

ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

17 February 2015

Agenda Item 9.2	Consideration of Submissions - Amendment C98 to the Greater Shepparton Planning Scheme (Verney North Growth Corridor Rezoning)	
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Planning and Environment Act 1987

GREATER SHEPPARTON PLANNING SCHEME

PROPOSED AMENDMENT C98

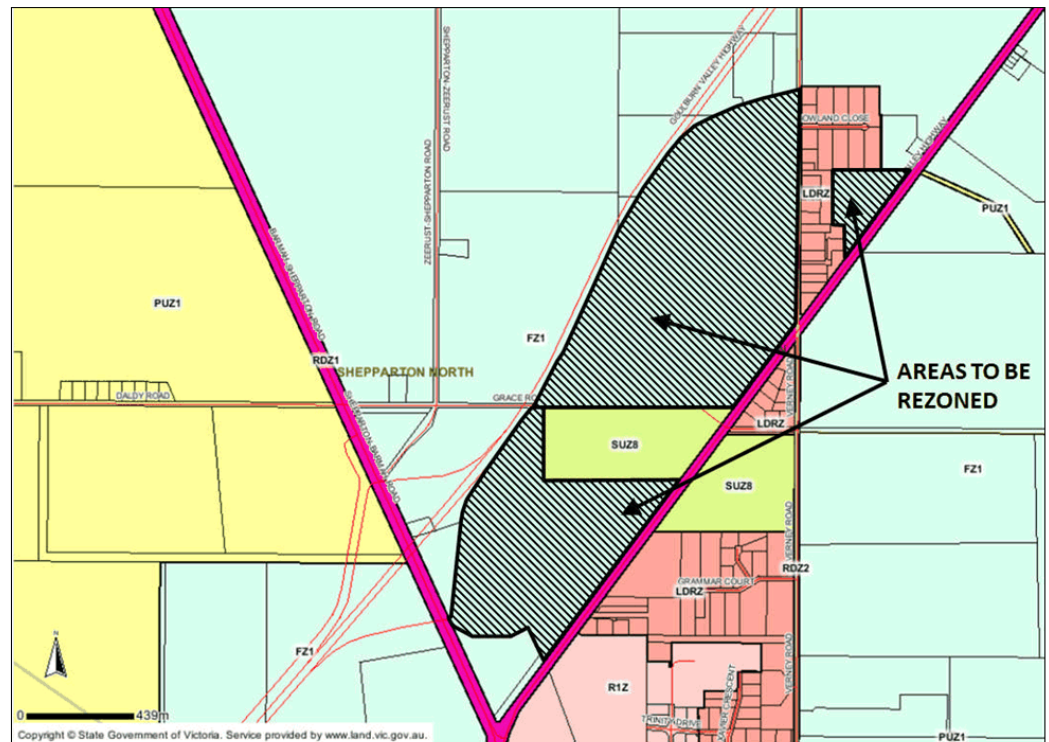
EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Greater Shepparton City Council, which is the planning authority for this amendment.

The amendment has been made at the request of Chris Smith & Associates Pty Ltd and Spiire Pty Ltd on behalf of K Haynes and J & L Vasey.

Land affected by the amendment



The proposed amendment applies to approximately 125ha of land in north Shepparton, generally bounded by the Bamah-Shepparton Road to the west, Goulburn Valley Highway to the south east and the Public Acquisition Overlay for the proposed Goulburn Valley Highway – Shepparton Bypass to the north-west.

The land is currently within the Farming Zone (FZ) and is partially affected by the Environmental Significance Overlay Schedule 1 (ESO1), Environmental Significance Overlay Schedule 2 (ESO2) and the Land Subject to Inundation Overlay (LSIO). The land is adjacent

to the Public Acquisition Overlay Schedule 7 (PAO7) for the Goulburn Valley Highway – Shepparton Bypass.

The land is already highly fragmented with lot sizes currently ranging from approximately 5ha to 50ha, occasionally used for limited agricultural purposes such as cattle grazing.

Address	Lot No	Plan No./Parish
5835 Barmah-Shepparton Road, Shepparton North	3	LP212861
625 Goulburn Valley Highway, Shepparton North	4	LP212861
50 Grace Road, Shepparton North	1, 2 & 3	LP221613
90 Shepparton-Zeerust Road, Shepparton North	3	LP140066
65 Verney North Road, Shepparton North	1 & 2	PS405637
775 Goulburn Valley Highway, Shepparton North	2	LP220804
85 Verney North Road, Shepparton North	2	LP123392
105 Verney North Road, Shepparton North	2	LP36320

What the amendment does

The amendment proposes to rezone land at Shepparton North from the Farming Zone (FZ) to the Low Density Residential Zone (LDRZ) and apply the Development Plan Overlay to the land with a site specific schedule (new DPO21).

Specifically, the amendment proposes the following changes to the Greater Shepparton Planning Scheme:

- Rezone land at 65, 85 and 105 Verney North Road, 625 and 775 Goulburn Valley Highway, 5835 Barmah-Shepparton Road, 50 Grace Road and 90 Shepparton-Zeerust Road, North Shepparton from the Farming Zone to the Low Density Residential Zone;
- Amend Planning Scheme Map No. 11;
- Introduce a new Schedule 21 to the Development Plan Overlay at Clause 43.04 and apply this overlay to the land; and
- Amend Planning Scheme Map No. 11DPO.

Strategic assessment of the amendment

Why is the amendment required?

The subject land is within the settlement boundary for Shepparton and has been identified for potential low density within the *Greater Shepparton Housing Strategy 2011* (GSHS). The current Farming Zone provisions applicable to the land prohibit it from being used for low density residential purposes. An amendment to rezone the land to Low Density Residential Zone is, therefore, necessary to implement the recommendations of the GSHS.

The subject area contains a number of allotments with a variety of landowners. It is therefore appropriate to also include the land within the Development Plan Overlay with a site specific schedule. This will guide the comprehensive development of the multiple properties across various land ownership boundaries.

The provisions of the Low Density Residential Zone will allow subdivision of the land to a minimum lot size of 2000m². This will complement the low density residential character of this area on the urban fringe of Shepparton.

How does the amendment implement the objectives of planning in Victoria?

The proposed amendment implements objectives a, c, e and g of Section 4 of the *Planning and Environment Act 1987* as it will facilitate the orderly, fair and economic development of low density residential land in the municipality.

The application of the Development Plan Overlay to the land will ensure that a fair, orderly and integrated development is achieved. The buffers to the future Shepparton Bypass, the tree reserves along the Goulburn Valley Highway and the proposed acoustic barriers will create a pleasant living environment for the low density residential development.

The public utilities in proximity to the site include the Shepparton Waste Water Treatment Plant and the Broadcast Australia site. This proposal acknowledges the need to protect these utilities from encroachment by excluding and limiting development within the areas that may be affected by any off-site impacts.

The environmental effects of the proposed amendment are further discussed below.

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

Environmental

Rezoning the subject land to the Low Density Residential Zone will allow it to be developed with serviced lots of a minimum subdivision size of 2000m². This will achieve an appropriate outcome for land that has been subject to significant environmental change in the past.

The large allotment size and vegetation buffers will result in the landscape quality being improved. The landscape quality will continue to improve as the land is revegetated with public parks, tree reserves and private gardens.

An acoustic assessment completed for the land identified the need to provide an acoustic barrier along the western boundary of 625 Goulburn Valley Highway (address acoustic issues associated with the Shepparton Distillery). Appropriate buffers along the Goulburn Valley Highway frontage and the future Shepparton Bypass alignment have also been provided to minimise any acoustic impact.

There are two Environmental Significance Overlays that apply to part of the land. These Overlays encourage the protection of public utilities being Radio Australia and the Shepparton Waste Water Treatment Complex. The proposed amendment also encourages the protection of the utilities by either not allowing development or limiting development on the land affected by these overlays.

