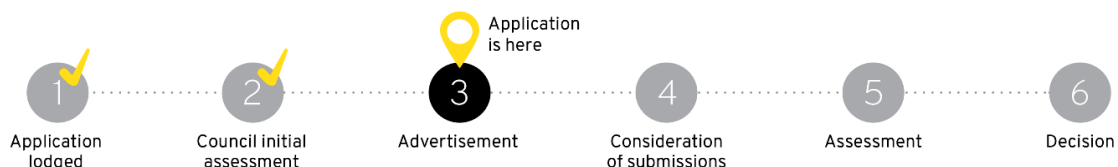


ADVERTISED

NOTICE OF AN APPLICATION FOR PLANNING PERMIT



The land affected by this application is located at:	53 Rodgers Rd WARRNAMBOOL VIC 3280
The application is for a permit to:	Use & development of land for a camping & caravan park and second dwelling
A permit is required under the following clauses of the planning scheme:	
Planning scheme clause	Matter for which a permit is required
Clause:	Clause 35.07-1 & 35.07-4 – Use and development of land for a Camping and Caravan Park and a second dwelling.
The applicant for the permit is:	MPAA Studio
The application reference number is:	PP2026-0033
You may look at the application and any documents that support the application at the office of the responsible authority. This can be done during office hours and is free of charge. Or online at: For further reference please contact:	Warrnambool Civic Centre 25 Liebig Street WARRNAMBOOL VIC 3280 www.warrnambool.vic.gov.au Planning Support Telephone: 03 5559 4800 Email: planning@warrnambool.vic.gov.au
Any person who may be affected by the granting of the permit may object or make other submissions to the Responsible Authority. An objection must be made to the Responsible Authority in writing, include the reasons for the objection and state how the objector would be affected. The responsible authority must make a copy of every objection available for any person to inspect free of charge until the end of the period during which an application may be made for review of a decision on the application. If you object, the responsible authority will tell you its decision.	
The Responsible Authority will not decide on the application before:	20 August 2026



The Warrnambool City Council is committed to protecting personal information in accordance with the principles of the Victorian privacy laws. The information provided will be used for the following purposes:

- correspond about the permit application
- if necessary, notify affected parties who may wish to inspect your application so that they can respond
- if necessary, forward your application to a referral authority who must also keep a register available for inspection by any person

The information you provide will be made available to:

- any person who may wish to inspect the application until the application process is concluded, including any review in VCAT
- relevant officers at Council, anyone a party to the application process and other Government agencies or Ministers directly involved in the planning process
- persons accessing information in accordance with the Public Records Act 1973 or the Freedom of Information Act 1982
- Other external parties if required by law

This information is being collected in accordance with the Planning and Environment Act 1987. If all requested information is not received, Council may not be able to process your application or objection.

Do you agree? ☐ Yes ☐ No

The Land

1. Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address

Unit No.: _____ St. No.: _____ Street name _____

Suburb/locality _____ postcode _____

Formal Land Description

Complete either A or B.

A Lot No.: _____ ☐ Lodged Plan ☐ Title Plan ☐ Plan of Subdivision No.: _____

or

B Crown Allotment No.: _____ Section No.: _____

Parish/Township Name: _____

The Proposal

You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

2. For what use, development or other matter do you require a permit?

Provide additional information on the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

3. Estimated cost of development for which the permit is required

Cost: \$ _____ You may be required to verify this estimate.

Insert '0' if no development is proposed (eg. change of use, subdivision, removal of covenant, liquor licence)

Existing Conditions

4. Describe how the land is used and developed now

eg. vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Title Information

5. Encumbrances on title

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- ☐ Yes ☐ Provide a copy
- ☐ No
- ☐ Not applicable (no such encumbrance applies).

Provide a full, current copy of the title for each individual parcel of land forming the subject site. (The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', eg. restrictive

Applicant and Owner Details

6. Provide details of the applicant and the owner of the land.

Applicant (The person who wants the permit.)

Title: _____ First Name: _____ Surname _____

Organisation (if applicable): _____

Unit No.: _____ St. No.: _____ Street name _____

Suburb/locality _____ State _____ postcode _____

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

☐ Same as applicant (If so, go to 'contact information')

Title: _____ First Name: _____ Surname _____

Organisation (if applicable) _____

Unit No.: _____ St. No.: _____ Street name _____

Suburb/locality _____ State _____ postcode _____

Contact information Please provide at least one contact phone number

Business Phone _____ Email _____

Mobile Phone _____ Fax _____

Owner (The person or organisation who owns the land)

☐ Same as applicant

Where the owner is different from the applicant, provide the details of that person or organisation.

Owners signature (Optional)

Date _____

Declaration

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7. This form must be signed by the applicant

Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.

Signature



Date _____

Need help with the Application?

Contact Council's planning department to discuss the specific requirements for this application and obtain a planning permit checklist. Insufficient or unclear information may delay your application.

8. Has there been a pre-application meeting with a Council planning officer?

☐ yes ☐ no If yes, with whom?: _____ Date: _____

Application Type

Is this a VicSmart application?* ☐ Yes ☐ No

If yes, please specify which VicSmart class or classes.

*Classes of VicSmart application are listed in Zones, overlays, particular provisions and the schedule to Clause 59.15

Checklist

9. Have you

- ☐ Filled in the form completely?
- ☐ Provided all necessary supporting information and documents?
 - ☐ A current copy of title (no more than 3 months old) including a copy of any encumbrances affecting the land.
 - ☐ Plans showing the layout and details of the proposal
 - ☐ A plan of existing conditions
 - ☐ Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.
If required, a description of the likely effect of the proposal (eg traffic, noise, environmental impacts).
 - ☐ Signed the declaration (section 7)?

Lodgement and Payment

Lodge the completed and signed form and all documents with:

In Person: Warrnambool City Council Civic Centre, 25 Liebig Street, Warrnambool 8.30am to 5.00pm

Mail: PO Box 198, WARRNAMBOOL Victoria 3280

E-mail planning@warrnambool.vic.gov.au

Please note once your application is received, an invoice will be forwarded to you via email.

Contact Person (the person to contact regarding this application)

Did you lodge the original Planning Permit application? ☐ Yes ☐ No

First Name _____ Last Name _____

Company Name (if applicable) _____

Street/Postal Address _____

Suburb _____ Post Code _____

Phone _____ Mobile _____

Email _____

Are you lodging this request on behalf of someone else (applicant contact/representative) ☐ Yes ☐ No

Address to Which the Application Applies

Choose the type of formal land description

☐ Street Address ☐ Lot/Plan ☐ Crown Allotment ☐ Other _____

Street Address _____

Suburb _____ Post Code _____

Amendment Details

Planning Application Number _____

What amendments are to be made to this application?

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Amendment Details

Does the proposed amendment breach, in anyway, a registered covenant, section 173 agreement or restriction of title?

☐ Yes ☐ No ☐ Not applicable (no such covenant, section 173 agreement or restriction applies)

State the estimated cost of the proposed development, which includes the amendments.

☐ Unchanged from initial application ☐ Changed from initial application

Has notice of the application been given (advertised)? ☐ Yes ☐ No

Supporting Documents

Plans/Letter

Please supply all plans affected by the proposed changes. Please make sure that all changes are clearly highlighted on any new plans submitted, as failure to do so is likely to result in delays. Highlight the changes by using different colours, highlighter pens or bubbles around amendments etc.

Fees

After notice has been given, a fee 40% of the application fee for that class of permit or amendment to permit may be payable; and where the class of application is changing to a new class of higher application fee, the difference between the fee for the application to be amended and the fee for the new class, may be charged.

It is likely that this fee will be imposed if you are making changes to your application other than to address concerns raised by objectors.

