

Appendix 4 – Response to Objections

| Objection | Comment |
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| Insufficient infrastructure to accommodate the proposed development. | <p>The proposed development will be adequately serviced by all relevant infrastructure and will not overload the capacity of existing infrastructure.</p> <p>An Engineering Servicing Report and Preliminary Stormwater Management Strategy was submitted as part of this application. The report and strategy have been reviewed by Council's Engineering (Infrastructure Planning) Department who have raised no objections to the proposal subject to conditions being included as part of the planning permit.</p> |
| The proposal will have an adverse impact on traffic in the area. | <p>The proposal will result in the generation of additional traffic.</p> <p>A traffic impact assessment report prepared by a traffic consultant has been submitted as part of the application. The report indicates that the amount of traffic likely to be generated by the proposal will be adequately accommodated by the proposed vehicles access onto Diggers Rest Coimadai Road and the proposed internal road network servicing the residential village. Therefore, the proposal is unlikely to have any adverse impacts on Diggers Rest-Coimadai Road, Tame Street or the surrounding road network. No direct vehicle access is proposed from Tame Street into the subject land with access restricted to pedestrian and emergency service vehicle access only.</p> <p>The report has been assessed by Council's Traffic and Transport Department who have not raised any concerns in relation to the proposed vehicle access arrangements for the proposed development or the amount of traffic likely to be generated by the proposal.</p> <p>Therefore, it is considered that the amount of traffic likely to be generated by the proposal is acceptable, capable of being accommodated within the existing traffic network and proposed internal road network and unlikely to cause any detrimental impacts to adjoining properties or the surrounding area.</p> |
| Tame Street will be used to provide vehicle access to the proposed development. | No direct vehicle access is provided to the proposed development from Tame Street |

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| | with a bollard to be installed at the northern end of the proposed internal road to restrict access to pedestrians and emergency services vehicles only. |
| The proposal is inconsistent with the purpose of the General Residential Zone (Schedule 1) and the Melbourne Airport Environs Overlay. | <p>The proposal is consistent with the purpose of the General Residential Zone which encourages a diversity of housing types and housing growth particularly in locations offering good access to services and transport.</p> <p>However, the proposal is inconsistent with the purpose of the Melbourne Airport Environs Overlay and the requirements outlined under Schedule 2 of the Overlay.</p> <p>Melbourne Airport Corporation was notified of the application in accordance with Section 52 of the Act and has lodged an objection to the application on the grounds that the proposal is inconsistent with the Planning Policy Framework for Airfields and Melbourne Airport as well as the requirements under Schedule 2 of this overlay.</p> <p>The proposal will also significantly increase the number of dwellings that will be directly subject to aircraft noise and prejudice the curfew-free status and optimum usage of Melbourne Airport.</p> |
| The proposal does not meet the legal definition for a Retirement Village. | <p>The proposal is for a Residential Village and not a Retirement Village. Therefore, it is not required to meet the definition or any legal requirements associated with a Retirement Village.</p> <p>Under Clause 73.03 of the Melton Planning Scheme, a Residential Village is defined as: <i>“Land, in one ownership, containing a number of dwellings, used to provide permanent accommodation and which includes communal, recreation, or medical facilities for residents of the village”.</i></p> <p>The main difference between a Residential Village and a Retirement Village is that a Residential Village is not restricted to retired people or the aged and is designed to provide affordable housing for people of all ages and all household types.</p> |
| The proposal is inconsistent with the neighbourhood character of the area. | The proposal in terms of the size, built form, height, scale and appearance of the proposed dwellings will be consistent with and respect the existing and emerging neighbourhood character of the area. |

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| Lack of provision of active and passive open space for residents of the village. | The residential village will provide sufficient opportunities for active and passive open space in the form of informal and formal (bowling green, tennis court, indoor pool, gym and croquet lawn) recreational activities for residents of the village. |
| The proposal is inconsistent with the Planning Policy Framework for Airfields and Melbourne Airport under Clause 18.04-1S and Clause 18.04-1R of the Melton Planning Scheme. | The proposal is inconsistent with the Planning Policy Framework for Airfields and Melbourne Airport. The proposal will prejudice the curfew-free status and optimum usage of Melbourne Airport by t by significantly increasing the number of dwellings that will be subject to aircraft noise. |
| The proposal is consistent with the purpose and decision guidelines of the Melbourne Airport Environs Overlay (Schedule 2) by significantly increasing the number of dwellings (and density) that will be directly affected by and subject to aircraft noise. | <p>The proposal is inconsistent with the purpose and decision guidelines of the Melbourne Airport and Environs and the requirements outlined under Schedule 2 of the Overlay.</p> <p>The proposal will result in a land use and development that is incompatible with the current and future operations of Melbourne Airport by significantly increasing the number of dwellings that will be directly affected by aircraft noise. The proposal has failed to demonstrate compliance with the requirements for the 20-25 Australian Noise Exposure Forecast (ANEF) contours that are designed to limit use and development to acceptable levels under these requirements.</p> <p>The density of the proposed development is 1 dwelling per 133 square metres (1 dwelling per 43 square metres of the development area) which exceeds the density requirement of 1 dwelling per 300 square metres under Schedule 2 of the overlay.</p> |
| The proposal is contrary to the Section 173 Agreement applying to the subject land which restricts residential lot sizes to 0.2 hectares (2,000 square metres). | <p>The Section 173 Agreement registered on the Certificate of Title for the subject land outlines the requirements and restrictions relating to the residential subdivision of the land.</p> <p>The proposal is for the residential use and development of the land and no subdivision of the land is proposed. Therefore, the proposal is not contrary to the requirements of the Section 173 Agreement. However, it can be argued that the proposal is inconsistent with the intent of the agreement which is to facilitate a low</p> |

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| | density residential subdivision of the land with minimum lot sizes of 0.2 hectares (2,000 square metres). The density of the proposal is considerably higher than envisaged under the Section 173 Agreement. |
| The proposal will result in an increase in crime and drugs. | This is not a relevant planning consideration and no evidence has been provided to substantiate this ground of objection. |