The displacement of irrigation farming land by urban expansion has been strategically addressed within the GSHS. A settlement boundary has been established with an overall strategy of containment for the regional city. The subject area is within the settlement boundary. The containment strategy is necessary to protect the significant agricultural base

of the economy from the negative impact of scattered unplanned rural residential development. The subject area is a strategically important supply of rural residential land, as it can be sewered and therefore achieve a higher number of lifestyle properties with a minimal loss of land.

Social

The proposed amendment will achieve a positive social outcome. It will facilitate new and unique housing opportunities at a density of which there is currently a limited supply in Greater Shepparton. It will result in the development of two new neighbourhoods forming part of the established low density and rural residential community within the locality.

The land is in proximity to a number of educational facilities including St Luke's Primary School and the Emmaus Campus located centrally within the development plan area and Goulburn Valley Grammar School to the east.

The proposed amendment will result in a net community benefit by providing a pleasant and safe living environment that satisfies demand for low density residential opportunities in the North Shepparton area.

There are no significant adverse social implications associated with this proposed amendment.

Economic

It is not considered feasible that the land remain within the Farming Zone, due to the existing land uses and subdivision pattern of the subject area. The land is already highly fragmented with lot sizes currently ranging from approximately 5ha to 50ha, occasionally used for limited agricultural purposes such as cattle grazing. Therefore, the proposed amendment will not result in adverse impacts upon the local economy due to loss of any agricultural land.

New housing to be provided on the site will facilitate economic growth within the municipality by providing housing opportunities to cater for the growing population.

There are no significant adverse economic impacts associated with this proposed amendment.

Does the amendment address relevant bushfire risk?

The proposed amendment meets the objectives and gives effect to the strategies to address the risk to life as a priority, property, community infrastructure and the natural environment from bushfire in the State Planning Policy Framework (Clause 13.05-1). This is mainly because the site is not exposed to extreme bushfire hazard and the site is located within the urban growth boundary.

The Country Fire Authority (CFA) was consulted in the preparation of the proposed amendment. The CFA is satisfied that the proposal has appropriately applied the principles of avoiding growth in areas of extreme risk, managing growth in areas of high risk and supporting growth in areas of low risk.

The proposed amendment is consistent with the Local Planning Policy Framework objectives and strategies that apply to bushfire risk. No local policy for bushfire risk management is required to support the proposed amendment as bushfire mitigation measures can be readily implemented and the risk can be reduced to an acceptable level.

The CFA will be provided with further opportunity to comment on this proposal during the formal exhibition process associated with this proposed planning scheme amendment.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

Ministerial Direction No. 1 – Potentially Contaminated Land has been considered. The preliminary soil contamination assessment for the site was undertaken by Douglas Partners Pty Ltd. The report has detailed that additional testing will be required to be completed for each of the individual properties and this testing could form a condition of the permit. The assessment concluded that the site is suitable for the proposed low density residential development; which means the requirements of the Direction are complied with.

The proposed amendment has been prepared in accordance with Ministerial Direction No. 11 – Strategic Assessment of Amendments.

The proposed amendment is consistent with the 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 State Planning Policy Framework and any adopted State policy?

The proposed amendment is consistent with the State Planning Policy Framework (SPPF) and facilitates the orderly development of urban and rural areas in accordance with the goals and principles of SPPF.

The proposed amendment supports or implements the following relevant SPPF Clauses:

Clause 11.01-5 (Regional Settlement Networks)

The objective of this clause is *'to promote the sustainable growth and development of regional Victoria through a network of settlements identified in the Regional Victoria Settlement Framework plan'*. Shepparton has been identified as a regional city. This proposal aims to implement the GSHS, which guides residential development in this regional city.

Clause 13.04-1 (Noise Abatement)

The objective of this clause is *'to assist the control of noise effects on sensitive land uses'*. Acoustic barriers and buffer areas will be utilised to minimise any noise impact from surrounding land uses.

Clause 15.01-3 (Neighbourhood and Subdivision Design)

The objective of this clause is *'to ensure the design of subdivisions achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods'*. The proposed

amendment and future development plan will allow for staged subdivision in a location with access to existing physical and community infrastructure and will provide for a range of lot sizes, a convenient and safe road network, appropriate pedestrian and cycle links and sufficient useable public open space.

Clause 16.02-1 (Rural Residential Housing)

The objective of this clause is *'to identify land suitable for rural living and rural residential development'*. The subject land has been identified for low density purposes within the GSHS.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The proposed amendment is consistent with the Local Planning Policy Framework.

Clause 21.04-3 (Rural Residential Development)

This clause states that *'the Council is keen to ensure that the demand for low density residential development and rural living opportunities can be met through the supply of land in appropriate locations'*. This clause includes Framework Plans from the GSHS. The Shepparton North Framework Plan at Clause 21.04 identifies the land for potential low density development.

Clause 21.05-2 (Floodplain and Drainage Management)

The land is not within a designated floodway and is only partially affected by the Land Subject to Inundation Overlay. The Development Plan Overlay includes provisions to ensure that any stormwater is appropriately managed. The Development Plan must demonstrate *"appropriate stormwater management methods, including the location of any on-site drainage retention facilities"*.

Clause 21.07-2 (Urban and Rural Services)

The relevant objective of this clause is *'to ensure that waste management facilities are protected from the encroachment of unsuitable development'*. The proposed development will not adversely impact the Environmental Significance Overlays (ESO) currently applying to a part of the land. This is because it has been designed to limit the number of allotments within these areas. This includes land within the ESO for the Shepparton Waste Water Treatment Complex.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment proposes to use the Low Density Residential Zone with a Development Plan Overlay. The GSHS identifies the subject site for low density residential purposes. The site can be adequately serviced with reticulated sewerage and can provide allotments with a minimum subdivision size of 2000m² in accordance with the provisions of the zone. The minimum subdivision size allows the proposed amendment to respond to the constraints of the land. The Low Density Residential Zone is therefore the appropriate zone to allow for the low density residential development of the land.

The subject area contains multiple properties and is multiple land ownerships. The application of the Development Plan Overlay on the land will allow for a fair and integrated low density residential development.

The proposed amendment has made proper use of the Victorian Planning Provisions.

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

The most relevant authority for this proposed amendment is VicRoads. Vehicle access locations and appropriate buffers to the Goulburn Valley Highway and future Shepparton Bypass route have been discussed with VicRoads and included on a Concept Plan referred to in the Schedule to the Development Plan Overlay.

Referral authorities will be provided with the opportunity to comment during the formal amendment exhibition process.

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

The purpose of the *Transport Integration Act 2010* is to create a new framework for the provision of an integrated and sustainable transport system in Victoria. The vision statement recognises the aspirations of Victorians for an integrated and sustainable transport system that contributes to an inclusive, prosperous and environmentally responsible state.

The objectives of the *Transport Integration Act 2010* relate to social and economic inclusion, economic prosperity, environmental sustainability, integration of transport and land use, efficiency, coordination and reliability, and safety and health and wellbeing.

This amendment does not conflict with the purpose, objectives or requirements of the *Transport Integration Act 2010*.

A Traffic Impact Assessment Report (TIAR) was undertaken in 2009. The TIAR found:

- *The proposal would not adversely impact on the safety or operation of the surrounding road network, provided the recommended mitigating works are undertaken; and*
- *There would be no traffic management or operational grounds that would warrant refusal of this development.*

The Development Plan demonstrate a shared pathway network, including opportunities to link paths to any networks on abutting land, and any public transport services. The Development Plan must also include, where required by the responsible authority, a traffic impact assessment and management plan that identifies:

- Appropriate access and circulation of vehicles on the existing and future road network, which minimises culs de sac.
- The identification of existing and proposed public transport routes, bus stops and associated infrastructure with appropriately dimensioned roads.
- The identification of existing and proposed pedestrian and cycling networks including provision for safe and convenient access to public transport infrastructure.

- The works necessary to accommodate traffic generated by the development and to mitigate any adverse impacts of the development.
- The trigger points for any additional traffic infrastructure.