Payment Details

In Person: Warrnambool City Council Civic Centre, 25 Liebig Street, Warrnambool 8.30am to 5.00pm

Mail: PO Box 198, WARRNAMBOOL Victoria 3280

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Declaration (Please select)

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the application.

Signature:



Date: _____

Name of person completing this request _____

Privacy Statement: The Warrnambool City Council considers that the responsible handling of personal information is a key aspect of democratic governance, and is strongly committed to protecting an individual's right to privacy. Council will comply with the Information Privacy Principles as set out in the Privacy and Data Protection Act 2014. The information will not be disclosed to any other party unless Council is required to do so by law.

Contact Person (the person to contact regarding this application)

Did you lodge the original Planning Permit application? ☐ Yes ☐ No

First Name _____ Last Name _____

Company Name (if applicable) _____

Street/Postal Address _____

Suburb _____ Post Code _____

Phone _____ Mobile _____

Email _____

Are you lodging this request on behalf of someone else (applicant contact/representative) ☐ Yes ☐ No

Address to Which the Application Applies

Choose the type of formal land description

☐ Street Address ☐ Lot/Plan ☐ Crown Allotment ☐ Other _____

Street Address _____

Suburb _____ Post Code _____

Amendment Details

Planning Application Number _____

What amendments are to be made to this application?

ADVERTISED

Amendment Details

Does the proposed amendment breach, in anyway, a registered covenant, section 173 agreement or restriction of title?

☐ Yes ☐ No ☐ Not applicable (no such covenant, section 173 agreement or restriction applies)

State the estimated cost of the proposed development, which includes the amendments.

☐ Unchanged from initial application ☐ Changed from initial application

Has notice of the application been given (advertised)? ☐ Yes ☐ No

Supporting Documents

Plans/Letter

Please supply all plans affected by the proposed changes. Please make sure that all changes are clearly highlighted on any new plans submitted, as failure to do so is likely to result in delays. Highlight the changes by using different colours, highlighter pens or bubbles around amendments etc.

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Signature:

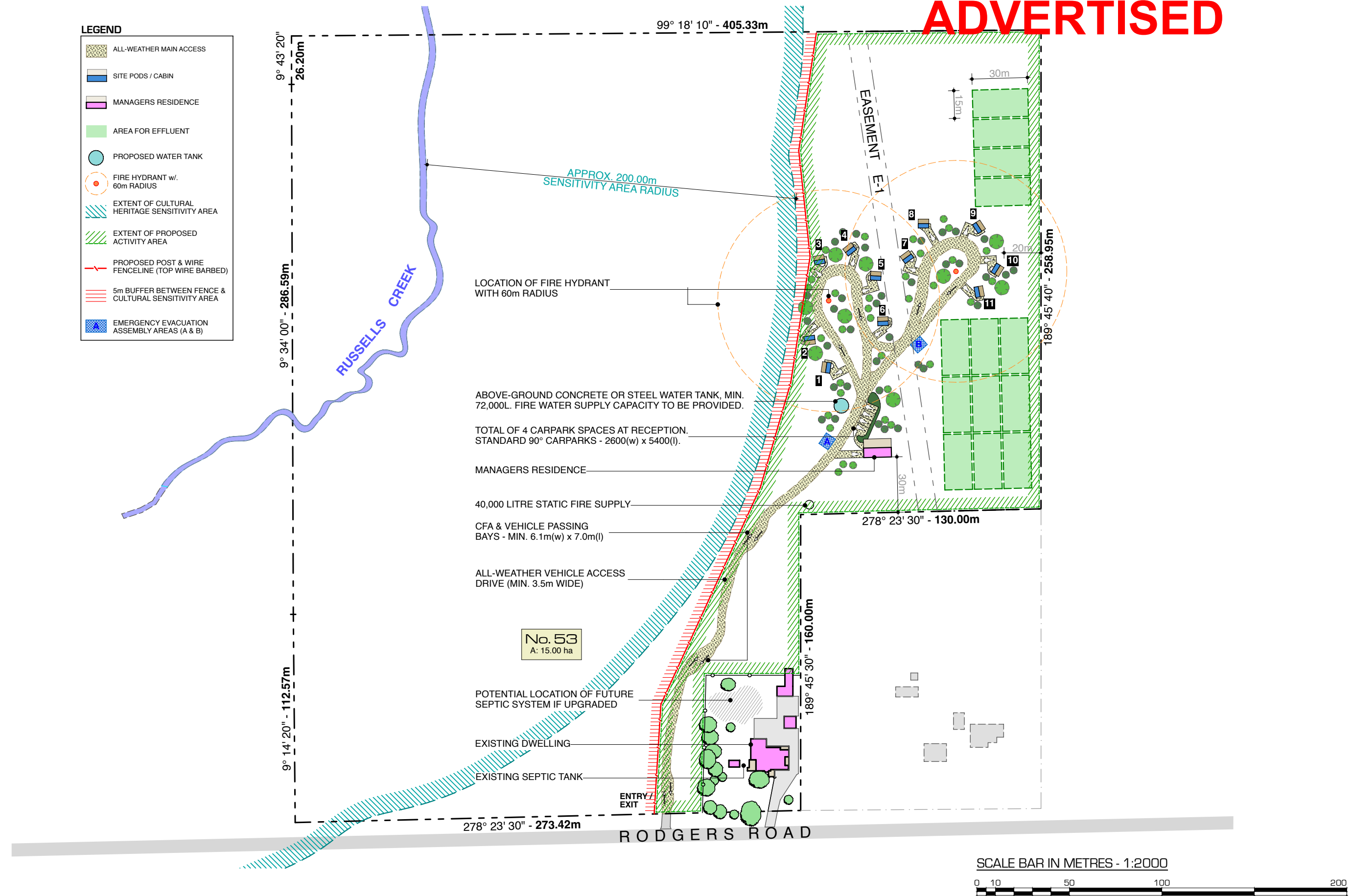


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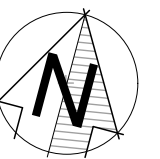
Co Lab, Level 1 - 1 Dispensary Lane
Warrnambool VIC 3280
Phone: (03) 5562 9443
www.mppastudio.co
Reg No DP-AD 40515
ABN 53253414622

© MPAA STUDIO 2026

revision:	description:	date:
-	-	-
NOT FOR CONSTRUCTION		
ALL WORKS TO BE CARRIED OUT IN STRICT COMPLIANCE WITH THE NATIONAL CONSTRUCTION CODE (NCC) OF AUSTRALIA. CONTRACTORS TO CHECK ALL SITE DIMENSIONS & LEVELS BEFORE COMMENCEMENT OF WORK. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE.		

