Wodonga Planning Scheme and are suitably and efficiently located within the front setback and of the development. The car parking spaces are of a high standard and contribute to a safe environment for users and are easily identifiable for visitors. Overall the proposed reduction in car parking provisions appropriately reflects the approved land use and development outcome and will not have any adverse or detrimental impact on the locality.
8 - Officers reports for determination

Item 8.7 - Attachment A
PLANNING PERMIT

GRANTED UNDER SECTION 96J OF THE
PLANNING AND ENVIRONMENT ACT 1987

ADDRESS OF THE LAND: LOT 129 ON PS 733790, CORNER OF VERBENA STREET AND ARNICA CIRCUIT

THE PERMIT ALLOWS:
USE OF LAND FOR RETAIL PREMISES IN THE MIXED USE ZONE (MUZ)
CONSTRUCT A BUILDING AND CARRY OUT WORKS ASSOCIATED WITH A SECTION 2 USE IN THE MUZ
CONSTRUCT A BUILDING AND CARRY OUT WORKS ASSOCIATED WITH A RETAIL PREMISES IN THE BMO

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Amended Plans
1. Before development starts, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application being plans TP01 Rev P6, TP02 Rev P8, and TP04 Rev P8 prepared by +trg dated September 2018, but modified to show:
   a) A screening wall, a minimum 1.2 metres in height, along the length of the Arnica Circuit boundary, to prevent headlight glare to residential properties.

Endorsed Plans
2. The use and development must be generally in accordance with the endorsed plans forming part of this permit and must not be altered without the prior written consent of the responsible authority.

Colours and Materials
3. Before development starts, a schedule of colours and materials to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the schedule will be endorsed and will then form part of the permit.

Date issued: Date permit comes into operation:
Signature for the responsible authority:

Permit No.:
8 - Officers reports for determination

Engineering Plans & Construction

4. Before development starts, detailed engineering construction plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. All works constructed or carried out must be in accordance with those plans. The construction plans must incorporate the following requirements:

   a) Stormwater drainage and management including:
      i. Identification of any existing and/or proposed stormwater infrastructure, including proposed legal point of discharge.
      ii. Stormwater from all roofs, gutters, downpipes and paved areas shall be drained to a legal point of discharge.
      iii. Prevention of stormwater discharge onto adjoining public and or private land up to a 1 in 20 year ARI, with overland escape routes for larger storm events.
      iv. Incorporation of gross pollutant trap(s) to any and/or all outlets to the satisfaction of the responsible authority.

   b) Any existing, new, additional or extensions to existing roadways, carparks & hardstands, must be finished with a fully sealed all weather surface, drained in accordance with an approved drainage plan. Details of proposed pavements and surfacing treatments must be provided.

   c) Parking shall be provided in accordance with the planning permit conditions, each parking bay is to be clearly delineated (line marked and/or signed) as required. The removal of any existing parking bays must be offset by new bays.

   d) Measures taken to prevent damage to fences or landscaped areas of adjoining properties and to prevent direct vehicle access to an adjoining road(s) other than by a vehicle crossing.

   e) Vehicular crossing and driveway crossovers shall be constructed to the Council’s standard. A maximum crossing width must be the minimum required to accommodate the design turning template of the anticipated service vehicles. A Road Reserve Works Permit is to be obtained from the relevant authority.

   f) Incorporate safe pedestrian walks and (line marked) crossing within the proposed carpark.

   g) New footpath construction and associated crossing(s) must be provided along the full frontage of the development along Verbena Street and Arnica Circuit. New connections and strategic links must be provided to the existing reserve path (north of the proposed development) and to the existing paths in Sage Court.

   h) Provision of bicycle facilities in accordance with Wodonga Planning Scheme Clause 52.34.

   i) Any existing footpaths, vehicular crossings and/or driveways, signage and/or line marking conflicting with, not required or deemed obsolete

<table>
<thead>
<tr>
<th>Date issued:</th>
<th>Date permit comes into operation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permit No.:</td>
<td>(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)</td>
</tr>
</tbody>
</table>

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shall be relocated and/or removed and the kerb & channel, roadway, paths and nature strip shall be reinstated to the satisfaction of the responsible authority.

**Construction Phase**

5. All activities associated with the construction of the development permitted by this permit must be carried out to the satisfaction of the responsible authority and all care must be taken to minimise the effect of such activities on the amenity of the locality.

**Construction Management Plan**

6. Before development starts, a construction management plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. The plan must address:

   a) Fencing to contain all litter, restrict vehicle access and deter unauthorized access to the site;
   b) Temporary fencing of the site during construction;
   c) Construction vehicle access point to the site during construction;
   d) Parking facilities for construction workers;
   e) Erosion and sediment control during construction.
   f) Control of mud on roads during construction;
   g) Control of dust generation during construction;
   h) Details including contact details of a liaison officer for contact the event of relevant queries or problems experienced during construction.

Once approved the Construction Management Plan will be endorsed and form part of this permit.

**Landscaping**

7. Before development starts, a landscape plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. Once endorsed this plan will form part of the planning permit. The plan must include details of:

   a) Proposed buildings and other structural features that influence the landscape design.
   b) Any natural features that influence the landscape design.
   c) Planting within and around the perimeter of the site comprising trees and shrubs, including using appropriate native species for areas adjoining the WREN reserve.
   d) Shade trees.
   e) The proposed design features such as any paths, paving, and finished surfaces.

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* Permit No.: 
f) A schedule of all proposed vegetation (trees, shrubs and ground covers) which includes botanical names, common names, pot size, mature size and total quantities of each plant.

g) Hard and soft landscape treatments at the interface between the subject land and the WREN reserve.

h) A pedestrian connection between the carpark and the existing unsealed trail within the WREN Reserve.

i) Means of watering the landscaped area.

8. Before the use allowed by this permit commences, the site must be landscaped in accordance with the endorsed plan and shall be thereafter maintained to the satisfaction of the responsible authority.

Native Vegetation

9. Before development starts, the common boundary between the subject land and WREN land (identified as Category 3 land in the Leneva Valley and Baranduda Native Vegetation Precinct Plan) must be established. This boundary must be:

a) Marked with a highly visible and secure vegetation protection fence; and

b) Signed to indicate these vegetation protection areas must be erected and maintained until works are complete.

Vehicles, machinery, earthworks, placement of fill and storage of materials is prohibited within the WREN land.

10. A Tree Protection Zone (TPZ) with a radius of 12 x the trunk diameter (measured at a height of 1.3m) must be implemented around all WREN Reserve trees for the duration of construction activities, unless with the prior written consent of the responsible authority. The TPZ is applied from the base of the tree trunk and should be no less than 2 m and no greater than 15 m.

11. Any construction stockpiles, fill, storage and machinery must be placed away from WREN reserve and drainage lines to the satisfaction of the responsible authority.

12. All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to Construction Techniques for Sediment Pollution Control (EPA 1991).

Sediment Control

13. Construction must follow sediment control principles outlined in ‘Construction Techniques for Sediment Pollution Control’ (EPA, 1991). Specifically, the applicant must ensure:

a) Grading, excavation and construction must not proceed during periods of heavy rainfall.

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Permit No.:
b) Sediment traps must be designed, installed and maintained to maximise the volume of sediment trapped from the site during development and construction.

c) Disturbed areas must be stabilised and revegetated following the completion of works.

Waste Management Plan
14. Prior to the commencement of the use, a Waste Management Plan for the collection and disposal of garbage and recyclables for all uses on the site must be submitted to and approved by the responsible authority. The Waste Management Plan must provide for:
   a) The method of collection of garbage and recyclables.
   b) Designation of methods of collection.
   c) Appropriate areas of bin storage on site and areas for bin storage on
      a) collection days.
   d) Litter management.

General Amenity
15. The use and development must be managed so that the amenity of the area is not detrimentally affected, through the:
   a) transport of materials, goods or commodities to or from the land.
   b) appearance of any building, works or materials
   c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour,  
      steam, soot, ash, dust, waste water, waste products, grit or oil
   d) presence of vermin.

Lighting Baffles
16. All lighting used to externally illuminate buildings, works and uses shall be fitted  
    with cut-off luminaries (baffles), so as to prevent the emission of direct and  
    indirect light onto adjoining roadways, land and premises.

Hours Of Operation
17. The hours of operation for all uses are 6.00am to 11.00pm on all days including  
    public holidays.

Regulation Of Delivery Times
18. Deliveries to and from the site (including waste collection, but with the exception  
    of bakery and dairy deliveries) must only take place between: 7.00am and 7.00pm  
    Monday to Friday and 8.30am and 4.00pm Saturday, Sunday and public  
    holidays.