Any changes in traffic generation or management resulting from this proposed amendment will not have an adverse impact on the requirements of the *Transport Integration Act 2010*.

Resource and administrative costs

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

Any costs associated with the planning scheme amendment process, including the costs of an Independent Planning Panel if required, will be met by the proponent of this amendment.

The new planning provisions will not have a detrimental effect on the resource and administrative costs of the Council.

Where you may inspect this Amendment

The amendment is available for public inspection, free of charge, during office hours at the Greater Shepparton City Council's offices at 90 Welsford Street, Shepparton.

The proposed amendment can be inspected free of charge at:

- the Department of Transport, Planning, and Local Infrastructure's website at www.dpcd.vic.gov.au/planning/publicinspection; or
- the Greater Shepparton City Council's website at www.greatershepparton.com.au

Submissions

Any person who may be affected by the proposed amendment may make a submission to the planning authority. Submissions about the proposed amendment must be received by Monday, 4 August 2014.

Submissions must be sent to:

Greater Shepparton City Council
Locked Bag 1000
Shepparton VIC 3632

Panel hearing dates

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

- directions hearing: week starting 1 September 2014
- panel hearing: week starting 22 September 2014

AMENDMENT C98 – SUBMISSIONS RECORDER

Sub No.	Submitter	Content of Submission	Rec
1	Goulburn Broken Catchment Management Authority	No objection	No changes required
2	VicRoads	No objection	No changes required
3	Goulburn Valley Water	No objection, but highlighting areas of concern regarding the Environmental Significance Overlay	Add notation to Conceptual envelopes to be located within Environmental Significance Overlay
4	Country Fire Authority Hume Region	No objection	No changes required
5	Department of Environment and Primary Industries	No objection	No changes required
6	Environment Protection Authority Victoria	No objection	No changes required
7	Bret & Leanne Dempster (Land owners)	Raised concerns regarding: <ul style="list-style-type: none"> - Public open space - Highway buffers - Traffic and access - Shared paths 	Add notation to Conceptual envelopes along the Goulburn Valley Minor changes to the Plan Overlay
8	Lance Gordon & Pauline Diamond (Land owners)	Raised concerns regarding: <ul style="list-style-type: none"> - Drainage and flooding - Location of access point on Verney North Road 	Refer to Independent
9	Stephen Hicks (Land owner)	Generally supports but requests further clarification regarding: <ul style="list-style-type: none"> - Subdivision layout - Infrastructure improvements - Location of access, roads, lighting, etc. - Public open space 	Clarification provided available at the Development No changes required
10	Catholic Education Office, Sandhurst	Generally supports but objects to the following: <ul style="list-style-type: none"> - Construction of any shared path on the school's land - The potential closure of Grace Road 	Refer to Independent

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Proposed
C98

SCHEDULE 21 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO21**.

VERNEY NORTH GROWTH CORRIDOR

1.0 Requirement before a permit is granted

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Proposed C98

Before any new use, development or subdivision commences, a development plan must be prepared and approved by the Responsible Authority.

A permit may be granted before a development plan has been prepared for the purpose of:

- subdividing land into two allotments or re-subdividing existing allotments so as to not increase the number of lots;
- a single dwelling on a lot; or
- any buildings and works associated with the ongoing maintenance or operation of the subject site.

2.0 Conditions and requirements for permits

--/20--
Proposed C98

An application for planning permit must include, as relevant:

- a stormwater management plan detailing how stormwater will be collected and treated within the development. The plan must be prepared in accordance with the Infrastructure Design Manual and consider ongoing maintenance of the stormwater management measures.

Conditions, as appropriate, must be included on any planning permit issued to subdivide or develop land with regard to recommendations made by the assessments and specialist reports submitted in support of the Development Plan.

3.0 Requirements for development plan

--/20--
Proposed C98

A Development Plan may be prepared for all or any part of the growth corridor.

The Development Plan may be amended to the satisfaction of the Responsible Authority.

The Development Plan must demonstrate, as appropriate:

- General consistency with the *Verney North Growth Corridor Concept Plan - South*.
- The proposed subdivision layout of the proposed development of the land, including roads, areas of open space, drainage retention areas, treatment to the Goulburn Valley Highway that provides an active frontage and any staging of the development.
- The relationship of the land to the adjoining land and treatment(s) at the interface with existing ongoing and future land uses, particularly those with potential amenity impacts.
- The shared pathway network, including opportunities to link paths to any networks on abutting land, and any public transport services.
- The layout of major areas of public open space and the type of facilities, if any, to be provided for users of the open space.
- The location of any significant environmental, cultural, heritage and/or ecological (faunal and/or floral) features including fauna and remnant vegetation.
- Stormwater management methods, including the location of any on-site drainage retention facilities.
- Arrangements for the provision of all physical and any community infrastructure and services to the land.

GREATER SHEPPARTON PLANNING SCHEME

- In addition to the above requirements, must incorporate measures to address any potential amenity issues for any development on land in the vicinity of the Shepparton Distillery, such as lighting, noise and odour to avoid conflict with the continued operation of the distillery.

The Development Plan must include, where required by the Responsible Authority:

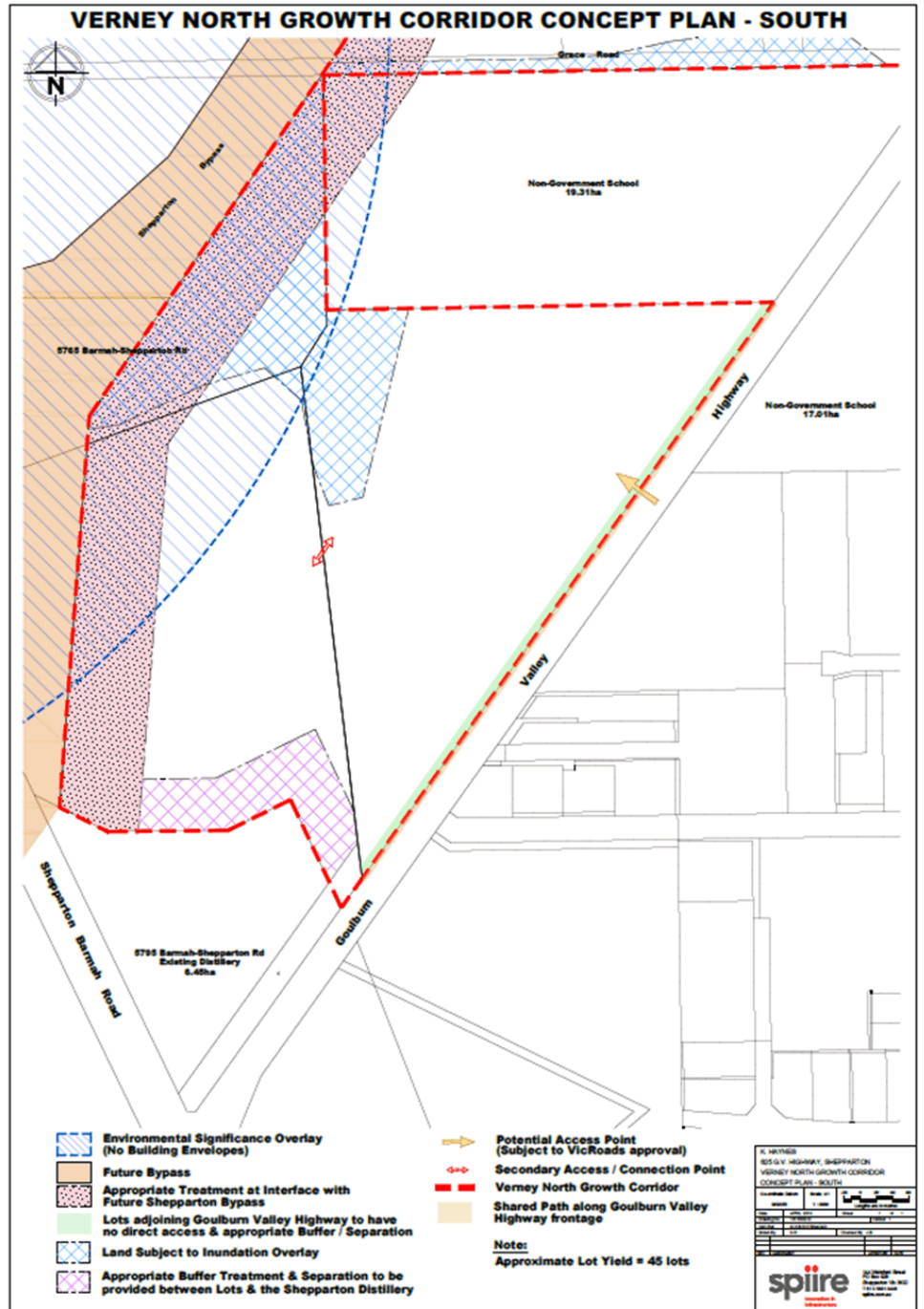
- An environmental assessment of the land, involving a flora and fauna survey, which, among other things, identifies the health and habitat value of all native vegetation.
- A preliminary survey of the area for aboriginal archaeological sites and preliminary cultural heritage assessment to determine whether a Cultural Heritage Management Plan, in terms of the Aboriginal Heritage Act 2006, is required.
- A preliminary soil assessment demonstrating the extent of any contaminated soils that may exist on the subject land and, if detected, a more detailed assessment outlining the location of the contaminated soil, the type of contaminants detected, and the strategies required to be undertaken to decontaminate the affected areas in accordance with the Minister's Direction No. 1 – Potentially Contaminated Land.
- A land capability assessment, unless the development will be connected to a reticulated sewerage network.
- A landscape and open space master plan outlining street tree plantings, areas of open space, stormwater management areas and areas of water sensitive urban design.
- A traffic impact assessment and management plan that identifies:
 - Appropriate access and circulation of vehicles on the existing and future road network, which minimises culs de sac. Access arrangements are to avoid conflict with existing accesses onto the Goulburn Valley Highway.
 - The identification of existing and proposed public transport routes, bus stops and associated infrastructure with appropriately dimensioned roads.
 - The identification of existing and proposed pedestrian and cycling networks including provision for safe and convenient access to public transport infrastructure.
 - The works necessary to accommodate traffic generated by the development and to mitigate any adverse impacts of the development.
 - The trigger points for any additional traffic infrastructure.
 - Access arrangements are to have regard to on-road cyclists.
- An infrastructure plan approved by the Responsible Authority, which identifies the anticipated staging and timing of the provision of infrastructure. The infrastructure plan should address, as appropriate:
 - The provision, staging and timing of stormwater drainage works.
 - The provision, staging and timing of roadworks (including bus stops and associated works) both internal and external in accordance with the approved traffic management plan.
 - The provision, staging and timing of landscaping works for local parks, stormwater drainage reserves and regional landscaping works.
 - The securing of the infrastructure and utility services as may be necessary by way of an agreement pursuant to Section 173 of the *Planning and Environment Act 1987* ~~or by other means acceptable to the Responsible Authority.~~
 - Any other infrastructure related matter reasonably requested by the Responsible Authority associated with the subdivision of land.
 - Identification of any agency or person responsible for provision of particular items of infrastructure.

Before approving the Development Plan, the Responsible Authority must consider the following, and may include conditions where appropriate:

GREATER SHEPPARTON PLANNING SCHEME

- The environmental, ecological, landscape, archaeological, cultural heritage and historical values and features of the site.
- The comments and any requirements of Goulburn Murray Water and in particular any matters relevant to its policy regarding acceptance of urban and industrial water to Goulburn Murray Water Drains.
- The comments and requirements of VicRoads with particular regard to the following:
 - The need for the provision of a buffer between residential dwellings within the Development Plan area and the alignment of the proposed Goulburn Valley Highway (Shepparton Bypass).
 - The need for noise attenuation measures as a result of the proposed Goulburn Valley Highway (Shepparton Bypass).
- The need for any agreement to be made pursuant to the provisions of Section 173 of the *Planning and Environment Act 1987* with respect to matters arising from the proposed use and development, including the use of such agreements to reduce potential land use conflict at the residential and agricultural interface.
- Any requirements and/or views of the Greater Shepparton City Council and referral authorities regarding urban design and landscaping, traffic works, stormwater disposal, engineering works, environmental protections and enhancement, sewerage, drainage or flood mitigation works required to properly service the proposed use and development of the land.

GREATER SHEPPARTON PLANNING SCHEME



Attachment 3 - Table of Contents

1. Memo – Projects Department to Strategic Planning – Verney Road North Growth Corridor dated 20 September 2013.
2. Letter and accompanying drawings including ‘Sheet 1 - Existing Conditions Conceptual Drainage Plan’ and ‘Sheet 2 - Proposed Drainage Conceptual Drainage Plan’ from Chris Smith & Associates Pty Ltd to the Planning Department dated 14 August 2013.
3. Letter and accompanying ‘Concept Development Plan – Drainage Flow Paths’ from Spiire Pty Ltd to the Planning Department dated 16 August 2013. Additional Drainage Plan received January 2014.
4. Memo – Projects Department to Strategic Planning – Verney Road North Growth Corridor dated 26 September 2013.

G R E A T E R S H E P P A R T O N
G R E A T E R F U T U R E



MEMO

To: Michael MacDonagh
From: Darren Buchanan
Date: 20 September 2013
Subject: **Verney Road North Corridor - Existing and Proposed Drainage**

Michael,

Two drainage issues became apparent following the significant flood event that occurred in March 2012:

1. Water remained in roadside table drains along Verney North Road and the Goulburn Valley Highway for a lengthy period of time.
2. Water from No. 775 Goulburn Valley Highway travels overland and floods residential properties to the east, in particular No. 40 Verney North Road.

A plan showing the existing drainage flows and proposed treatments is attached for information (TRIM M13/44809).

Roadside Drainage

Roadside drainage along Verney North Road flows south from a high point at the Goulburn-Murray Water channel located near No 60 Verney North Road towards the Goulburn Valley Highway. Water then flows in a south-west direction along the north side of the Goulburn Valley Highway into Goulburn-Murray Water Drain Shepparton Drain 4 at Grace Road then flows west. The flow of water relies on the water level of Drain 4 not being too high.

In high flow events such as the March 2013 event water from Drain 4 back flowed along the Goulburn Valley Highway holding water along Verney North Road table drain until the water level in Drain 4 subsided.

On the south side of the Goulburn Valley Highway water flows south-west along Goulburn-Murray Water Drain 2/4 to the Verney Road intersection then south along Verney Road into Goulburn-Murray Water Drain Shepparton Drain 4 at Grace Road then flows west.

A non-return flap gate has been installed on the downstream end of the existing Goulburn-Murray Water pipeline on the south-east corner of the intersection of the Goulburn Valley Highway and Verney Road.

A culvert crosses under the Goulburn Valley Highway just east of Verney North Road to allow balancing of regular flows. During high flow events water from the south side of the Goulburn Valley Highway would impede and contribute to roadside water along Verney North Road.

G R E A T E R S H E P P A R T O N
G R E A T E R F U T U R E



A feature survey of the drainage in this area has been performed to determine drainage improvements.

The following roadside infrastructure improvements are proposed:

1. Re-grade the table drain on the north side of the Goulburn Valley Highway between Verney North Road and Grace Road to improve water flow. This work will include piping the section of drain adjacent to the left turn lane into Verney North Road due to VicRoads clear zone requirements and proliferation of underground services along this section.
2. Install a penstock at the table drain outfall into Drain 4 at Grace Road to allow high flow levels to be controlled so that high flows do not backflow up the Goulburn Valley Highway impeding water flow along Verney North Road. Closing of the proposed gate valve at Grace Road will allow emergency pumping of water into Drain 4.
3. Install a penstock at the north side of the culvert under the Goulburn Valley Highway, east of Verney North Road intersection to allow high flow levels to be controlled and not backflow up Verney North Road.