project:	PROPOSED SHORT-TERM ACCOMMODATION AT 53 RODGERS ROAD WARRNAMBOOL VIC. 3280
client:	
drawing title:	PROPOSED SITE PLAN

date:	JULY 2026
scale:	1 : 2000
designed by:	CM
drawn by:	JH/MD
project no.:	25-1537-B
rev.:	/



dwg no: TP1 of TP2

25-1537- 53 Rodgers Rd TP3.pln

BUILDING AREAS

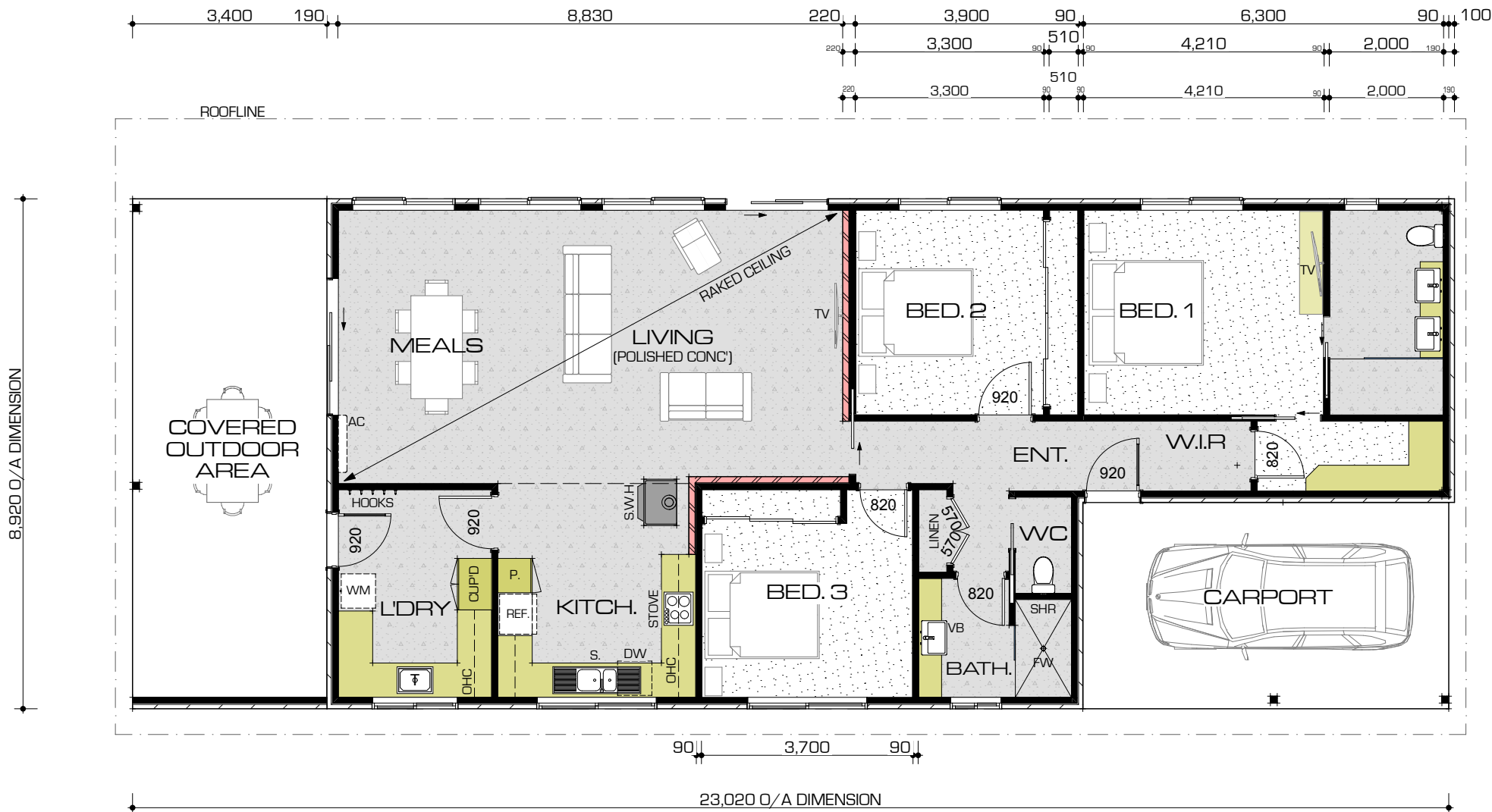
AREA	SQM.	SGs
PROPOSED GROUND FLOOR	152.44	16.41
SUB-TOTAL BUILDING AREA	152.44	16.41
PROPOSED CARPORT	23.47	2.53
PROPOSED COVERED AREA	30.33	3.26
TOTAL BUILDING AREA	206.24	22.2

LEGEND

OHC	Overhead cupboards	ST	Freestanding stove
S	Stainless steel sink	S.W.H	Solid wood heater
REF	Refrigerator provision min. 800mm	DW	Underbench dishwasher
WC	toilet pan	VB	Vanity basin
SHR	Shower	T	Laundry tough

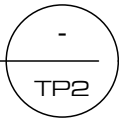
WALL TYPES

	75mm(thk) hebel veneer external walls to extent of the dwelling.
	220mm(thk) brick veneer internal thermal massing.
	90mm(thk) internal stud walls.



GROUND FLOOR PLAN

1:100



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STUDIO

1 DISPENSARY LANE,
WARRNAMBOOL
INFO@MPAASTUDIO.CO
ABN 53253414622

revision: description: date:

NOT FOR CONSTRUCTION

project:
PROPOSED MANAGER'S DWELLING
53 RODGERS RD, WARRNAMBOOL

drawing title:
PROPOSED GROUND FLOOR PLAN

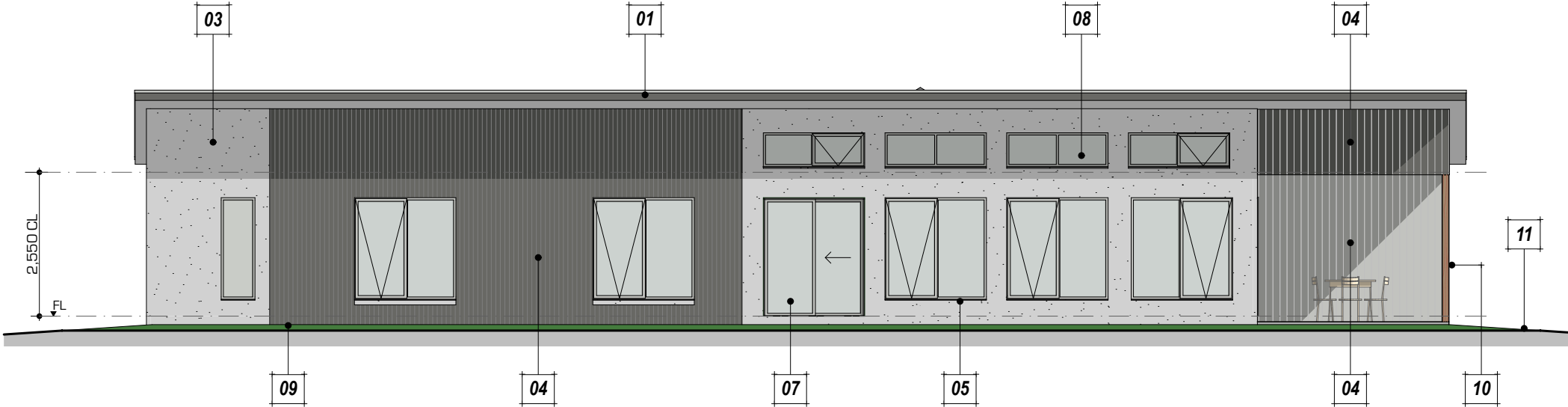
date:

