

**Appendix 4 – Response to Objections**

<b>Objection</b>	<b>Comment</b>
<p>The proposal will result in traffic congestion onto Old Calder Highway in proximity to the existing railway crossing.</p>	<p>The proposal will result in the generation of additional traffic. A traffic impact assessment report has been submitted as part of the application stating the existing road network is capable of accommodating the traffic likely to be generated by the proposed subdivision. A Standard T intersection treatment between the subject land and Old Calder Highway is appropriate and modifications to existing line marking to accommodate a short channelised right turn treatment can be achieved at the access point to the subject land.</p> <p>The report also states that the proposal is likely to result in a slight delay for traffic queued at the existing railway crossing when the boom gates are activated. However, this will not have a detrimental impact on the operation of this intersection.</p> <p>The report has been assessed by Council's Traffic and Transport Unit who have not raised any objections in relation to the access arrangements onto Old Calder Highway for the proposed subdivision.</p> <p>Council has sought an independent review of the traffic impact assessment submitted by the applicant. The review has found that that the internal design of the subdivision meets all relevant requirements and is appropriate from a traffic perspective. The location of the site access point to Old Calder Highway is acceptable subject to the provision of a right turn deceleration lane onto Old Calder Highway as shown on the functional layout plan prepared by the applicant's traffic consultant. This can be addressed as a condition of the permit.</p>
<p>Insufficient parking for visitors</p>	<p>The carriageway for the proposed internal road network has been designed to ensure that sufficient width is provided to accommodate parking on both sides of the road while maintaining a through lane of traffic or alternatively, parking can be accommodated on one side of the road allowing two way traffic to pass.</p> <p>This will be addressed through the submission of engineering plans as a condition should Council resolve to approve the proposed subdivision.</p>

<p>The density of the proposed subdivision is too high</p>	<p>The proposed subdivision provides a variety of lots sizes ranging from 300 square metres to 600 square metres to accommodate a diversity of housing types and promote housing choice.</p> <p>The proposal is consistent with state and local planning policies which encourages increasing residential densities in established areas with good access to transport and services.</p> <p>The subject land is existing residential zoned land located directly opposite Diggers Rest Railway Station and in proximity to existing community and social infrastructure including public open space, shops and schools.</p>
<p>The proposed drainage reserve is likely to result in potential flooding to the adjoining property at 52-62 Old Calder Highway</p>	<p>A stormwater management strategy has been submitted as part of the application. The strategy identifies that the size of the drainage reserve is sufficient to accommodate a wetland/retarding basin to cater for drainage for the proposed subdivision and is unlikely to result in any adverse flooding impacts from stormwater flooding for rainfall events.</p> <p>The strategy has recommended that a detailed survey of the floor level of the adjoining property (52-62 Old Calder Highway) be undertaken to ensure that the freeboard (100mm) provided for the drainage reserve is sufficient. In the event that a freeboard of 600mm is required, the report recommends that Lot 62 be deleted from the plans to increase the storage capacity of the drainage reserve.</p> <p>Council's Engineering (Infrastructure Planning) have advised verbally that a freeboard of 600mm will be required. Therefore, the plan of subdivision will need to be amended accordingly. This can be addressed as a condition should Council resolve to approve the application.</p>
<p>Increased pedestrian access through the proposed emergency vehicle accessway (carriageway easement) within the Punjel Drive Recreation Reserve</p>	<p>The proposal is likely to result in increased pedestrian access, however, this is unlikely to have a detrimental impact on the amenity of residents in Punjel Drive.</p> <p>A condition will be included as part of the planning permit requiring a 3 metre wide concrete access track/shared path to be constructed with the Punjel Drive reserve to the satisfaction of Council.</p>

<p>Lack of public open space provision in the proposed subdivision.</p>	<p>The subject land is located adjacent to the an existing public open space reserve and all lots in the proposed subdivision are within the walkability requirements (400 metres) of Res Code and Council's adopted Open Space Plan (2016).</p> <p>This reserve has the capacity to provide social and recreation opportunities for residents of this development.</p> <p>A public open space cash contribution equivalent to 5 per cent of the value of the land will be required to be paid to Council in accordance with Clause 52.01 of the Melton Planning Scheme. This will be requested as a condition should Council resolve to approve the proposed subdivision.</p>
<p>Loss of privacy and replacement of fencing</p>	<p>The proposal will not result in the loss of privacy to adjacent or surrounding properties. The construction of a dwelling on each lot will need to comply with the requirements of Res Code</p> <p>The replacement of existing boundary fencing between the subject land and adjoining properties is no a relevant planning consideration and is a civil matter.</p>