VicRoads have been consulted and had no objection to the preliminary design. Goulburn-Murray Water has also been consulted and had no objection to the proposed design.

Detailed design plans for the above works are expected to be completed in September 2013. Approval of the final detailed design plans will be required from Goulburn-Murray Water and VicRoads.

The above works will be funded from the Council's 2013/2014 rural drainage program. Subject to receiving approval from the above authorities it is anticipated the works will delivered late 2013 or early 2014.

Residential Properties

A flood overlay plan provided by Goulburn Broken Catchment Management Authority has confirmed that the land including No. 775 Goulburn Valley Highway is not subject to flood inundation. However, water from 775 Goulburn Valley Highway travels overland and floods residential properties to the east, in particular No. 40 Verney North Road.

Following a complaint from the owner of No. 40 Verney Road regarding flooding of property, Council staff investigated drainage and prepared a design plan for the construction of a catch drain and raised bank was prepared. It was shown that water could be diverted behind the properties abutting Verney North Road and flow south to the Goulburn Valley Highway.

VicRoads have been consulted and had no objection to discharging into their table drain along the Goulburn Valley Highway. Goulburn Broken Catchment Management Authority has also been consulted and had no objection to the proposal.

G R E A T E R S H E P P A R T O N
G R E A T E R F U T U R E



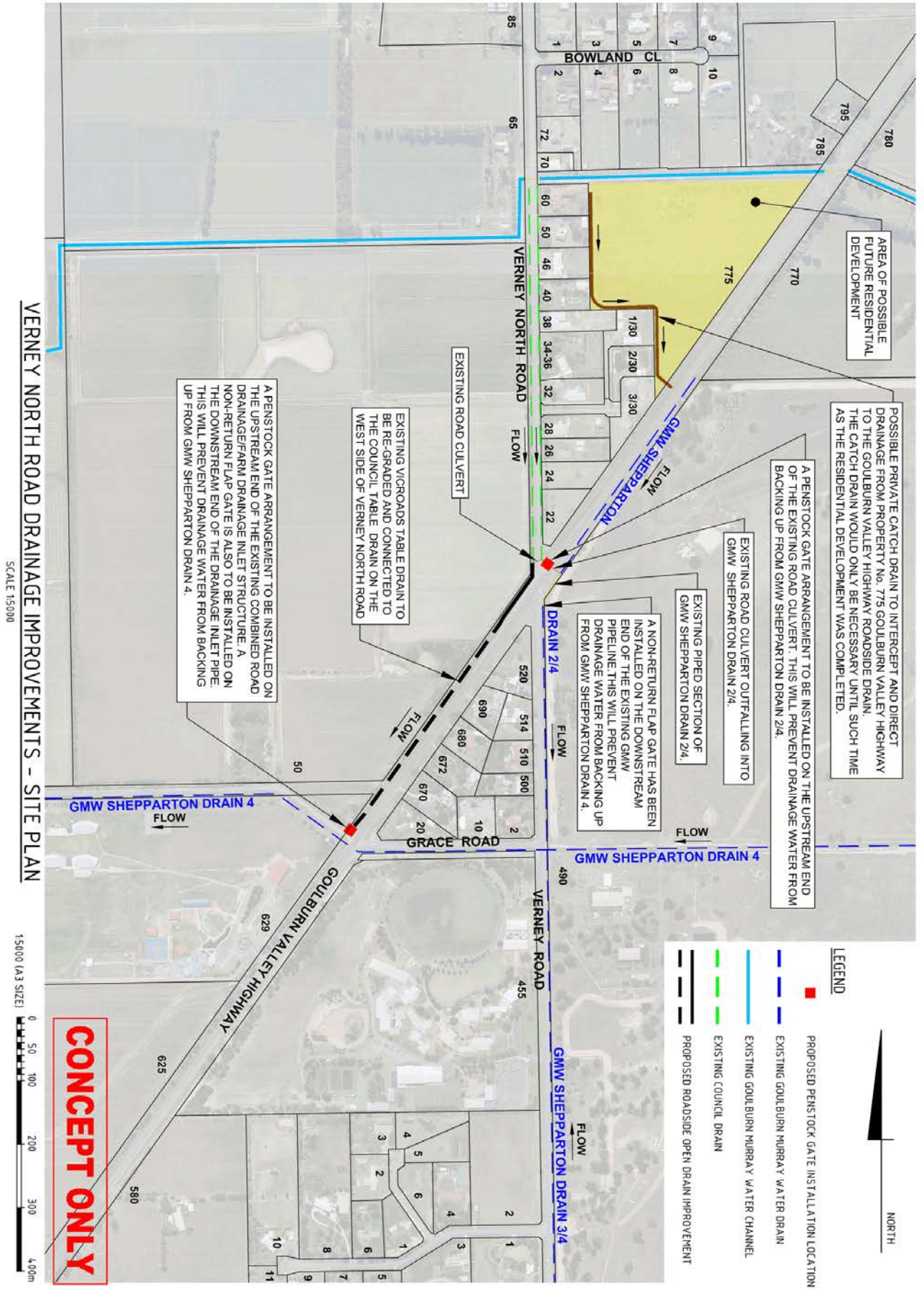
In accordance with the Section 15 and Section 16 of the Water Act 1989, a person who constructs works causing a flow is liable to pay damages to the other person to that other person in respect of injury, damage or loss. It is recommended that the Council does not preform the works on private property as it could expose the Council to potential litigation in the future.

It should be noted that development of No. 775 Goulburn Valley Highway would solve this issue. However, depending on development timeframes if an interim improvement is desired it is recommended that the Council provides a copy of the construction design plan to the property owner to undertake or arrange the works at their own cost.

Yours sincerely,

Darren Buchanan
TEAM LEADER – INVESTIGATION & DESIGN

Trim Ref: M13/44409
Attach: Vemey North Road Drainage Improvements - Site Plan TRIM M13/44809
55/838/0009 & 03/652/01498





- CIVIL ENGINEERS
- LAND SURVEYORS
- URBAN & REGIONAL PLANNERS
- PROJECT MANAGERS

■ 11 Edward Street, Shepparton, VIC, 3630 ■ Ph: (03) 5820 7700 ■ Fax: (03) 5822 4878 ■ www.csmith.com.au

14 August 2013
Our Ref: 12085

Mr Michael MacDonagh
Principal Strategic Planner
Greater Shepparton City Council
Locked Bag 1000
SHEPPARTON VIC 3631

Dear Michael,

**Conceptual drainage solution
Verney North Growth Corridor**

We refer to our recent discussions in relation to the above rezoning application, which is being undertaken in conjunction with Spiire, and in particular, the meeting held on 8 August 2013 in relation to existing drainage in the area and potential impacts the residential development may have.

As you are aware, we act for Mr Jim Vasey and this submission relates to the part of the corridor that is north of Grace Road *only* and Spiire will make a submission in relation to the southern part of the corridor. Given that the two parts are separated by the Emmaus school site, we consider that it is practical and logical that each consultant deal with each respective part of the corridor.

As discussed at the meeting of 8 August, we rely on the observation that the development site is not within any active overland (drainage or flood) flow path and is not subject to inundation during a 100-year ARI flood event. We acknowledge the wider area may have a pre-existing surface drainage condition that has resulted in surface water remaining in drains and on properties after a significant storm event. Although our drainage strategy for the proposed development must ensure that the development caters for a 100-year ARI storm event.

Further, we submit that the drainage requirement for the development is a design issue that can be addressed at Development Plan, Planning Permit and detailed design phases of the project. Notwithstanding this, we provide the following to assist the rezoning application:

Existing Conditions:

Surface levels on a State Rivers and Rural Water Commission plan dated January 1980 shows that the wider area has a general planar fall toward the north west; however, the land south of G-MW channel 4/1/15 falls to the south and drains into G-MW drain No.4 (as shown on attached plan).