scale:
AS SHOWN **A3**

drawn by: LM

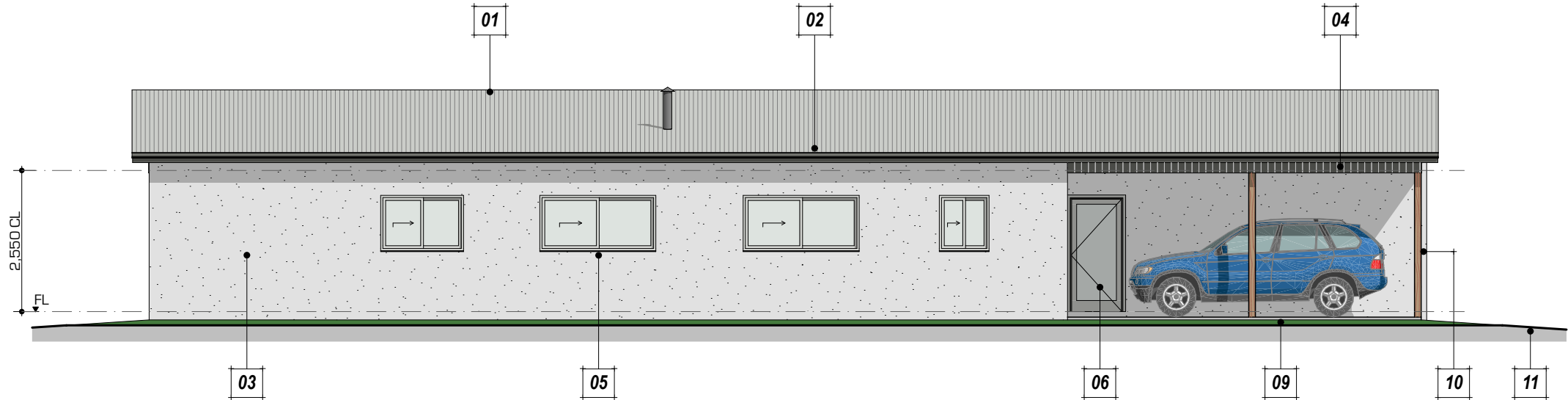
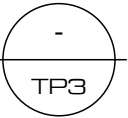
project no.: **25-1537** rev.: /

dwg no: **TP2** of TP4



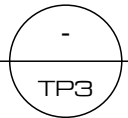
NORTH ELEVATION

1:100



SOUTH ELEVATION

1:100



EXTERNAL FINISHES SCHEDULE:

TAG No.	DESCRIPTION
01	CORRUGATED COLORBOND ROOF SHEETS @ 6° PITCH IN LIGHT - MID TONE. 700mm FC LINED EAVE TO NORTH.
02	COLORBOND EAVES GUTTER ON COLORBOND METAL FASCIA.
03	CSR HEBEL POWERPANEL LIGHTWEIGHT EXTERNAL WALL CLADDING TO THE EXTENT OF THE DWELLING WITH APPLIED RENDER FINISH.
04	VERTICALLY GROOVED FIBRE CEMENT SHEET CLADDING SYSTEM INFILL TO CARPORT / COVERED AREA - PAINT FINISH. FLAT SOFFIT TO THESE AREAS.
05	POWDERCOAT ALUMINIUM IMPROVED AWNING WINDOWS, UNLESS SHOWN OTHERWISE.
06	POWDERCOAT ALUMINIUM IMPROVED FULLY GLAZED HINGED DOOR.
07	POWDERCOAT ALUMINIUM IMPROVED SLIDING DOORS.
08	POWDERCOAT ALUMINIUM IMPROVED CLERESTORY WINDOWS TO RAKED SECTION OF LIVING AREA.
09	CONCRETE FLOOR SLAB TO THE EXTENT OF THE CARPORT & COVERED OUTDOOR AREA - TYPICAL.
10	120 x 120 D.A.R CYPRESS PINE POSTS OR EQUIVALENT.
11	ENSURE FINISHED SURFACE FALLS AWAY A MIN. 1:20 FROM BUILDING EDGE FOR A MIN. 2.0M - TYPICAL.

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1 DISPENSARY LANE,
WARRNAMBOOL
INFO@MPAASTUDIO.CO
ABN 53253414622

revision: description:

date:

project:

PROPOSED MANAGER'S DWELLING
53 RODGERS RD, WARRNAMBOOL

drawing title:

NORTH AND SOUTH ELEVATIONS

date:

scale:

AS SHOWN

A3

drawn by:

LM

project no.:

25-1537

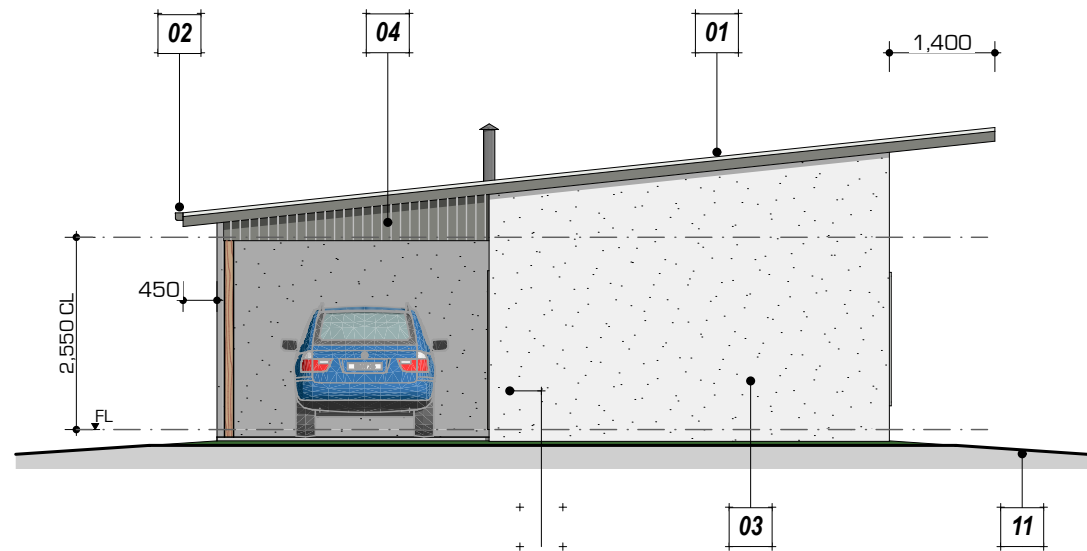
rev.:

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dwg no: TP3 of TP4

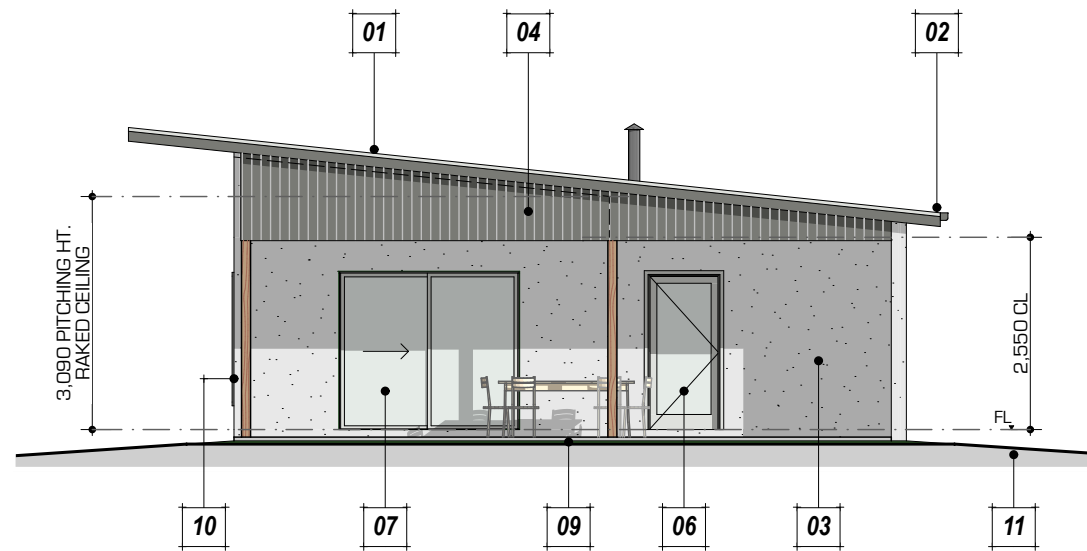
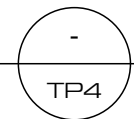
NOT FOR CONSTRUCTION

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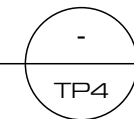
WEST ELEVATION