Vehicle Access Lanes and Car Park Construction
19. Before the use starts, the areas set aside for the parking of vehicles and access  
    lanes as shown on the endorsed plans must be:

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<tr>
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</table>
Planning and Environment Regulations 2005 - Form 9. Section 96J

- a) constructed and properly formed to such levels that they can be used in accordance with the plans
- b) surfaced with an all-weather-seal coat
- c) drained
- d) line marked to indicate each car space and all access lanes clearly marked to show the direction of traffic along access lanes and driveways to the satisfaction of the responsible authority.
- g) Provided with public lighting in accordance with AS/NZ 1158.0-2005/Amendment 2-2010 minimum light category P11/P12 and the fitting are to minimize spill lighting on to neighbouring properties (including road reserves) in accordance with AS/NZ 4282:1997.
- h) Car spaces, access lanes and driveways must be kept available for these purposes at all times.

Car Parking For Disabled Persons

20. A minimum of 2 car spaces must be provided for the exclusive use of disabled persons. The car spaces must be provided as close as practicable to suitable entrances of buildings and must be clearly marked with a sign to indicate that the spaces must only be utilised by disabled persons.

Parking Signs

21. Signs to the satisfaction of the responsible authority must be provided directing drivers to the areas set aside for car parking and must be located and maintained to the satisfaction of the responsible authority.

Security Alarms

22. All security alarms or similar devices installed on the land must be of a silent type in accordance with any current standard published by Standards Australia International Limited and be connected to a security service.

Food Act Premises

23. The premises must be registered with Council under the provisions of the *Food Act 1984* and must be constructed and maintained in accordance with the Australia New Zealand Food Standards Code and AS 4674-2004 Design, Construction and Fit-out of Food Premises as adopted by Council. A plan of the proposed food premises must be provided to and approved by Council prior to the commencement of construction and/or fit-out. Operation of the business shall not commence until Food Act registration has been granted by Council.

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Date issued: _______________  Date permit comes into operation: _______________

Signature for the responsible authority: __________________

(Or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)

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<thead>
<tr>
<th>Permit No.:</th>
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<th>Page 6 of 9</th>
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</table>
Mandatory Bushfire Management Overlay Condition
24. The bushfire protection measures forming part of this permit or shown on the endorsed plans, including those relating to construction standards, defendable space, water supply and access, must be maintained to the satisfaction of the responsible authority on a continuing basis. This condition continues to have force and effect after the development authorised by this permit has been completed.

Country Fire Authority Requirements
25. The Bushfire Management Plan prepared by Habitat Planning, Appendix D from the Bushfire Management Statement (dated 11 October 2018), must be endorsed to form part of the permit and must not be altered unless otherwise agreed in writing by the CFA and the responsible authority.

Expiry
26. This permit will expire if one of the following circumstances applies:
   a) The development is not commenced within two years of the date of this permit.
   b) The development is not completed within four years of the date of this permit.
   c) The use is not commenced within two years of the development being completed.
   d) If commenced within two years, the use is then discontinued for a period of two years.

The responsible authority may extend the time for the completion of the development, if an application is received within 12 months after the permit expired and the permit was lawfully commenced prior to the expiry of the permit.

<table>
<thead>
<tr>
<th>Date of amendment</th>
<th>Brief description of amendment</th>
<th>Name of responsible authority that approved the amendment</th>
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<tbody>
<tr>
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Permit No.:
Planning and Environment Regulations 2015 - Form 9. Section 96J

amendment

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Permit No.:
Planning and Environment Regulations 2015 - Form 9. Section 96J

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?
The Responsible Authority has issued a permit. The permit was granted by the Minister under section 96J of the Planning and Environment Act 1987 on approval of Amendment No. C132 to the Wedanga Planning Scheme.

WHEN DOES THE PERMIT BEGIN?
The permit operates from a day specified in the permit being a day on or after the day on which the amendment to which the permit applies comes into operation.

WHEN DOES A PERMIT EXPIRE?
1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit, or
   - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of a permit, unless the permit contains a different provision, or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the Subdivision Act 1988.

2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.

3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.

4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the Planning and Environment Act 1987, or to any combination of use, development or any of those circumstances requires the certification of a plan under the Subdivision Act 1988, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.

5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?
- In accordance with section 96M of the Planning and Environment Act 1987, the applicant may not apply to the Victorian Civil and Administrative Tribunal for a review of any condition in this permit.
### AMENDMENT C132: RESPONSE AND ASSESSMENT OF SUBMISSIONS

#### AMENDMENT SUBMISSIONS

<table>
<thead>
<tr>
<th>SUBMISSION</th>
<th>Issue raised</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td># 1: Support</td>
<td>Support</td>
<td>Supports the amendment.</td>
</tr>
<tr>
<td>SUBMISSION # 2: Objection</td>
<td>Traffic at peak time (morning and afternoon pick up and drop off times) wants the site to become additional parking for the school as road network during those times is too congested. Does not believe that the parking proposed for the supermarket is enough</td>
<td>Submission remains unresolved.</td>
</tr>
<tr>
<td>SUBMISSION # 3: Support</td>
<td>Support amendment,</td>
<td>Supports the amendment.</td>
</tr>
<tr>
<td>SUBMISSION # 4: Objection</td>
<td>Traffic congestion: Location too close to school and will lead to congestion in a residential area. Amenity = trolleys will be left in street</td>
<td>Submission remains unresolved.</td>
</tr>
<tr>
<td>SUBMISSION # 5: Objection</td>
<td>Property values adjacent to the site will be impacted; Traffic: Traffic count [of the TIA] is underrepresented (each school vehicle to undertake 1.4 trips per day); Traffic to increase with housing developments and Baranduda Fields; Additional traffic from residents on Kiewa Valley Highway accessing the supermarket anticipated; Delivery vehicles likely to be disruptive to area; Not confident that 7am-7pm contracted hours will be maintained. Supermarket traffic limited point of entry/exit from Baranduda Boulevard which does not currently have turning lane to Verbena Street. New housing development behind IGA also needs this access. Community safety concerns (Crossing supervisor not the answer due to the number of children at the primary school does not meet criteria to have supervisor); do not support creating more traffic in school zone.</td>
<td>Submission remains unresolved.</td>
</tr>
</tbody>
</table>

The submitter raises concern as to the standard for traffic generation for primary school traffic - @ 1.4 trips per day and .52 trips per hour in the AM peak periods (as detailed in the South Australian Department of Planning, Transport and Infrastructure’s Trip Generation Rates for Assessment of Development Proposals.)
Ordinary meeting – March 16, 2020

8 - Officers reports for determination

### Safety: Not safe or practical to draw additional traffic into residential zone with limited traffic egress options. Another entry/exit option from roundabout at Paterson Avenue however this would require traffic to navigate additional residential streets to reach supermarket. Note this option would not be convenient (extra time/distance).

### Noise impacts of delivery vehicles

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<tr>
<th>SUBMISSION # 6 : Objection</th>
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<th>Assessment</th>
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<tbody>
<tr>
<td><strong>Location</strong> of the proposal: Oppose the location of the supermarket (not the supermarket itself).</td>
<td>Submission remains unresolved.</td>
<td></td>
</tr>
<tr>
<td><strong>Traffic:</strong> Concern regarding traffic congestion which is already an issue in area. Traffic and community <strong>safety concerns</strong> (e.g. Potential for accident and will not be able to allow children to play on streets by themselves, which goes against the country feel moved here for). Suggest rezoning another lot with better access.</td>
<td>Traffic may be an issue at school drop off and pick up times, however this is not unusual and occurs elsewhere in Wodonga;</td>
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<tr>
<th>SUBMISSION # 7 : Objection</th>
<th>Issue raised</th>
<th>Assessment</th>
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<tbody>
<tr>
<td><strong>Safety:</strong> Community safety and traffic impacts, specifically: Suggest fencing of school and limited entry/exit points near school crossings to assist safe crossing under adult supervision Road safety concerns for school children <strong>Location:</strong> Concern regarding location (rather than the Centre being provided in the community) <strong>Traffic:</strong> One way roadway not designed for commercial use. Question the suitability of the road size leading to the location, considering that large and smaller trucks will be using that roadway to deliver stock and then leave the area following delivery. If council approves, request you consider putting in ‘Lollipop Ladies/Men’ at the appropriate school times in safe location (either side of right angle bend near Convenience centre entry/exit and consult school regarding safety risks. If Council approves, suggest that all heavy vehicle deliveries happen outside ‘School Times’ to avoid congestion and potential added danger to young children.</td>
<td>Submission remains unresolved.</td>
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<tr>
<td>Traffic count does not satisfy warrant for crossing supervisor placement; School appears to be fenced already;</td>
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<tr>
<th>SUBMISSION # 8 : Support</th>
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</table>
Support for amendment.
Expected a supermarket when moving to Baranduda 22 years ago. Support General Store, however need to travel to Wodonga for groceries. Shared parking of Convenience centre will assist with overflow for local sporting events. Convenience centre will also benefit Westmont residents (some of whom currently take taxi to Wodonga for basic shopping; limited bus services available and service impractical) and support greater independence. Local supermarket could be accessed by walking and reduce car use for short trips, which reduces environmental impact. The supermarket will create 31 jobs including part time jobs for young people (who currently need to travel to work) which is good for the community. Prolong independence for older members of the community

Supports the amendment.