Currently the Vasey site has water supply from the Goulburn Murray Water Channel 4/1/15 and has been developed for irrigation and water reuse via a water storage dam located within the northern portion of the site. The entire site drains internally to the recycle dam. When the dam fills excess water is conveyed to the Goulburn Murray Water Drain No. 4 located on the southern side of Grace Road, via an internal farm drain and the legal point of discharge at the south-west corner of the land.

Proposed Drainage

It is proposed that the future development will utilise the existing reuse storage dam to be developed as a wetland for the purpose of stormwater treatment; however, additional capacity will be required to retain stormwater on site after a 100-year ARI storm event. It is proposed to locate



a retention basin in the northwest corner of the property, adjacent to the future Shepparton Bypass. This basin would empty via a pump and rising main that discharges at the appropriate rate to the existing Goulburn Murray Water drainage outfall (as shown on attached plan).

It is anticipated that this basin could be extended or conjoined to other future basins on adjacent land, when/if that land develops, essentially allowing the entire northern portion of the corridor to utilise the one outfall and associated infrastructure.

We trust this additional information allows you to now proceed with the rezoning approval process. However, if you have any questions, please contact the undersigned by one of the means provided below.

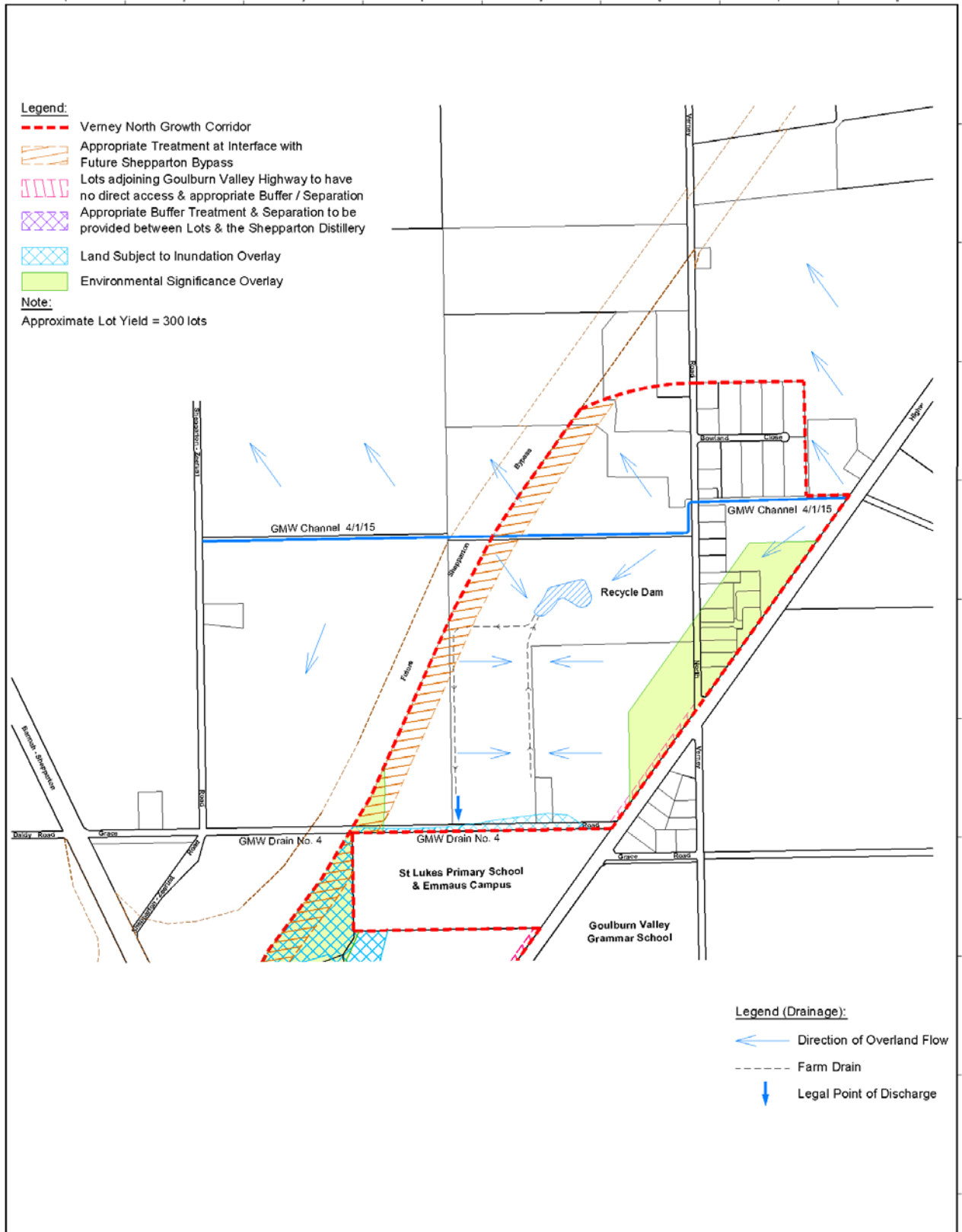
Yours sincerely,

A handwritten signature in black ink, appearing to read "G. Steigenberger", with a long horizontal flourish extending to the right.

Gary Steigenberger
Director
Manager Planning

gary.steigenberger@csmith.com.au
Direct: (03) 5820 7709

cc:
enc:
Doc No.: 12085_L_Cou_Vasey_Drainage_140813



REVISION	DATE	ZONE



Chris Smith & ASSOCIATES
SPECIALISING IN SUBURBAN PROJECT MANAGEMENT AND DESIGN

11 EDWARD STREET, SHEPPARTON, PA. (050) 827 102 FAX: (050) 822 475

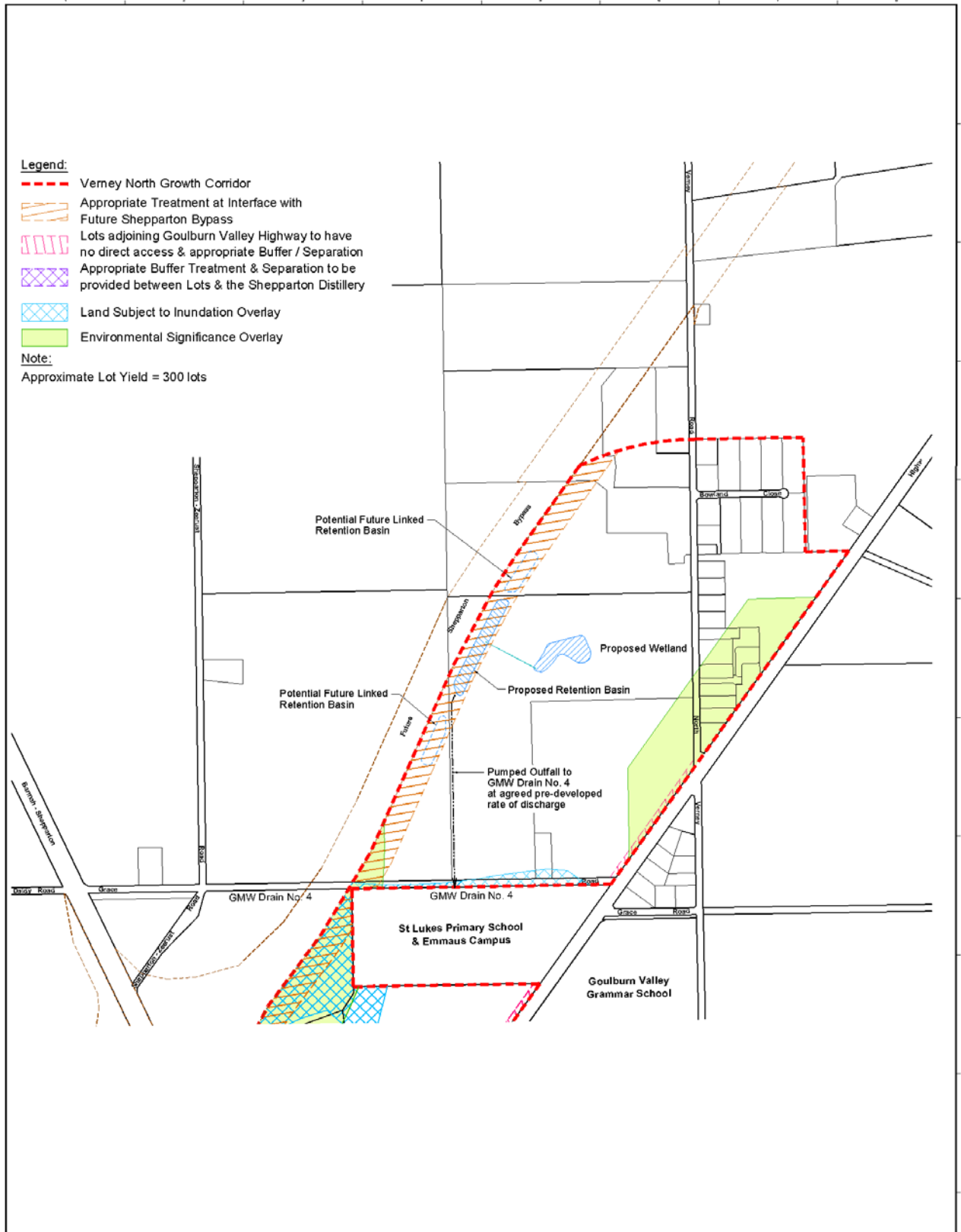
Designed: Lea Stevns
Checked: Galy Skjoten-Sager
Approved: Galy Skjoten-Sager