1:100



EAST ELEVATION

1:100



EXTERNAL FINISHES SCHEDULE:

TAG No.	DESCRIPTION
01	CORRUGATED COLORBOND ROOF SHEETS @ 6° PITCH IN LIGHT - MID TONE. 700mm FC LINED EAVE TO NORTH.
02	COLORBOND EAVES GUTTER ON COLORBOND METAL FASCIA.
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1 DISPENSARY LANE,
WARRNAMBOOL
INFO@MPAASTUDIO.CO
ABN 53253414622

revision: description: date:

NOT FOR CONSTRUCTION

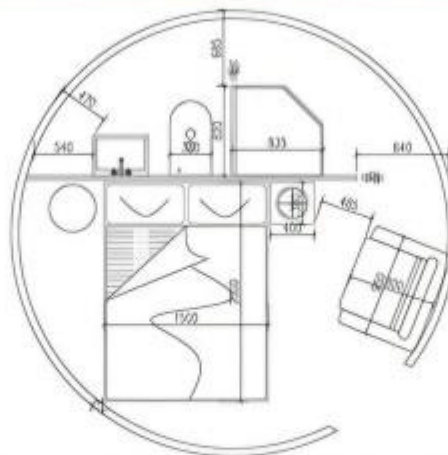
project:
PROPOSED MANAGER'S DWELLING
53 RODGERS RD, WARRNAMBOOL

drawing title:
EAST AND WEST ELEVATION

date:
scale:
AS SHOWN **A3**
drawn by: LM
project no.: **25-1537** rev.: /

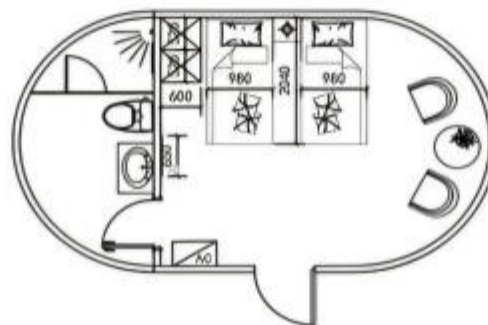
dwg no: **TP4** of TP4

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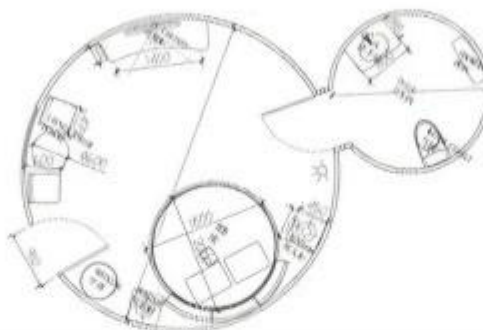
ϕ^*H : 4m*2.8m

Area: 12.5m^2



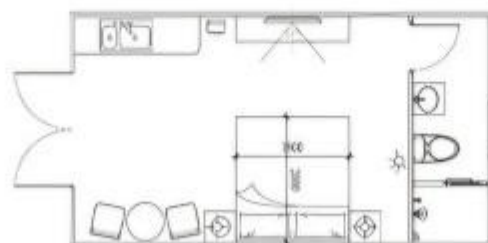
L*W*H: 7m*4m*2.8m

Area: 25.8m^2



ϕ : $\phi 5m + \phi 2.5m$

Area: 24.52m^2



L*W*H: 6.6m*3.6m*3.68m

Area: 21.2m^2

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MPAA STUDIO

14 July 2026

Planning Department
Warrnambool City Council
25 Liebig Street
Warrnambool VIC 3280

By email only: planning@warrnambool.vic.gov.au

Dear Bronwyn Mellor,

Application for a Planning Permit, 53 Rodgers Road, Warrnambool

We refer to Council's Request for Further Information dated 20 March 2026 and provide the following response to each matter raised.

1. Aboriginal Heritage Regulations

The applicant has obtained legal advice on this matter, a copy of which is enclosed for Council's reference. That advice confirms that the activity area has now been more precisely defined within the revised plan set and is delineated on the ground by an existing rural stock fence. On this basis, it is submitted that the extent of works and use falls outside the high-impact activity trigger under the Aboriginal Heritage Regulations 2018, and that a Cultural Heritage Management Plan is not required. We invite Council to review the enclosed advice and confirm its concurrence with this position.

2. Residential Tenancy Regulation

We note that registration of a caravan park under the Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2024 is a separate statutory process administered independently of the planning permit, and one which necessarily occurs post-permit and prior to occupation. It is respectfully submitted that requiring the full suite of registration documentation, including an emergency management plan and a Fire Rescue Victoria inspection report, as further information for the planning permit is premature, given that a meaningful FRV inspection cannot occur until the park is built or substantially complete.

For planning purposes, it is considered appropriate that the plans instead demonstrate a layout capable of meeting the registration standards, rather than evidencing that those standards have already been met. The revised plans accordingly show:

- cabin siting and spacing capable of meeting the prescribed setback standards;
- internal road layout and widths sufficient for emergency vehicle access;
- water tank and hydrant locations; and

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- a nominated location for two emergency assembly areas.

We propose that formal registration — including the emergency management plan and FRV inspection report — be addressed by way of permit condition prior to commencement of use, consistent with standard practice for this class of development.

In relation to static water supply, the revised plans show large water tanks, pumps and a hydrant system in lieu of reticulated supply, consistent with the Caravan Park Safety Guidelines 2024. The proposed tank is positioned at the entrance to the development area for ease of CFA access, with the associated hydrants providing good coverage across the site.

3. Wastewater Treatment

A Land Capability Assessment (LCA) has been prepared for the site and confirms that onsite effluent treatment is suitable for the proposed camping and caravan park use, within the 5,000 litre per day threshold above which the EPA becomes the responsible authority. Updated effluent field areas have been incorporated into the revised site plan. Final system specifications will be confirmed at detailed design stage, subject to EPA-approved product selection. The project engineer has also liaised with Wannon Water, which has confirmed that extension of reticulated sewer to the site is not feasible. We note Council may, at its discretion, elect to refer the application to Wannon Water for further comment.

The LCA addresses wastewater associated with the proposed new use in the north-eastern part of the site. Separately, an existing planning permit provides for conversion of the existing dwelling to a Place of Worship, including associated wastewater requirements should that use proceed. A licensed plumber has assessed the existing septic system serving the dwelling and confirmed it is not currently suitable, but has identified a suitable location to the north of the building, within the existing dwelling curtilage, for a new septic tank and effluent field, noting the current system sits in close proximity to existing structures, between the dwelling, patio and bungalow (refer to previous planning permit information on file).

The proposed camping and caravan park use is functionally and spatially separate from the dwelling, and is located well clear of both the current and any future septic system serving the dwelling.

4. Land Use

The application documentation has been updated to reflect the existing dwelling as a dwelling. We note that there is an existing planning permit approved over the land, which has not yet been acted upon at the time of writing. It cannot be assumed that this permit will be acted upon. Should it not be, the manager's residence would be considered a second dwelling on the lot.

We note that, in the context of the Farming Zone, the approved Place of Worship permit (once acted upon) would apply to a clearly defined curtilage. In practical terms, this distinction has limited bearing on the assessment of the current application, regardless of whether the existing dwelling remains a dwelling or is ultimately converted to a Place of Worship. This is because no functional nexus exists between the two uses, or between the respective parts of the site, that would establish an ancillary relationship between them.

Rather, the relevant consideration is to note the other existing uses and structures on the land, and to establish that the purpose of the Farming Zone and the relevant decision guidelines are met, on the basis that either scenario constitutes an essentially non-agricultural use capable of being assessed on its own terms.