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<tr>
<th>SUBMISSION # 9 : Objection</th>
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<tbody>
<tr>
<td><strong>Issue raised</strong></td>
<td><strong>Assessment</strong></td>
</tr>
<tr>
<td><strong>Traffic:</strong> The current and proposed road conditions are not suitable for an increase in traffic volume or size. Verbena turns into a one car at a time road now going past the school. The road is too narrow. Not suitable for delivery trucks.</td>
<td>Submission remains unresolved.</td>
</tr>
<tr>
<td><strong>Safety:</strong> This increase in traffic poses a safety risk for the residents, pedestrians and school children.</td>
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<tr>
<td><strong>Amenity:</strong> The increased noise from the proposed development will impact the residents living in Arnica Circuit; The smell and mess from industrial bins will impact the residents living in Arnica Circuit. This proposed development will have a negative impact on the residents living in Arnica Circuit.</td>
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<tr>
<td><strong>Location:</strong> Perhaps this development would be better suited to the vacant land on the corner of John Schubert Drive and Kiewa Valley Highway.</td>
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<tr>
<th>SUBMISSION # 10 : Objection</th>
<th>Assessment</th>
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<td><strong>Issue raised</strong></td>
<td><strong>Assessment</strong></td>
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Traffic: impacts and community safety, specifically:
Lack of any plan to manage the increased risk to pedestrian safety around Baranduda Primary School.

Safety: Current pedestrian crossing and approach on Verbena Street (outside front gate of Baranduda Primary) is unsuitable for any increase in traffics due to:
Crossing is only active when flags put out by school staff and has not been improved since Verbena Street was a no through road. With additional residential and commercial development including 72 car spaces, the crossing needs upgrading;
Currently inadequate signage for school zone and no flashing lights or road markings;
Inadequate sight distance when approaching from west (bend in road obscures pedestrian crossing behind trees and parked cars);
Safety concerns for students with hearing impairments;
Current safety issues and 'near misses' when drivers don’t stop at crossing.
Inadequate parking around school will lead to parents using this car parking and increased traffic on Verbena Street;
Improved crossing on Verbena Street from new shop to school required.
Failure to provide safe pedestrian crossing to the school may increase traffic around the area in school times and discourage families to walk to and from school;

Suggested changes/Recommend:
1. Relocation of development to more appropriate location (vacant Mixed Use Zone block on corner of Baranduda Boulevard and Verbena Street);
2. Requirement for developer to upgrade crossing to raised concrete island with permanent painted zebra crossing;
3. Installation of flashing school zone lights and signage warning drivers of school zone and pedestrian crossing.

Submission remains unresolved.

Required changes:
1. Relocation to another site
2. Upgrade to crossing – permanent painted crossing with pedestrian refuge island
3. Installation of flashing lights at school zone

Warrant does not require the placement of crossing supervisor.

Unsure of no of students with hearing impairment – no figure quoted.

Parking is restricted at Verbena Street during school drop off and pick up hours

Ongoing discussion with the school to consider crossing upgrades or further parking restrictions.

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<th>SUBMISSION # 11: Support</th>
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<td>Issue raised</td>
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<tr>
<td>Supports Amendment</td>
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<th>SUBMISSION # 13: Objection</th>
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<tr>
<td>Issue raised</td>
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</table>
### SUBMISSION # 14: Objection

**Issue raised**  
Traffic: Excessive traffic at entry  
Liquor: Corner, liquor licence less than 10 metres from another licensed shop; 
Amenity: Noise from traffic including delivery trucks; 
Works nightshift impacts of supermarket would force them to move home

**Assessment**  
Submission remains unresolved.

### SUBMISSION # 15: Support

**Issue raised**  
Supports the development

**Assessment**  
Supports the amendment

### SUBMISSION # 16: Objection

**Issue raised**  
Object to rezoning of land, at site from GR1Z to MUZ,  
Specific Concerns  
Amenity: Purchased land knowing all land was to be for residential purposes; 
Flood lights at car park impact on Arnica Circuit residents; 
Operation hours up to 11.00pm.  
Location: Object to location not the use; 
Location of site hidden from Baranduda Blvd = failed business and another site should be selected;  
Traffic: Increased traffic along Verbena Street - safety concern for children; 
Traffic congestion particularly at drop off pick up times; 
The use of the car spaces by parents negates the use by shoppers and may result in a failed business; 
SEEKS an alternative site for a business of this size

**Assessment**  
Submission remains unresolved.

### SUBMISSION # 17: Objection

**Issue raised**

**Assessment**
**Amenity:** Believed all land would be residential land near her property; Will remove the peace and quiet of property; Bright lights from car park; Noise; Less privacy for residents  
**Traffic:** Increased traffic mixing with school traffic; Roads too small for semitrailer (Verbena St); less privacy for residents;  
**Safety:** for school children;  
**Location:** better off closer to main road  

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<tr>
<th>SUBMISSION # 18 : Support</th>
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<tr>
<td>Supports the development</td>
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<td>Supports the amendment</td>
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<tr>
<th>SUBMISSION # 19 : Objection</th>
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<th>Assessment</th>
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<tbody>
<tr>
<td>Location: is not appropriate due to safety and access.</td>
<td></td>
<td>Submission remains unresolved.</td>
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<tr>
<td>Traffic: Road width (verbena Street) = risk to children;</td>
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**Required changes/Recommendations:**  
Need to widen Verbena Street;  
More parking at the site to compensate loss of parking at the school;  
Open up Sage Court to access site;  

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<tr>
<th>SUBMISSION # 20 : Objection</th>
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<tbody>
<tr>
<td>Safety: Primary Concern is SAFETY - safety of road users and children; congestion; noise of trucks and exhaust pollution on school educational setting and disruption to nature reserves; Children safety outside of school times.</td>
<td></td>
<td>Submission remains unresolved.</td>
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<tr>
<td>Traffic: Increased traffic passing submitters property; Verbena street congested and unsafe outside of school drop off and pick up times;</td>
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<tr>
<th>SUBMISSION # 21 : Objection</th>
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</table>
**Amenity:** the development will take away peace and quiet of the neighbourhood; Noise of supermarket operations up till 8 pm; Light shining into houses from car park; Privacy from people in car parks;  
**Traffic:** Increased traffic a Verbena Street and Arnica Circuit; School drop off and pick up times will limit the use of Verbena Street for delivery trucks; Noise of additional traffic: Speeding traffic regardless of speed limits and speed humps;  
**Location:** better of close to main road Baranduda Blvd, John Schubert or KVH - for the purposes of access and less impact on residents

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<th>SUBMISSION # 22 : Objection</th>
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<th>Assessment</th>
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<tbody>
<tr>
<td>Safety:</td>
<td>Concern is safety due to layout of the local streets;</td>
<td>Submission remains unresolved.</td>
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<tr>
<td>Traffic:</td>
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<tr>
<th>SUBMISSION # 23 : Objection</th>
<th>Issue raised</th>
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<tbody>
<tr>
<td>Traffic:</td>
<td>Noise and increased likelihood of children being struck by said increased traffic; Increased traffic volumes from locals; Congestion at drop off and pick up times from the school: Standard of roads too narrow to pass oncoming vehicles.</td>
<td>Submission remains unresolved.</td>
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<tr>
<td>Location:</td>
<td>Wish to see a change of location:</td>
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<th>SUBMISSION # 24 : Objection</th>
<th>Issue raised</th>
<th>Assessment</th>
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<tbody>
<tr>
<td>Location:</td>
<td>Concerns of traffic congestion and noise pollution, litter and odour from waste</td>
<td>Submission remains unresolved.</td>
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<tr>
<th>SUBMISSION # 25 : Support</th>
<th>Issue raised</th>
<th>Assessment</th>
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<tbody>
<tr>
<td>Supports the development</td>
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<td>Supports amendment</td>
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<thead>
<tr>
<th>SUBMISSION # 26 - Principal Baranduda Primary School: Objection</th>
<th>Issue raised</th>
<th>Assessment</th>
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</table>
**Location & Amenity:** Does not support the location and amenity impacts; Seeks reconsideration of the proposed location.