15th August, 2013

Mr. J. Vasey & Others

Shepparton North
Vervey North Growth Corridor
Sheet 1 - Existing Conditions
Conceptual Drainage Plan
Drawing No. 12085/CD01

Sheet No. 1 of 2
12085040.dwg
Rev. -



- Legend:**
- - - Vervey North Growth Corridor
 - Appropriate Treatment at Interface with Future Shepparton Bypass
 - Lots adjoining Goulburn Valley Highway to have no direct access & appropriate Buffer / Separation
 - Appropriate Buffer Treatment & Separation to be provided between Lots & the Shepparton Distillery
 - Land Subject to Inundation Overlay
 - Environmental Significance Overlay
- Note:**
Approximate Lot Yield = 300 lots

REVISION	DATE	ZONE



Chris Smith & ASSOCIATES
SPECIALISING IN SUBURBAN PROJECT MANAGEMENT AND DESIGN

11 EDWARD STREET, SHEPPARTON PA. (0538) 221 102 FAX: (0538) 475

Designed: Lisa Stevns 19th August, 2013
 Drawn: Galy Steigenberger
 Checked:
 Approved:

Mr. J. Vasey & Others

Shepparton North
 Vervey North Growth Corridor
Sheet 2 - Proposed Drainage
Conceptual Drainage Plan
Drawing No. 12085/CD02

Sheet No. 2 of 2 120850440.dwg Rev. -

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Planning
Surveying
Landscape Architecture
Urban Design
Engineering Civil | Structural | Water
Project Management



Our Reference 131730 PL05

16 August 2013

Mr Colin Kalms
Manager Planning
Greater Shepparton City Council
Locked Bag 1000
Shepparton VIC 3632

Dear Colin

**625 Goulburn Valley Highway, Shepparton
Low Density Residential Rezoning Drainage Response**

As you are aware Spiire acts on behalf of Mr K. Haynes the landowner of the above mentioned property. Our client is seeking a rezoning of his land from the Farming Zone to the Low Density Residential Zone.

As requested at our meeting on Thursday 8th August 2013, this letter has been prepared to respond to drainage concerns raised by Councillors in relation to potential impacts of localised flooding and drainage from the future development of this land.

The design of the drainage for this proposed development will be in accordance with the Council's Infrastructure Design Manual (IDM), the relevant Australian Standards and known stormwater management principles.

Through the planning application and authority approval process, a Stormwater Management Strategy will be prepared outlining in detail the management of drainage for the proposed subdivision. This plan will be subject to approval from Goulburn Murray Water (GMW), Goulburn Broken Catchment Management Authority (GBCMA) and Council Engineers.

For this development, it is proposed to capture rainfall and direct these flows either overland or through an underground drainage network to a retardation basin, which caters for 1 in 100 year storm events. The basin will have a pump system to remove the collected water at 1.2 l/s/ha, as defined in the IDM and/or to the approval by Goulburn Murray Water (GMW). A rising main will be built to discharge the water at the approved rate to the legal discharge point, determined by Council and GMW, in this case, the existing Drain 1/4 at the south east corner of the site.

Spiire Australia Pty Ltd ABN 55 050 029 635 T 61 3 5831 4448 spiire.com.au
144 Welsford Street PO Box 926 Shepparton Victoria 3632 Australia

G:\13\131730\PL04 005 Council Spiire Drainage Response.doc

Page 1

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All flows captured within the site will be retained, treated and discharged in accordance with the relevant standards. Preliminary investigations, including a preliminary drainage plan and calculations, have been undertaken as shown on the concept plan attached. These investigations indicate the drainage can be designed in accordance with the relevant requirements.

If you have any queries in regard to this letter or the proposed rezoning, please call Jane Macey or myself on 5831 4448.

Yours sincerely

A handwritten signature in black ink, appearing to read "Jeremy Blight".

Jeremy Blight
Senior Associate - Engineering

Enclosure **Concept Development Plan – Drainage Flow Paths**

Copy to **Mr K. Haynes**
C/- 16 Dunkirk Avenue
Shepparton VIC 3630



PROPOSED RETENTION BASIN
 NOTE: BASIN TO EXCHANGE
 ON PUMP SYSTEM AND FLOW
 INTO DRAIN 174 AT
 BARRON-SHEPPARTON ROAD.

LEGEND
 DIRECTION OF OVERLAND FLOW PATH 
 DIRECTION OF LOT GRADING 

Scale 1 : 3000, A3
 Horizontal 0 30 60 90 120 150
 Vertical 0 0 0 0 0 0

Map Reference McRoads 32, H7
Sheet Number 01
Drng Status PRELIMINARY

Designed FEB 2012
A.S.
Checked FEB 2012
M.L.
Authorised FEB 2012
M.L.

file name 131730G10 Overland Flow.dwg layout name A3L @ 3000
 file location G:\13\131730\CAD
 plotted by Lloyd Harriott plot date 15/8/2013 4:06 PM
 © Spiire Total Infrastructure Pty Ltd
 Standard Drawing 30A3 - Version 20 200915

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 144 Welford Street PO Box 926 Shepparton Victoria 3632 Australia T 61 3 5831 4448
 spiire.com.au



K. HAYNES
625 G.V HIGHWAY, SHEPPARTON

OVERLAND FLOW PATH

CITY OF GREATER SHEPPARTON

Rev A
Drng No 131730G10



Proposed Outfall Location Photo
GMW Drain 14

- Legend**
- Approximate Existing Overland Flow Path
 - Existing GMW Drain
 - Existing GMW Channel
 - Proposed Development Lot Grading
 - Proposed Development Overland Flow Path
 - Proposed Rising Main Alignment
 - Proposed Pump Station