(03) 5562 9443
info@mpaastudio.co

1 Dispensary Lane
Level 1 (above Allee Espresso)
Warrnambool VIC 3280



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We continue to submit that the proposal is acceptable in the strategic context, and does not cause material detriment to surrounding farming activities, because:

- a) The existing dwelling represents an existing condition on the land; and
- b) The proposed accommodation (camping and caravan park) with manager's dwelling is inherently suited to a rural setting, consistent with a "sleeping under the stars" concept, and responds appropriately to the surrounding rural land to the north and east.

Please refer to updated town planning drawings and a town planning report which reflects the above updates in response to the further information request. We kindly ask that the report is re-read in its entirety as multiple sections have been updated accordingly. We also include a revised planning application form.

We trust the above will enable the application to continue through the planning process.

If you have any questions, please contact me on telephone (03) 5562 9443 or email info@mpaastudio.co

Yours sincerely,



Cameron McNeill
Associate Director – Planning

(03) 5562 9443
info@mpaastudio.co

1 Dispensary Lane
Level 1 (above Allee Espresso)
Warrnambool VIC 3280



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TOWN PLANNING REPORT

CAMPING AND CARAVAN PARK AND MANAGER'S DWELLING
53 Rodgers Road, WARRNAMBOOL

ISSUED 14 JULY 2026

(03) 5562 9443
info@mpaastudio.co

1 Dispensary Lane, Warrnambool
Level 1, CoLab (above Allee Espresso)

OVERVIEW

Background

Address	53 Rodgers Road, Warrnambool
Lot Description	Lot 1 on Plan of Subdivision 443644

Relevant Planning Controls

Municipal Planning Strategy	Clause 02.01 Context
	Clause 02.02 Vision
	Clause 02.03 Strategic directions
	Clause 02.04 Strategic Framework Plan
Planning Policy Framework	Clause 11 Settlement
	Clause 13 Environmental Risks and Amenity
	Clause 14 Natural Resource Management
	Clause 15 Built Environment and Heritage
	Clause 18 Transport
	Clause 19 Infrastructure

Zone	Farming Zone
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Overlays	Nil
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Particular Provisions	Nil
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Permit Application Details

Description of Proposal	Use and development of land for a camping and caravan park and a second dwelling on a lot (manager's residence).
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Permit requirement	Clause 35.07-1 – Use of land for a camping and caravan park and a second dwelling on a lot (manager's dwelling)
	Clause 35.07-4 – buildings and works associated with a Section 2 Use.

QUALITY ASSURANCE

Town Planning Report

Use and development of land for a camping and caravan park and a second dwelling on a lot (manager’s residence).

53 Rodgers Road, Warrnambool

Project Number

25-1537

Revision

02

Prepared By

CM

Project Lead

CM

Issued

14 July 2026

Revision	Date	Issue
01	27 February 2026	Council issue
02	14 July 2026	RFI



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1. INTRODUCTION

This report has been prepared by MPAA Studio in support of a planning permit application for the use and development of land for a camping and caravan park, comprising short-stay accommodation pods, associated infrastructure, and a second dwelling on the lot (manager's dwelling), at 53 Rodgers Road, Warrnambool (the 'Site').

The Site also contains an existing dwelling, which continues to operate as a dwelling at the time of writing. An existing planning permit (PP2025-0168) provides for the future conversion of this dwelling to a Place of Worship; however, that permit has not yet been acted upon, and it cannot be assumed that it will be. This context is addressed further at Section 3.2 (Planning permit history) and Section 5.2 (Key considerations) of this report.

The proposal seeks approval for a managed short-stay accommodation use, best classified as a camping and caravan park, comprising lightweight, easily removeable accommodation pods, with internal access arrangements, landscaping and on-site servicing infrastructure. This is within a defined activity envelope on a larger 15-hectare landholding that also contains an approved Place of Worship toward the frontage. The use is operationally distinct, spatially separated and capable of coexisting with the existing lawful use of the land, consistent with the provisions of Clause 64.01 of the Planning Scheme and is subject to its own new use permit.

Under the Warrnambool Planning Scheme, the land is located within the Farming Zone (FZ), and the proposal accordingly triggers a planning permit requirement pursuant to Clause 35.07-1 for the use of land for a camping and caravan park (short-stay accommodation).

The Site is also situated within the East of Aberline Road Future Urban Growth Corridor, an area currently subject to ongoing strategic planning processes including the preparation of a Precinct Structure Plan by the Victorian Planning Authority. In this context, the proposal has been deliberately designed as a low-intensity, reversible and non-sterilising interim land use that does not rely on urban rezoning, subdivision or reticulated urban infrastructure, and does not prejudice the orderly planning, sequencing or future development of the growth corridor. Rather than pre-empting future urban outcomes, the proposal provides a contained and managed land use response that remains compatible with both the current Farming Zone controls and the long-term strategic planning framework for the locality.

Notwithstanding the future strategic identification of the land for urban growth, the application is firmly grounded in the existing statutory context of the Warrnambool Planning Scheme. The Site currently functions as a large peri-urban rural holding utilised for low intensity grazing and agistment, and does not form part of an intensive/primary production agricultural enterprise. The proposal retains the land in a single title, confines built form to a defined activity area, and maintains substantial open land capable of ongoing rural land management, thereby ensuring that the broader rural character and long-term land use flexibility of the site are preserved.

Having regard to the relevant provisions of the Warrnambool Planning Scheme, including the Planning Policy Framework, Municipal Planning Strategy and the decision guidelines of the Farming Zone, it is the conclusion of this report that the proposal represents an appropriate, low-impact interim land use outcome. The development supports regional tourism and economic activity, avoids land fragmentation, does not compromise agricultural operations or future urban planning, and is consistent with orderly planning principles within a designated growth investigation area. Accordingly, this report concludes that the proposal is supportable and respectfully seeks that Council grant a planning permit for the use and development as proposed.

The following documents should be read in conjunction with this report and form part of the planning permit application:

- Certificate of Title
- Town Planning Drawings
- Traffic Impact Assessment, prepared by RedSquare Traffic
- Land Capability Assessment, prepared by CSE Group
- Legal advice regarding the Aboriginal Heritage Regulations 2018, prepared by Best Hooper

SITE AND SURROUNDS

1.1. Site description and title particulars

Site address	53 Rodgers Road, Warrnambool
Title details	Lot 1 on Plan of Subdivision 443644
Site description	The subject site is 15 hectares in size and is known as 53 Rodgers Road, Warrnambool. The allotment wraps to the rear the adjoining allotment the east, and has a frontage of 273 metres to Rodgers Road. The lot depth is 286 metres. There is an existing dwelling and outbuildings, located close to the Rodgers Road frontage. The lot has existing access to Rodgers Road. The lot has been generally cleared of vegetation and has been used for grazing. There are some troughs and water tanks across the site to service livestock. The dwelling curtilage is defined by rural fencing and it contains some established trees near the house and along boundary lines. Russell Creek meanders through the north-western part of the site.
Easements, restrictions or covenants	There is a power easement, marked as E-1 that is 10-metres wide, in favour of Powercor that crosses the property as well as the property to the north. On Lot 1 PS443644 it begins in the north-eastern portion of the site.

Refer to **Appendix A** - Certificate of Title.

1.2. Site Context

The Site is located approximately 5 kilometres to the north-east of the Warrnambool City Centre.

The land adjoining the Site include the Farming Zone, the Rural Living Zone, and the Industrial 3 Zone.

The land to the south of the Site has undergone considerable industrial development in recent years as part of the Horne Road Industrial Estate (Warrnambool Gateway Business Park).