**Traffic & Safety:** Traffic flow and safety for pedestrians and cyclists in particular those accessing school; Traffic speed at Verbena Street and failure to stop at crossing; Standard of Verbena Street; Congested parking during drop off and pick up times; The development will increase risk to pedestrians and cyclists going to school and reduce the number of people doing so;

**Healthy Policy:** The amendment is not in accordance with Council policy that encourages children to be physically active and increase travel:

<table>
<thead>
<tr>
<th>SUBMISSION # 27 : Support</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issue raised</strong></td>
</tr>
<tr>
<td><strong>Assessment</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SUBMISSION # 28 Urban Fields Consulting on behalf of JMP Developments Pty Ltd: Objection</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issue raised</strong></td>
</tr>
<tr>
<td><strong>Assessment</strong></td>
</tr>
</tbody>
</table>
Retail Policy:
1. Proposal undermines the broader retail strategy and duplicates the retail offering in the Baranduda Village precinct;
2. Results in significant deferral of the recently gazetted Leneva and Baranduda Precinct Structure Plan - Leneva Town Centre site - [we presume they mean the Baranduda Town Centre site or is a general statement about multiple sites] 3. Prevents the existing MUZ zoned land from being developed and:
4. Impedes the redevelopment of other zoned land within proximity of this area (Riverside Estate)

Additional points of the submission:
Viability: Impact on the viability of the Baranduda Leneva TC and the Wodonga TC due to the lack of long term strategic support to dictate increasing the area of zoned commercial land in the area for the purpose of introducing 1,300 sqm of retail. The introduction of such allocation of floor space will cannibalise the Baranduda Town Centre (BTC). Council should insist that retailers utilise land already zoned for commercial purposes:
Strategic Rationale: The Explanatory Report focuses on “benefit” and no discussion on economic “costs” arising from increased retail floor space.
Reference to abandoned No C129. C132 in effect transitions the development of the site from Local Activity Centre (LAC) to Neighbourhood Activity Centre (NAC) due to increased floorspace.

The allocation of floorspace outside of the pre-identified future primary Activity Centre and dilutes retail spending away from the CBA and future development opportunity of the BTC.
Clause 21.03: The use of additional MUZ fails to provide the opportunity to test the future viability of the BTC and the NL NAC obliterating the opportunity for the Baranduda and Leneva TCs to develop for another 20 - 40 years.
Clause 11.03-1s: Activity centres of the SPPF in that it uplifts a Local Activity Centre (LAC) to a Neighbourhood Activity Centre (NAC) due to increased floorspace.
The opportunity to request changes to the design is afforded by the panel process.

It is planned that retail within the PSP will be developed “incrementally” and must be justified by catchment growth. Support for up to 1,500 sqm of retail is stated in the Wodonga Activity Centre Hierarchy Strategy (WACHS) and the MSS at 21.03-1.

Strategic Rationale: Such foregone costs / benefits implied, should also take into consideration the changing role and methodologies for retail with changing need for hard retail floorspace.

Additional matters:
Viability and Urban Design: The Planning permit and exhibited plans give opportunity to demonstrate the outcomes of the form of the building and presentation to the neighbourhood, which was assessed as appropriate for its scale. The opportunity to request changes to the design is afforded by the panel process.

Reference to abandoned C129 - DELWP (Melbourne)
### SUBMISSION # 29: Support

**Issue raised**: Supports the rezoning if land for supermarket, it will be great for the community

**Assessment**: Supports the amendment

### SUBMISSION # 30: Objection

**Issue raised**: Location: does not serve the needs of Killara, Huon, Staghorn Flat, Osbornes Flat, Kiewa and Tangambalanga

**Assessment**: Submission remains unresolved.

### SUBMISSION # 31 North East Catchment Management Authority (NECMA)

**Issue raised**: No objection

**Assessment**: No objection

### SUBMISSION # 32 North East Region Water Authority (NERWA)

**Issue raised**: No objection to rezoning:
However there is the issue of an asset easement over the land

**Note**: In a clarification letter, received form NEWater on the 5th February, the authority states that they are comfortable with the amendment and subsequent development should the proponent pay for the relocation of infrastructure/assets on the site and ensuring that water tapping for the Baranduda Community centre are maintained or relocated to their satisfaction

### SUBMISSION # 33 Goulburn Murray Water (GMW)

**Issue raised**: No objection to rezoning

**Assessment**: No objection

### SUBMISSION # 34 Transport for Victoria (TFV)

**Issue raised**: No objection to rezoning

**Assessment**: No objection

### SUBMISSION # 35 Country Fire Authority (CFA)

**Issue raised**: No response

**Assessment**: No response

### PERMIT SUBMISSIONS

### SUBMISSION # 1: Objection

**Issue raised**: Assessment
Ordinary meeting – March 16, 2020

8 - Officers reports for determination  

<table>
<thead>
<tr>
<th>Item 8.7 - Attachment C</th>
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<tr>
<th>Development will cause BLOT on landscape.</th>
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</table>

**Amenity:** Operation will cause 24 hr noise, congestion, traffic and pollution will increase anxiety and stress; Environment /noise pollution includes - continuous running of motors to fridges, cool rooms, heaters/air con.

**Traffic:** Delivery trucks, traffic congestion, limited road access. Impact on nature conservation loss of trees; More traffic, adds to school traffic continuous car parking in streets, U turning vehicles at T junction of Arnica and Verbena

**Safety:** Safety of children - More people invites predators, loitering and street drinking.

**Location:** Do not object to a supermarket in Baranduda, just the location would be better on Baranduda Blvd.

### SUBMISSION # 2 : Objection subject to conditions

<table>
<thead>
<tr>
<th>Issue raised</th>
<th>Assessment</th>
</tr>
</thead>
</table>

**Condition 18:** Seeks an amendment to permit condition 18 “Regulation of Delivery times” should be extended to restrict deliveries to times that will not see trucks trying to deliver via Verbena Street during school times.

**Condition 19:** seeks amendment to condition 19 “Vehicle Access Lanes and Car Park Construction” so that it limits access via Verbena Street and at school pick up and drop off times

### Submission remains unresolved.

### SUBMISSION # 3 - Principal Baranduda Primary School: Objection

<table>
<thead>
<tr>
<th>Issue raised</th>
<th>Assessment</th>
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</table>

Object to issue of permit and amendment that facilitates a neighbourhood convenience centre

### Submission remains unresolved.

### SUBMISSION # 4 Habitat Planning Consultants: Seeks amendment to planning permit application

<table>
<thead>
<tr>
<th>Issue raised</th>
<th>Assessment</th>
</tr>
</thead>
</table>

Seek the inclusion of a liquor licence (bottle shop) as part of planning permit

The submission is withdrawn.

### SUBMISSION # 5 Urban Fields on behalf of JMP Development Pty Ltd: Objection

<table>
<thead>
<tr>
<th>Issue raised</th>
<th>Assessment</th>
</tr>
</thead>
</table>

Submission remains unresolved.
### Conditions

Conditions, failure to adequately exhibit the permit application and other supporting documentation that may have determined the permit conditions. 

**Exhibition:** Town Planning Application. No planning permit application was exhibited Planning Permit Application: Vehicle movement and car parking:

**Design response:** Condition 1. “Amended Plans” It fails to consider light spill from the illumination of the car park and loading bays – Fails to address design’s poor activation to the pedestrian walkway – Provides for the development and use to proceed without requesting further detailed plans See Crowthers V Moira SC.

**Condition 4** “Engineering Plans & Construction”. Queries how this condition can be fulfilled @ (f) incorporation of safe pedestrian walks... in a car park where vehicles and delivery vans are moving and where cars parents and children are interacting.

**Condition 15** “General Amenity”; This is generic and broad. It offers little assurance to residents that Council will in fact manage and endorse amenity requirements for the permit. A more specific amenity condition relating to the use of the land should be applied to the permit.

**Condition 16** “Lighting Baffles”; As per the commentary for condition 1, the location of lights should be referenced on the endorsed plans.

**Condition 17** “Hours of Operation” Hours of operation for all uses…. Is there an intension to introduce an alternative or additional land uses beyond the supermarket? Given the residential context the hours of operation should be reduced to - 7.00am to 9.00pm.