Scale 1 : 3000, A3
 Horizontal 0 30 60 90 120 150
 Vertical 0 0 0 0 0 0

Map Reference VicRoads 32, H7
Sheet Number 01
Drg Status PRELIMINARY

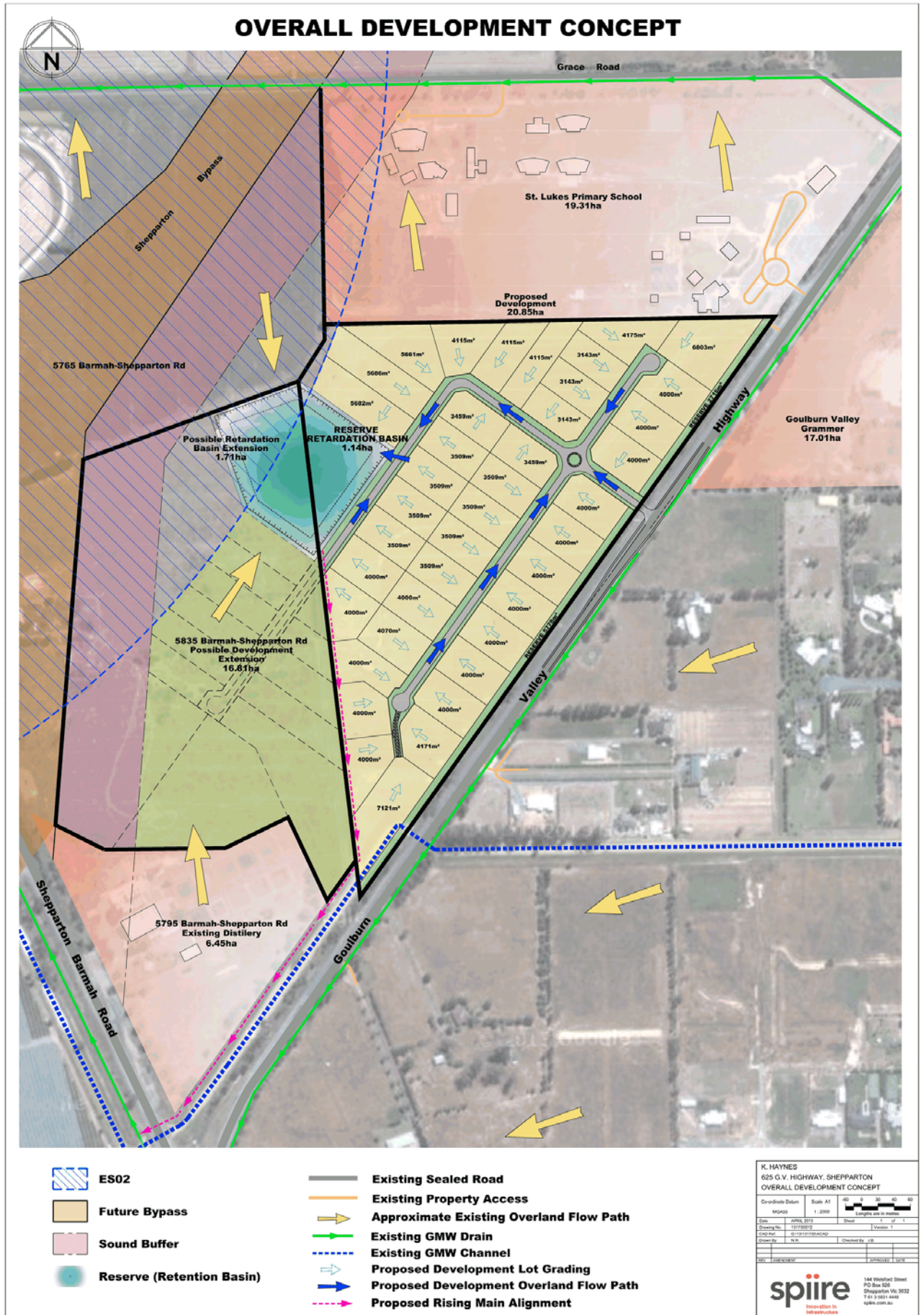
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A.S
Checked FEB 2012
M.L
Authorised FEB 2012
M.L

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 file location G:\13\131730\ACAD
 plotted by Nathan Richards plot date 6/9/2013 12:08 PM
 © Spiire Australia Pty Ltd
 Standard Drawing RDA3 - Version 30130611

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K. HAYNES
625 G.V HIGHWAY, SHEPPARTON
OVERLAND FLOW PATH
 CITY OF GREATER SHEPPARTON
Rev A
Drg No 131730G11



G R E A T E R S H E P P A R T O N
G R E A T E R F U T U R E



MEMO

To: Michael MacDonagh
From: Jonathan Griffin
Date: 26 September 2013
Subject: VERNEY ROAD NORTH GROWTH CORRIDOR

Dear Michael

Further to your request for the provision of comments relating to the development of two sites along Verney Road North, I have assessed the plans and provide the following comments:

CONCEPTUAL DRAINAGE PLAN No 12085/CD01

This document relates to the Vasey and Others plan to develop the land north of Grace Road provided by CSA Consultants

The consultant has considered adjoining land in the area and has determined the overland flow path to discharge to a centrally located retardation basin in the location of an existing dam. The consultant has determined this site would not be large enough to cope with the total amount of volume required and so has allowed for more retardation within the encumbered land adjacent to the future by-pass.

The location of the basin is appropriate as it is located at a low point on the land and so allows some fall within the new drainage system.

The outfall is shown as the current GMW Drain No 4 in Grace Road which flows to the west toward Barmah – Shepparton Road. The drainage is required to be pumped from the basin as there is not enough grade to allow for a gravity outfall solution. It is expected that GMW will not have any issues with this as it is common practice.

WSUD features have not been provided as yet however this item is usually dealt with at the design stage and so we can accept that this will be completed at a later stage in accordance with Clause 56

CONCEPTUAL DRAINAGE PLAN No 131730G11

This document relates to the Haynes plan to develop the land at 625 GV Highway Shepparton provided by SPIIRE

This is similar in detail to that provided by CSA Consultants and is not unusual at this stage of conceptual design.

The consultant has shown approximate location of existing overland flow path; this would normally be provided by speaking to land owners as well as investigating any documents showing surveys in the area.

Once again the basin has been shown at a low point on the land adjacent to an existing dam and discharges to GMW Drain No 1 /4 via a pump station. Although not

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shown on the plan the basin has the capacity to be increased in size to cater for adjoining Lots as part of their future development.

The land on the east side of the property is in the LSIO and so the design plans will need to show how this will be dealt with

WSUD features have not been provided as yet however this item is usually dealt with at the design stage and so we can accept that this will be completed at a later stage in accordance with Clause 56

It is my opinion that the plans provided showing the conceptual layout for the developments are of sufficient standard to progress to the next phase of design. The information provided gives me confidence that any drainage issues can be resolved as detail design progresses. I therefore confirm that the concepts can be supported in principle.

Before we approve any development plan we will be seeking more information in order for us to be confident the final design solution will meet the requirements of the Infrastructure Design Manual, including:

- Levels demonstrating the direction of designed overland flow paths.
- Works to be performed relating to the land in general to ensure no adverse impact on other properties as a result in the development of the land.
- Computations demonstrating the appropriate design of the storm water drainage system
- Documents demonstrating appropriate size and depths of retardation basins in accordance with the IDM and also to include any future development of adjoining land.
- Longitudinal sections of the main storm water pipes showing sizes, depths, hydraulic grade lines etc
- Water treatment and discharge design into the legal point of discharge, in this case both developments are looking at discharging to GMW infrastructure and so will be required to meet their discharge rates.

The development branch always works closely with the consultants to ensure appropriate storm water solutions are catered for and overland flow and storage catering for a 1:100 year event are included in the final design solution as per the IDM

Both developments will be required to satisfy the overall development area with respect to drainage, flow paths, access road infrastructure etc, which will be reviewed in more detail once the concept designs are progressed to functional design.

In summary the concept plans are satisfactory but more information will be required before development branch officers endorse them as we need to have information to allow us to have confidence the final design will meet best practice.

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I trust this assists you with the current status of the proposed developments if you would like to discuss further please contact me on extension 739

Regards

Jonathan Griffin
TEAM LEADER - DEVELOPMENT