The land has been identified as a “future corridor extension” in the Great South Coast Regional Growth Plan (2014) and the Warrnambool City-Wide Housing Strategy (2013). It is identified in the Warrnambool Planning Scheme as the ‘East of Aberline Road Future Urban Growth Corridor’ (EoA UGC) at Clause 02.03-1 Strategic Directions. Extensive residential development is expected to continue in accordance with the strategic directions of the Warrnambool Planning Scheme, and the strategic work being undertaken as preparation for the eventual development of the EoA UGC. The proposed Precinct Structure Plan (PSP) area covers approximately 360 hectares of land, and is located between Wangoom Road to the north, Dales Road to the south, Aberline Road to the west, Horne Road to the east, and a small portion to the north of Rodgers Road. The area consists of 25 parcels of land ranging from 4000 square metres to 50 hectares in area. The area of the proposed PSP has been used for agriculture since the time of European settlement in the area. There are eleven (11) existing dwellings scattered across the area of the proposed PSP, with associated outbuildings and agricultural buildings. In closer proximity to the site, the immediate landholding sizes in the PSP vary around the 15-hectare mark.

The nearest public transport bus route travels along Aberline Road and then Raglan Parade, providing services between Warrnambool and Gateway Plaza Shopping Centre (part of the Eastern Activity Centre), and Warrnambool and Deakin University, respectively.

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Portions of the growth area, and the riparian area adjoining Russell Creek, are subject to marginal inundation (see Figure 8 '1% AEP flood extent', from the East of Aberline Precinct Structure Plan: Key Issues Paper (February 2019).

With regard to drainage, the Site is within the Merri River catchment. The primary waterway in the PSP area is Russell Creek, a drainage corridor to the Merri River. Russell Creek partially runs through the site.

There is existing reticulated sewer infrastructure and potable water infrastructure located in the west side of Aberline Road, to the south of Boiling Down Road, in addition to Wangoom Road which currently services the Northern Edge Estate. The existing sewer network does not have the capacity for general residential development to the north of Boiling Down Road or to the east of Aberline Road. Sewerage and potable water infrastructure will be upgraded as part of the development of the PSP area in the future. The Horne Road Industrial Estate contains the nearest reticulated items of infrastructure to the subject site, near the eastern front of the PSP area.



Figure 1: Site and surrounds aerial



2. PROPOSAL

2.1. Overview

Use

The application seeks planning permission for the use and development of the land for a camping and caravan park comprising short-stay accommodation pods and an ancillary manager's residence. The proposed use is best characterised as a camping and caravan park (short-stay accommodation) under Clause 73.01 of the Planning Scheme, being land used to provide accommodation for visitors on a temporary basis. While the cabins are self-contained, the operational model is clearly short-stay and centrally managed, distinguishing the proposal from group accommodation or any form of permanent residential use. The use will operate as a single, managed tourism accommodation facility on one title and will not create separate residential entitlements across the land.

Cabins / Accommodation Pods

The proposal includes approximately 11 self-contained cabins designed to accommodate short-stay visitors. Each cabin will contain basic self-contained facilities suitable for temporary accommodation, consistent with a booking-based short-stay model rather than long-term occupation. The cabins are generally located within the north-eastern portion of the site and are arranged along a meandering internal accessway. The siting strategy provides appropriate separation between individual cabins to achieve privacy and landscape integration, while remaining clustered within a defined activity envelope when viewed in the context of the broader 15-hectare landholding. This approach minimises infrastructure requirements, limits site disturbance and retains the overall rural character of the land. Concept plans illustrating the indicative layout are provided, noting that detailed pod design is still being finalised and will remain lightweight and low in visual scale.

Manager's Residence

A manager's residence is proposed to be located along the internal accessway at the entry to the accommodation area. The residence is intended solely for on-site operational management of the facility, including guest oversight, maintenance, emergency response and general day-to-day management of the short-stay accommodation use. The dwelling will comprise a compact three-bedroom layout that is functional and appropriately scaled to the operational needs of the use. Importantly, the manager's residence is ancillary to and intrinsically linked with the camping and caravan park and is not proposed as a separate or independent dwelling. It will be tied to the approved use of the land and will not be capable of separate occupation or subdivision.

Second Dwelling on the Lot (Manager's Dwelling)

A second dwelling on the lot, functioning as a manager's dwelling, is proposed to be located along the internal accessway at the entry to the accommodation area. The dwelling is intended to support the on-site operational management of the camping and caravan park, including guest oversight, maintenance, emergency response and general day-to-day management of the short-stay accommodation use. The dwelling will comprise a compact three-bedroom layout that is functional and appropriately scaled to its operational role.

As noted above, an existing planning permit provides for the conversion of the existing dwelling on the Site to a Place of Worship, and that permit has not yet been acted upon. Should the existing dwelling remain in use as a dwelling, the proposed manager's dwelling would, in a technical sense, constitute a second dwelling on the lot rather than a use ancillary to an already-converted Place of Worship. This distinction, and its limited practical bearing on the assessment of the application, is addressed in detail at Section 5.2 of this report.

Access

Access to the site is provided via Rodgers Road through a single all-weather internal driveway extending to the accommodation area. The accessway incorporates periodic passing bays to safely accommodate service, guest and emergency vehicles while maintaining a low-impact rural access design. The use is not expected to generate excessive daily vehicle movements and the access arrangement has been deliberately designed to minimise infrastructure footprint, resource use and visual intrusion within the rural landscape.

Wastewater Management

Wastewater will be managed via appropriately located shared effluent disposal areas designed to service the cabins and the second dwelling (manager's dwelling).

The systems will be EPA-compliant and installed by suitably qualified professionals to ensure safe and effective treatment and disposal of wastewater. This approach avoids reliance on reticulated urban sewer infrastructure and supports the low-impact, removable and interim nature of the development within a Farming Zone context.

Landscaping and Site Integration

Indicative landscaping is proposed throughout the accommodation area to soften the visual presence of built form and integrate the development into the surrounding rural landscape. Final species selection can be resolved at a later stage. The layout has been intentionally designed to retain expansive open areas and uninterrupted outlooks across the rural hinterland, reinforcing the landscape-dominant character of the site and the intended visitor experience.

2.2. Planning permit history

The land is currently subject to Planning Permit PP2025-0168, issued on 21 January 2026, which approves the use and associated works for a Place of Worship and includes a waiver of bicycle facilities requirements, with plans endorsed concurrently with the permit. At the time of writing, the permit has not been acted upon but is in the process. Notwithstanding this, the present application seeks approval for a Camping and Caravan Park on a physically separate and functionally distinct portion of the land. The proposal does not rely upon, amend, or conflict with the operative permit. Consistent with Clause 64.01 of the Planning Scheme, where land is used for more than one use and one use is not ancillary to another, each use must independently comply with the scheme. The Camping and Caravan Park is therefore appropriately characterised as a separate primary use, capable of assessment on its own planning merits, rather than as an ancillary component of the approved Place of Worship, subject to a permit. In these circumstances, and given the spatial and functional separation of the uses, there is no statutory basis to require amendment of the existing permit, and the responsible authority may properly consider and determine the new use application independently, subject to its own assessment against the relevant zone, overlays and particular provisions.

3. PLANNING POLICIES AND CONTROLS

3.1. Municipal Planning Strategy

The MPS sets out local and regional planning policy with a focus on specific areas and issues within Warrnambool. The clauses and local policies relevant to the proposal are detailed below.

[Clause 02.01 – Context](#)

Warrnambool is Victoria's largest coastal regional city and is the fastest growing economy and population centre in South West Victoria.

[Clause 02.02 – Vision](#)

The relevant objectives in the Warrnambool Council Plan (2017-2021) are “Sustain, enhance and protect the natural environment”, “Foster a healthy, welcoming city that is socially and culturally rich”, and “Maintain and improve the physical places and visual appeal of the city”.