**Condition 18** “Regulation of Delivery Times”; These hours need further regulation taking account of the conflict with customer movements through the site. We reiterate our concerns with the design response in relation to conflict between delivery vehicles and pedestrians.

**Condition 19** “Vehicle Access Lanes and Car Parking Construction” Amend (b) to include ‘surface with an impervious all-weather seal coat’

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### SUBMISSION # 4 North East Region Water Authority (NERWA)

**Issue raised**

No objection to issue of permit but requires applicant to enter into a Sec 173 agreement

**Assessment**

Council will amend its permit conditions 103/2018. Later communication from NEWater is forwarded to applicant stating that assets and tapping to Baranduda Community Centre are relocated to the service authorities satisfaction.

---

### SUBMISSION # 5 Goulburn Murray Water (GMW)

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The submission remains unresolved. Officers have undertaken a detailed assessment of the application and this is set out in the comprehensive delegates report. It is determined that while local and state policy was appropriately addressed and considered in the assessment, improvement is something that will always be welcome.

Council is reminded that the purpose of exhibition is to garner comment and submission and to improve planning and land use outcomes. Should the panel process determine that any condition(s) or matter(s) have not been adequately considered officers are pleased to take advice and direction.
### Item 8.7 - Attachment C

#### Issue raised

<table>
<thead>
<tr>
<th>Issue raised</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>No objection to permit</td>
<td>No action required</td>
</tr>
</tbody>
</table>

#### SUBMISSION # 6 Department of Environment, Land water and Planning (DELWP)

<table>
<thead>
<tr>
<th>Issue raised</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>No objection</td>
<td></td>
</tr>
</tbody>
</table>

#### SUBMISSION # 7 Country Fire Authority (CFA)

<table>
<thead>
<tr>
<th>Issue raised</th>
<th>Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>No response</td>
<td>Following Councils original referral to CFA on the 15th November 2019, officers again requested a response from CFA on 13th January 2020 acknowledging the current &quot;fire&quot; situation. An initial acknowledgment received on 15th January but no official response as yet from the CFA. Section 55 Referral for planning permit stated that vegetation to the north of the site would be accepted as modified vegetation in this circumstance.</td>
</tr>
</tbody>
</table>

*VERBAL SUBMISSIONS* CANNOT BE CONSIDERED AS NOT IN WRITING
Mr Mark Dixon  
Chief Executive Officer  
Wodonga City Council  

Email address: tchewtham@wodonga.vic.gov.au  

Dear Mr Dixon  

PROPOSED WODONGA PLANNING SCHEME AMENDMENT C133WDO  

I refer to your council’s request for authorisation to prepare amendment C133WDO to the Wodonga Planning Scheme. The amendment proposes to correct a number of grammatical errors and mapping anomalies.  

Under delegation from the Minister for Planning, in accordance with section 8A of the Planning and Environment Act 1987, I am advising your council that the request requires further review and the following information provided to enable further consideration:  

- A copy of the approved Development Plan for the Riverside Estate.  
- A copy of the approved planning permit for the subdivision, including the approved Vegetation Offset Management Plan  
- A copy of all plans of subdivision for the Riverside Estate that have been approved by council to date.  

It would be appreciated if you could provide the requested information by 18 December 2019. On receipt of this information, a decision on the authorisation request will be made as soon as possible.  

If you have any questions regarding this matter, please contact myself on 0400 577 649 or email bruce.standish@delwp.vic.gov.au.  

Yours sincerely  

Bruce Standish  
Manager Hume Regional Planning Services  
21/11/2019  

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Privacy and Data Protection Act 2014. It will only be used or disclosed to appropriate Ministerial, statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to info.request@de.ep.vic.gov.au or FOI Unit, Department of Environment, Land, Water and Planning, PO Box 356, East Melbourne, Victoria 3002.
Who is the planning authority?

This amendment has been prepared by the Wodonga City Council, being the planning authority for this amendment.

The Amendment has been made at the request of the Wodonga City Council.

Land affected by the Amendment

The Amendment applies to the land addresses below. Mapping references are included in each cell of the table:

<table>
<thead>
<tr>
<th>Land Affected PSA C133</th>
<th>Proposed Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reserve No 1 PS644961, Reserve 2 PS644961</td>
<td>Rezone public land from General Residential Zone 1 to Public Park and Recreation Zone to accord with development on the ground. The land is in public ownership. <em>(WPS Map 12 Zn)</em></td>
</tr>
<tr>
<td>Reserve No. 1 LP99382 (37 Jarrah Street Wodonga)</td>
<td>Rezone public land from General Residential Zone 1 to Public Park and Recreation Zone. <em>(WPS Map 9 Zn)</em></td>
</tr>
<tr>
<td>Reserve No. 1 PS726959 (Logic Estate)</td>
<td>Rezone public land containing vegetation offsets from Industrial 1 Zone to Public Park and Recreation Zone. <em>(WPS Map 1 Zn)</em></td>
</tr>
<tr>
<td>Reserve No. 1 PS54959 3, Road Reserve Boyes Rd Baranduda</td>
<td>Rezone extinguished road reserve within the Leneva Valley Baranduda Native Vegetation Precinct Plan (Precinct J) from Industrial 1 Zone (IND1Z) to Public Park and Recreation Zone. <em>(WPS Map 13 &amp; 16 Zn)</em></td>
</tr>
<tr>
<td>Amend the Schedule to Clause 72.04</td>
<td>Amend the title of the native vegetation precinct plan listed at the schedule – to: “Native Vegetation Precinct Plan for the Proposed Riverside Development – Killara (August 2009 amended October 2016)”</td>
</tr>
<tr>
<td>Documents incorporated in this Planning Scheme - Incorporated Documents</td>
<td></td>
</tr>
<tr>
<td>Amend Schedule to Clause 52.16</td>
<td>Amend the title and date of the native vegetation precinct plan at the schedule to: “Native Vegetation Precinct Plan for the Proposed Riverside Development – Killara. (August 2009 amended October 2016)”</td>
</tr>
<tr>
<td>Reserve No. 2 LP129806</td>
<td>Rezone public reserve at Poplar and Brockley Street from General Residential Zone 1 to Public Park and Recreation Zone. (<em>WPS Map 9 Zn</em>)</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Lot 82 PS 545522 (Huon Hill Reserve)</td>
<td>Rezone part of this lot from General Residential Zone 1 to Public Park and Recreation Zone. This land contains retained vegetation from the Huon Hill East NVPP (<em>WPS Map 13 Zn</em>)</td>
</tr>
<tr>
<td>Res No. 2 PS706030, Res No. 1 PS645681, Res No. 1 PS706033, Res No. 1 PS645692, Res No. 3 PS706023, Res No. 3 PS727149, Res No. 1 PS746753, Res No. 1 &amp; No. 2 PS727149, Res No. 1 PS811090, Res No. 1 PS636968, Res No. 1 PS727148, Res No. 2 &amp; No. 3 PS645692, Res No. 1 PS706023, Res No. 1 PS706021, Res No. 1, 2 &amp; 3 PS717356, Lot 35 LP29197.</td>
<td>Rezone public land (POS) from General Residential Zone 1 and Mixed Use land to Public Park and Recreation Zone. (<em>WPS Map 13 Zn</em>)</td>
</tr>
<tr>
<td>Reserve No. 1 PS808247 &amp; Reserve No. 1 PS702675, Bears Hill Wodonga</td>
<td>Rezone public land within the Leneva Valley and Baranduda Native Vegetation Precinct Plan (Precinct C) from Rural Conservation Zone to Public Park and Recreation Zone (<em>WPS Map 12 &amp; 13 Zn</em>)</td>
</tr>
<tr>
<td>Reserve No. 1 PS702666 and Reserve No. 2 PS702675, (Bears Hill Wodonga)</td>
<td>Rezone public land now developed from General Residential Zone 1 to Public Park and Recreation Zone (<em>WPS Map 13 Zn</em>)</td>
</tr>
<tr>
<td>Road Reserve R1 PS808247, (Bears Hill Wodonga)</td>
<td>Rezone land now a road reserve from Rural Conservation zone to General Residential Zone 1. (<em>WPS Maps 12 &amp; 13 Zn</em>)</td>
</tr>
<tr>
<td>Reserve No. 1 PS 702683, John Schubert Drive Baranduda</td>
<td>Rezone public land within the Leneva Valley and Baranduda Native Vegetation Precinct Plan (Precinct G) from Rural Conservation Zone to Public Park and Recreation Zone (<em>WPS Map 12 &amp; 13 Zn</em>)</td>
</tr>
<tr>
<td>Reserve No. 1 PS733790, Reserve No. 2 PS733790, Reserve No. 1 PS739892, Reserve No. 4 PS803194</td>
<td>Rezone public land from General Residential Zone 1 to Public Park and Recreation Zone (<em>WPS Map 16 Zn</em>)</td>
</tr>
</tbody>
</table>
### Item 8.8 - Attachment B

| Road Reserves Riverside Blvd, Charlton Rd, Devitt Way, Cuthbert Street, Kirby Way | Rezone road reserve to General Residential 1 Zone. *(WPS Map 13 Zn)* |
|**Lot B PS726961 Rail spur Logic Precinct, Barnawartha.** | Lot B 9 (Logic - Barnawartha) was previously part of Indigo Shire. A minor realignment of the Municipal Boundary in 2016, included this land into the Wodonga Municipality from Indigo Shire. The land was also rezoned to Industrial 2 from Farming to accord with development on the ground – a rail spur and freight complex. However, the zone provisions (C2Z) were not included into the Wodonga Planning Scheme. This amendment seeks to introduce the provisions of Clause 33.02. the rezoning of the land was part of Planning Scheme Amendment C123 |
| Reserve No 1 PS710728 | Rezone this reserve from Road Zone 2 to PPRZ *(WPS Map 9 Zn)* |
| Arterial and Municipal Road Reserves, Prescribed Roads and City of Wodonga. | In accordance with VicRoads notification and gazettal (No S 453 21st Dec 2017), the amendment rezones a number of Arterial and Municipal Road Reserves across the Municipality. Government Gazette notice (2017 in accordance with the Road Management Act 2004) – Melrose Drive, Yarralumla Drive, High Street, Victoria Cross Parade, Anzac Parade and section of the Hume Freeway *(WPS Map 6, 7, 9, 10, 11, 12 Zn)* |
| Lot 140 PS706030, Lot 360 PS717365, Lot 133 PS706030, Lot 89 PS645695, Lot 87 PS645695, Lot 236 PS717365, Lot 259 PS717365, Lot 258 PS717365, Lot 261 PS717365, Lot 260 PS717365, Lot 335 PS727149 | Rezone part or whole of private lots from Public Park and Recreation Zone to General Residential 1 Zone. *(WPS Map13 Zn)* |
| Lot 481 PS746753 (40 Devitt Way), Lot S PS746744, Lot 476 PS746753 (38 Devitt Way), Lot 477 PS746753 (40 Klim Street) Lot U PS811090, | Rezone private land (part or all) from General Residential to Mixed Use Zone. The amendment adjusts the zone boundary to correct lots in two zones. *(WPS Map13 Zn)* |
| **Lot 81 PS545522** | Rezone part of this lot from Rural Conservation Zone and Public Park and Recreation Zone to General Residential 1 Zone and deletes a small section of the Environmental Significance Overlay schedule 2, from the land. *(WPS Map13 Zn) (WPS Map13 ESO)* |
**Lot U PS811090**

<table>
<thead>
<tr>
<th>Rezone part of this lot (Balance Lot) from General Residential 1 Zone to Public Park and Recreation Zone. <em>(WPS Map13 Zn)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rezone part of the road reserve at Whytes Road, Bandiana and Kenneth Watson Drive Killara, from Public Park and Recreation Zone to General Residential 1 Zone. <em>(WPS Map13 Zn)</em></td>
</tr>
<tr>
<td>Rezone part of the road reserve at Kenneth Watson Drive from Public Park and recreation Zone to General Residential 1 Zone. <em>(WPS Map13 Zn)</em></td>
</tr>
<tr>
<td>Rezone part of this lot (Balance Lot) from Public Park and Recreation Zone to General Residential 1 Zone. <em>(WPS Map13 Zn)</em></td>
</tr>
<tr>
<td>Rezone part of this lot (balance Lot) from Public Park and Recreation Zone to Mixed Use Zone. <em>(WPS Map13 Zn)</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lot 246 PS717365, Lot 245 PS717365, Lot 244 PS717365, Lot 243 PS717365, Lot 242 PS717365, Lot 241 PS717365, Lot 239 PS717365, Lot 238 PS717365.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rezone in part, private lots from General Residential Zone 1 to Mixed Use Zone. <em>(WPS Map13 Zn)</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Part Lot 3 PS645684.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rezone extinguished road reserve from Road Zone Category 1, to Urban Growth Zone schedule 1. This land is under the Leneva Baranduda PSP Framework. It is designated for urban development and has been included in the Land Use Budget (LUB) at property No 24, of that framework plan, approved as part of Wodonga PSA C121. <em>(WPS Map 16 Zn)</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PT CA 1 SEC J-3854, Lot 1 TP157764 (47 Jarrah Street Wodonga VIC 3690)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rezone part of the lot from PPRZ to General Residential Zone 1. This is not public land. <em>(WPS Map 9 Zn)</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Allot 9A Sec 15 Parish of Staghorn Flat CA 9A SEC 15-2068</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rezone Crown allotment from Rural Conservation Zone to Public Conservation and Resource Zone. <em>(WPS Map 16 Zn)</em></td>
</tr>
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<table>
<thead>
<tr>
<th>Lot 283 LP131268 (12 Poplar Street Wodonga)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rezone private land from Public Park and Recreation Zone to General Residential Zone 1. <em>(WPS Map 9 Zn)</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lot 1 TP123444N Huon Street, Wodonga</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rezone private land incorrectly zoned, from Public Use Zone 4, to Industrial 1 Zone <em>(WPS Map 7 Zn)</em></td>
</tr>
</tbody>
</table>
Lot 1 PS 539098 – (Logic Estate Barnawartha) NORTH EAST WATER PUMPING STATION
Rezone land that contains critical infrastructure (North East Water Corporation) from Industrial 1 Zone to Public Use Zone 1. *(WPS Map 1 Zn)*

*Res No 805 PS632897
Rezone lot 1 of reserve to General Residential Zone 1 (remains uncorrected from previous Wodonga PSA C120) *(WPS Map 10 Zn)*

*CA 24 SECQ-5869
Rezone part of the reserve parcel from Public Park and Recreation Zone to Activity Centre Zone, to facilitate the sale of land to the Wodonga City Council

*Res No 1 PS808247,
Rezone the reserve system at Bears Hill from Rural Conservation Zone (RCZ) to Public Park and Recreation Zone. *(WPS Map 13 & 12 Zn)*

*Res No 1 PS702675
Rezone the reserve system at Bears Hill from General Residential Zone to Public Park and Recreation Zone *(WPS Map 12 Zn)*

*R1 PS808247
Rezone road reserve from Rural Conservation Zone to General Residential 1 Zone *(WPS Map 13 Zn)*

*Res 1 PS702666 & Res 2 PS702675
Rezone reserve land from General Residential 1 Zone to Public Park and Recreation Zone *(WPS Map 13 Zn)*

*Reserve No. 1 PS702683, John Schubert Drive Baranduda
Rezone reserve land from General Residential 12 Zone to Public Park and Recreation Zone *(WPS Map 16 Zn)*

*Reserve No. 1 PS733790 Baranduda
*Reserve No. 2 PS733790 Baranduda
*Reserve No. 1 PS739892 Baranduda
*Reserve No. 4 PS803194 Baranduda
Rezone reserve land from General Residential 1 Zone to Public Park and Recreation Zone *(WPS Map 16 Zn)*

**What the amendment does**

Amends various grammatical and mapping irregularities and anomalies that exist between the zone maps (Wodonga Planning Scheme Map(s) No 1, 6, 7, 9, 10, 11, 12, 13 & 16) and actual development on the ground. These anomalies have arisen as a result of historical and recent developments across the Municipality. Specifically the amendment seeks to:

- Rezone public land (POS) from General Residential Zone 1 to a Public Park and Recreation Zone.
- Rezone public land (POS) from Industrial 1 Zone to Public Park and Recreation Zone.
- Rezone an extinguished road reserve from Road Zone 1 to UGZs1.
• Rezone road reserves from Public Park and Recreation Zone and Rural Conservation Zone to General Residential 1 Zone.

• Amend the schedule clause 52.16s by correcting the title of an incorporated native vegetation precinct plan.

• Amend schedule clause 72.04s by correcting the title name of an incorporated native vegetation precinct plan.

• Rezone public land (POS) from Mixed Use Zone to Public Park and Recreation Zone.

• Rezone road reserve from Mixed Use Zone to General Residential Zone.

• Rezone road reserve from Public Park and Recreation Zone and Rural Conservation Zone to General Residential Zone 1.

• Rezone public land from Rural Conservation Zone to Public Park and Recreation Zone.

• Rezone public open space from Road Zone 2 to Public Park and Recreation Zone.

• Rezone part of existing residential lots from General Residential Zone 1 to Mixed Use Zone.

• Insert clause 33.02 Industrial 2 Zone into the Wodonga Planning Scheme.

• Rezone part of existing lots (private land) from Public Park and Recreation Zone to General Residential Zone 1.

• Rezone part of an existing lot (private land) from Rural Conservation Zone to General Residential Zone 1.

• Delete the Environmental Significance Overlay 2 from a section of land that was part of Wodonga Planning Scheme Amendment C69

• Rezone Crown Allotment CA 9A Sec 15-2068 and adjoining road reserve (Ridge Lane) from Rural Conservation Zone to Public Conservation and Resource Zone.

• Rezone part of Crown Allotment 24 SECQ-5869 (43 sqm) from Public Park and Recreation Zone to Activity Centre Zone. The site contains part of a Council owned building.

• Rezone land containing critical infrastructure, from Industrial 1 Zone to Public Use Zone 1.

• Rezone parts of the Hume Freeway, Arterial and Municipal Roads from RD1Z to RD2Z and from RD2Z to RD1Z within the City of Wodonga.

• Rezone private land, from Public Use Zone 4 to Industrial 1 Zone.

• Rezone a section of reserve land at Jack Dunstan Park – previously submitted as part of Wodonga Planning Scheme Amendment C120 – from Public Park and Recreation zone to General Residential 1 Zone.

• Rezone private land from Public Park and Recreation zone to General Residential 1 Zone.

• Rezone private land (part lots) from General Residential 1 Zone to Mixed Use Zone.

Strategic assessment of the Amendment

Why is the Amendment required?

The amendment is required to provide more accurate zone mapping, for both public and private land, across the Municipality and to ensure that information and spatial representation of land use across the municipality is more accurately reflected with actual development and land ownership on the ground. There is often a mismatch between zone and property boundaries due to mapping and data error across a number of systems.

The amendment seeks to adjust the zone boundaries of the Public Park and Recreation Zone at Maps 1, 7, 9, 12, 13, 14 & 16 by rezoning public land to the most applicable zone.
Rezone private land at Map 9 & 13 from Public Park and Recreation Zone to General Residential Zone 1, to accord with ownership and development on the ground.

Rezone part lots, at Map 13, that were created and developed within the Riverside Estate. The lots are currently within two zones and are a mixture of private and public land.

Rezone land currently shown as zoned as Road Zone 1, to Urban Growth Zone Schedule 1 at Map 16. The arterial road network was realigned between 2000 and 2003 by the Albury Wodonga Corporation and VicRoads. The road reserve is extinguished.

Rezone land now vested in council that is part of the Leneva Valley and Baranduda Native Vegetation Precinct Plan (LVBNVPP) vegetation reserve system from Rural Conservation Zone and General Residential Zone 1 to Public Park and Recreation Zone (Map 12 &13).

Rezone an extinguished road reserve that passes through land within a conservation reserve system, currently shown as Industrial 1, Map 13 & 16. This is consistent with the application of the associated Native Vegetation Precinct Plan and the objectives of the Wodonga Retained Environment Network Strategy.

Rezone land at Logic Industrial Park Barnawartha, (Logistics and Industrial Park) that contains existing critical infrastructure vital for development and public health, from Industrial 1 Zone to Public Use Zone 1. (Map 1)

Rezone public land at Melrose Drive, at map 6, 9 & 12 from Road Zone 2 to a Public Park and Recreation Zone.

Rezones land within the Wodonga CBA, Map 7, from Public Park and Recreation Zone to Activity Centre Zone. The land, CA 24 SECO-5869 contains a small section of a building that is in Council ownership. The land under the building is owned by the Crown however, Council owns the building. The land under the building is to be divested by the Crown.

Rezone road reserves within the City of Wodonga in accordance with the VicRoads Victorian Government Gazette notice, No S 453 Thursday 21 December 2017 – Hume Freeway, Arterial Road network and Municipal Road network, pursuant to section 11, 12 and 14 of the Roads Management Act 2004 and upon publication of notice described in schedule A and plans attached to that notice. (Maps 6, 7, 9, 10, 11, 12).

Amend ordinance at clause 52.16s and 72.04 to correct reference to an incorporated document.

Insert clause 33.02 Industrial 2 Zone, into the Wodonga Planning Scheme. The land was included in the Wodonga Planning Scheme from Indigo Shire as part of amendment C123, however the ordinance was not included.

**How does the Amendment implement the objectives of planning in Victoria?**

The amendment implements Section 4 of the *Planning and Environment Act 1987*, by ensuring:
- that land is zoned appropriately for its intended use;
- to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;
- to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e); and,
- to provide for the fair, orderly, economic and sustainable use and development of land.

**How does the Amendment address any environmental, social and economic effects?**

**Environmental Impacts**

The Amendment will not give rise to any negative environmental impacts that require specific consideration through the application of environmental overlays. In general the land has already been developed or is appropriately considered under precinct planning process and environmental impacts have been taken into consideration.
Economic Impacts
The Amendment will have a positive economic impact on existing and future landowners negating the statutory requirement to obtain planning approval for certain development and land use proposals arising from these anomalies.

Social Impacts
The Amendment seeks to implement a number of minor corrections to the planning scheme. The Amendment will have various positive social impacts on the local community, most notably through the clear identification of public and private land.

Does the Amendment address relevant bushfire risk?
As part of the anomalies amendment, including large areas of public land, is either already developed as residential allotments, has been considered as part of a previous amendment C69, C121, C123 or is land that is now vested as public land and will not be developed beyond open space embellishment and some play equipment. Large areas of the subject land have been removed from the BPA. Ordinance changes to clause 52.16 and 74.02 do not affect land.

Does the Amendment comply with the requirements of any Minister’s Direction applicable to the amendment?
The amendment is of local significance only and complies with all relevant Minister’s Directions under Section 12 of the Planning and Environment Act, 1987 including:
- Ministerial Direction No. 11 Strategic Assessment of Amendments and the Strategic Assessment Guidelines for preparing and evaluating planning scheme amendments; and,
- Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the Act.

How does the Amendment support or implement the Planning Policy Framework and any adopted State policy?
The amendment is in accordance with Section 12(1) and 12(2) of the Planning and Environment Act 1987. The changes proposed remain policy neutral in respect to the Planning Policy Framework at both a State and local level as they recognise existing conditions on the ground and remedy anomalous or typographical circumstances.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?
This strategic consideration only applies if the planning scheme includes an LPPF at Clause 20.
The changes proposed in this amendment are policy neutral in respect to the LPPF as they mostly recognise existing and historical conditions and remedy anomalous circumstances. The amendment does not change local policy but simply applies it more accurately and credibly in reflecting existing land use and development conditions.

How does the amendment support or implement the Municipal Planning Strategy?
This strategic consideration only applies if the planning scheme includes a MPS at Clause 02.
The Wodonga Planning Scheme does not currently contain a MPS.

Does the Amendment make proper use of the Victoria Planning Provisions?
The changes in this amendment generally apply the Victoria Planning Provisions (VPP) as they recognise existing conditions and remedy anomalous circumstances by applying the appropriate VPP controls. The amendment utilises the existing VPP provisions in applying Clause 32.08 General Residential Zone, Clause 36.02 Public Park and Recreation Zone, Clause 36.03 Public Conservation
and Resource Zone, Clause 36.01 Public Use Zone 1 Clause, 36.04 Road Zone and 37.07 Clause Urban Growth Zone.

The use of clause 36.02 PPRZ, has historically been the preferred zone that Wodonga Council has used for both open space and public land. The use of the PPRZ is commonplace within the Municipality for land that contains both open space and retained or offset native vegetation – Council has several Native Vegetation Precinct Plans and all offsets held within reserves are zoned PPRZ. The use of this zone was set by early agreements and works undertaken between the Albury Wodonga Corporation and Council on the transfer of retained vegetation and Council has continued with the application of this zone with no negative impact on desired management outcomes. The land at the Logic Industrial Estate is not taken wholly up with offsets and it is considered that the PPRZ is less restrictive in how the Responsible Authority can manage that open space, while also managing a vegetation offset.

How does the Amendment address the views of any relevant agency?

This amendment recognises existing conditions on the ground and has no adverse effect upon the interest of any agency. The Country Fire Authority, Vic Roads, North East Water Corporation and the Department of Environment Land Water and Planning have all been consulted during the preparation of the amendment.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

This amendment recognises existing anomalous conditions and has no effect upon the transport system. The amendment does not require an assessment against the transport system objectives, as set out in Part 2 Div 2 of the Transport Integration Act 2010 or the decision making principles, as set out in Part 2. No relevant policy principles apply to the amendment.

Resource and administrative costs

- What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

There will be minimal impact on the resources and administrative function of the Responsible Authority. The amendment will result in fewer planning permit application triggers or enquiries reducing resource and administrative cost burden on both Council and land owners and is consistent with the State’s Smart Planning initiative, by simplifying planning rules and removing redundant controls.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Wodonga City Council
104 Hovell Street
Wodonga VIC 3690

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at: www.planning.vic.gov.au/public-inspection.

Submissions

Any person who may be affected by the Amendment make a submission to the planning authority. Submissions about the Amendment must be received by [insert submissions due date].
A submission must be sent to: The Chief Executive Officer, Wodonga City Council, P O Box 923 Wodonga Vic 3689

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: [insert directions hearing date]
- panel hearing: [insert panel hearing date]
### ATTACHMENT X - Mapping reference table

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<thead>
<tr>
<th>Location</th>
<th>Land /Area Affected</th>
<th>Mapping Reference</th>
</tr>
</thead>
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<tr>
<td>Wodonga (Streets Road)</td>
<td>Reserve No 1 PS644961, Reserve 2 PS644961</td>
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<td>Wodonga</td>
<td>Reserve No. 1 LP99382 (37 Jarrah Street Wodonga)</td>
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<td>Wodonga</td>
<td>Reserve No. 1 PS726959 (Logic Estate)</td>
<td>Wodonga C133 001zn Map01 Exhibition</td>
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<td>Wodonga</td>
<td>Reserve No. 1 PS549593, Road Reserve, Boyes Rd Baranduda</td>
<td>Wodonga C133 013zn Maps 13,14,16 Exhibition</td>
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<tr>
<td>Wodonga</td>
<td>Reserve No. 2 LP129806 Poplar and Brockley Street</td>
<td>Wodonga C133 014zn Map09 Exhibition</td>
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<td>Wodonga</td>
<td>Lot 82 PS 545522 (Huon Hill Reserve)</td>
<td>Wodonga C133 002zn Map13 Exhibition</td>
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<td>Wodonga (Riverside Estate – Murray valley Highway Killara)</td>
<td>Res No. 2 PS706030, Res No. 1 PS645681, Res No. 1 PS706030, Res No. 1 PS645692, Res No. 3 PS706023, Res No. 3 PS727149, Res No. 1 PS746753, Res No. 1 &amp; No. 2 PS727149, Res No.1 PS811090, Res No. 1 PS636968, Res No. 1 PS727148, Res No. 2 &amp; No. 3 PS645692, Res No. 1 PS706023, Res No. 1 PS706021, Res No.1, 2 &amp; 3 PS717356, Lot 35 LP29197</td>
<td>Wodonga C133 003zn Map13 Exhibition</td>
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<td>Wodonga, Streets Road Bears Hill Wodonga</td>
<td>Reserve No. 1 PS808247 &amp; Reserve No. 1 PS702675</td>
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<td>Ordinary meeting – March 16, 2020</td>
<td>Item 8.8 - Attachment B</td>
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<td><strong>Wodonga (Killara) Murray Valley Highway</strong></td>
<td>Road Reserves Riverside Blvd, Charlton Rd, Devitt Way, Cuthbert Street, Kirby Way</td>
<td>Wodonga C133 003zn Map13 Exhibition</td>
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<td><strong>Wodonga</strong></td>
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<td>Wodonga C133 010zn Maps06, 09, 12 Exhibition</td>
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<td>Wodonga C133 003zn Map13 Exhibition</td>
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<td>Wodonga C133 003zn Map13 Exhibition</td>
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<td>Lot 81 PS545522 Huon Hill Riverside Estate Killara</td>
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<td><strong>Riverside Estate Killara,</strong></td>
<td>Lot U PS811090 Balance Lot at Riverside Estate, Killara</td>
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<td><strong>Wodonga, Murray Valley Highway, Killara</strong></td>
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<td>Wodonga C133 003zn Map13 Exhibition</td>
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<td><strong>Wodonga, North Leneva</strong></td>
<td>Part Lot 3 PS645684</td>
<td>Wodonga C133 005zn Map16 Exhibition</td>
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<td><strong>Wodonga (47 Jarrah Street Wodonga VIC 3690)</strong></td>
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<td>Wodonga C133 008zn Map09 Exhibition</td>
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<td>Wodonga C133 012zn Map16 Exhibition</td>
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<td>Wodonga</td>
<td>Lot 283 LP131268</td>
<td>C133 009zn Map06, 09</td>
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<td>Wodonga</td>
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<td>Barnawartha North (Murray Valley Highway)</td>
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<td>CA 24 SECQ-5869</td>
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<td>Wodonga C133 ???</td>
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</table>
Ordinary meeting – March 16, 2020

8 - Officers reports for determination

Item 8.8 - Attachment C
WODONGA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C133

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Ordinary meeting – March 16, 2020

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**WODONGA PLANNING SCHEME - LOCAL PROVISION**

**AMENDMENT C133**

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**LEGEND**

- **GRZ2**: General Residential Zone
- **PRPZ**: Public Park and Recreation Zone
- **RDZ1**: Road Zone Category 1
- **LG**: Local Government Area

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Part of Planning Scheme Maps 8 & 9
Ordinary meeting – March 16, 2020

8 - Officers reports for determination

Item 8.8 - Attachment C
WODONGA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C133

LEGEND
PCRF - Public Conservation and Resource Zone
Local Government Area

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Planning Group
Pilot Date: 17/02/2014
Amendement Version 1

Part of Planning Scheme Map 18

Map NO: 16
Map NO: 17

012
### Amendment C133 timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>August 2019, C128</td>
<td>Council resolution to seek authorisation.</td>
<td>Documents prepared, authorisation sought August 2019 (DELWP).</td>
</tr>
<tr>
<td>September 2019</td>
<td>Authorisation declined.</td>
<td>Error in lodging amendment as a Sect 20(4) rather than Sect 20(2). The ATS system offers no flexibility for re-submission of applications and documents in error. Ongoing discussion and assessment of additional items for inclusion into the corrections amendment such as: public land reserves, Café Grove, and land within Riverside Estate.</td>
</tr>
<tr>
<td>Documentation re-lodged with DELWP via the Amendment Tracking System, September, 2019</td>
<td>Amendment designation C133 (“C” numbers now issued by the Department).</td>
<td></td>
</tr>
<tr>
<td>DELWP Mapping Service – difficulty in finalising mapping and negotiation of Amendment Tracking System.</td>
<td>DELWP mapping service appears to be oversubscribed by requests for mapping and links and data download limitation resulted in extensive delays in completion of mapping requests. Mapping preparation is required for exhibition.</td>
<td></td>
</tr>
<tr>
<td>DELWP request further information, dated 21st November 2019, following discussions with Regional Manager DELWP [Attachment A]</td>
<td>Ongoing difference with JMP Development Pty Ltd and details relating to Riverside Estate resulted in a request for further information from the DELWP Hume Regional Manager – following discussions with JMP Development Pty Ltd. The request for information also included and undertaking from DELWP, to notify Council re the status of its authorisation request. To date no update has been received.</td>
<td></td>
</tr>
<tr>
<td>Further information provided, as per request with DELWP December, 2019.</td>
<td>As above - No response to date from DELWP as to the status of the authorisation request. However, as other matters are considered for the amendment, a final decision on authorisation has not been pursued.</td>
<td></td>
</tr>
<tr>
<td>December, 2019 request from DELWP to include Café Grove land – rezone 43 sqm of PPRZ land to ACZ to enable divestment by the Crown. It is understood Council owns the building, but not the land, and approx. 40 sqm of land is to be included due to sections of the building extend into this land.</td>
<td>Mapping services DELWP - delay in finalising mapping – still pending authorisation (final map received January, 2020).</td>
<td></td>
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<tr>
<td>January 2020, continued discussions as to additional inclusions of properties into the amendment, including previously considered land (Balance Lot) from Riverside Estate and other sites across the city such as VicRoads request to update road status and DELWP.</td>
<td>Continuing discussion as to the status of land within Riverside Estate and its rational for Sect 20(2). VicRoads and Council regarding Road status and responsibility for various arterial roads across the city. Public lands across the city, Café Grove</td>
<td></td>
</tr>
<tr>
<td>March, 2020. Seeking to update Council.</td>
<td>Re-brief Council as to further inclusions of lots and parcels into the corrections amendment C133.</td>
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</table>