Clause 02.03 - Strategic directions

[Clause 02.03-1 Settlement](#)

Urban Growth: Warrnambool is forecast to grow at 1.4 per cent per annum until 2040 requiring about 250 new dwellings per year to meet demands.

Growth areas: East of Aberline Road Future Urban Growth Corridor is identified as a growth area for the municipality.

[Clause 02.03-3 Environmental risks and amenity](#)

Bushfire: Council will plan for and manage bushfire risk.

[Clause 02.03-4 Natural resource management](#)

Agricultural land: Council will protect rural areas to ensure agricultural uses remain viable, ensure the City's unique rural character is protected from urban development, manage the urban-agricultural interface to protect farming operations, maintain a greenbelt around Warrnambool's settlement boundary, and limit use or development that will be incompatible with the agricultural use of the land.

[Clause 02.03-7 Economic development](#)

Agriculture: Council seeks to protect the significance of agriculture in the local economy. Council seeks to preserve agricultural land in large areas, and to avoid development that may compromise the dairy industry and its processing facilities.

[Clause 02.04 – Strategic Framework Plans](#)

Warrnambool Strategic Framework Plan indicates that the subject site is part of the Future Urban Growth Corridor.

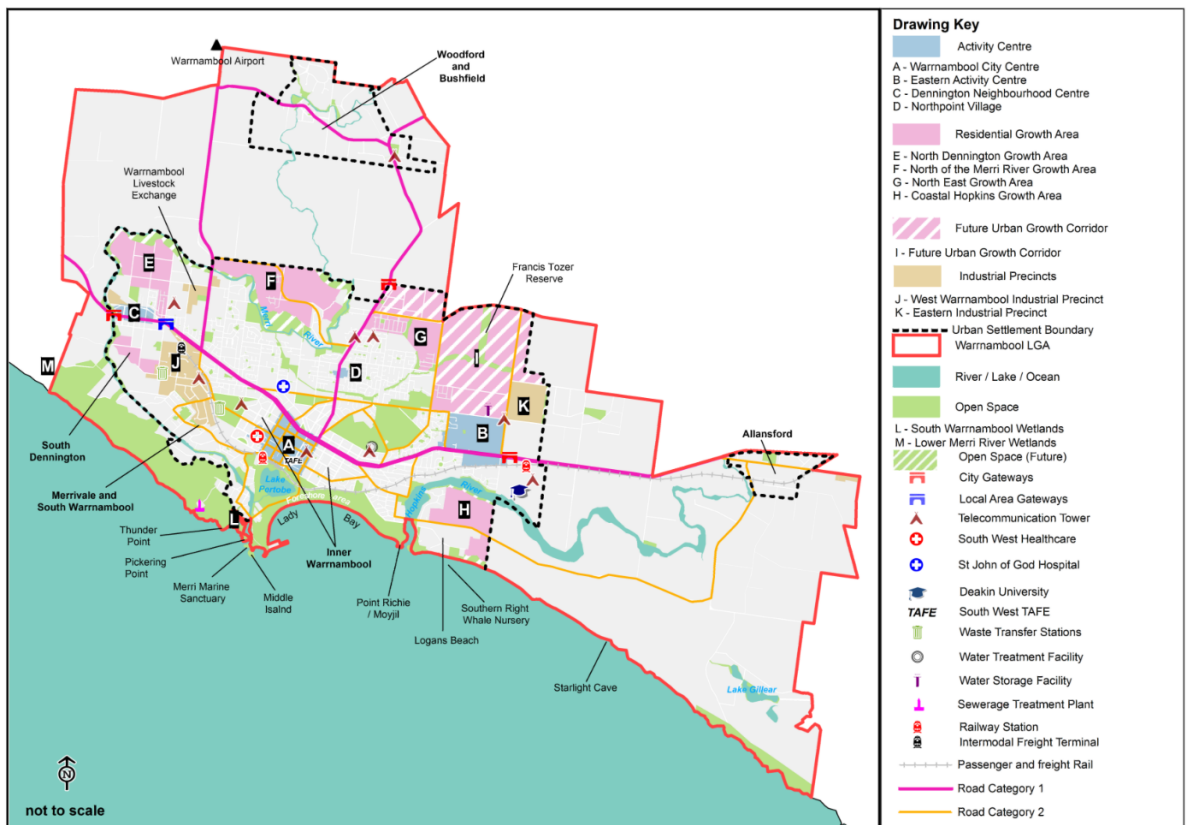


Figure 3: Warrnambool Strategic Framework Plan

See **Section 5.2.1** of this report for an assessment of the proposal against the policies of the PPF and MPS.

3.2. Planning Policy Framework (PPF)

To ensure the overarching objectives of planning in Victoria are met, policies contained within the Planning Policy Framework (PPF) must be considered. The PPF clauses of most relevance the Site and the proposal are set out below.

Clause 11 Settlement

- [Clause 11.01-1S - Settlement](#) - Seeks to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.
- [Clause 11.01-1R - Settlement: Great South Coast](#) - Seeks to attract more people to the region.
- [Clause 11.02-1S - Development capacity](#) - To ensure sufficient development opportunities are available to meet the needs of current and future Victorians.
- [Clause 11.02-2S - Structure planning](#) - Seeks to facilitate the orderly development of urban areas.
- [Clause 11.02-3S - Sequencing of development](#) - Seeks to manage the sequence of development in areas of growth so that services are available from early in the life of new communities.
- [Clause 11.03-6S - Regional and local places](#) - Seeks to facilitate integrated place-based planning.

Clause 13 Environmental Risks and Amenity

- [Clause 13.02-1S - Bushfire planning](#) - Seeks to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

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- [Clause 13.07-1L-4 – Land use conflict: Agriculture](#) - Seeks to discourage the unplanned expansion of urban uses and development into agricultural areas.

[Clause 14 Natural Resource Management](#)

- [Clause 14.01-1S - Protection of agricultural land](#) - Seeks to protect the state's agricultural base by preserving productive farmland.
- [Clause 14.01-1L Protection of agricultural land](#)
 - o Discourage subdivision that is for purposes other than the excision of an existing dwelling.
 - o Ensure any subdivision for the excision of an existing dwelling will not restrict surrounding agricultural activities.
 - o Ensuring that the lot created for an existing dwelling is a maximum size of 2 hectares in area (except as otherwise required by a provision of the planning scheme).
 - o Ensuring that dwellings excised are in a habitable condition and comply with the Building Code of Australia.

[Clause 17.04 -1R Tourism Great South Coast](#)

- o Provide flexibility and opportunities for a diverse range of tourism development, including an increase in the supply of appropriate accommodation and tourism infrastructure.

[Clause 18 Transport](#)

- [Clause 18.01-1S – Land use and transport integration](#) - To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

[Clause 19 Infrastructure](#)

- [Clause 19.02-3S – Cultural Facilities](#) – to develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

See **Section 5.2.1** for an assessment of the application against the Planning Policy Framework.

3.3. Farming Zone

The Site is located within the Farming Zone ([Clause 35.07](#)). The purposes of the Farming Zone include:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.
- To encourage the retention of employment and population to support rural communities.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.
- To provide for the use and development of land for the specific purposes identified in a schedule to this zone.

Pursuant to Clause 35.07-1 a planning permit is required for the use and development of land for a camping and caravan park and a second dwelling on a lot (manager's dwelling).

Decision guidelines are listed at Clause 35.07-6. See **Section 5.2.2** for a detailed response to the relevant decision guidelines.

3.4. Overlays

The Site is not located within any Overlays.



3.5. Other matters

Aboriginal Cultural Heritage

The application has been considered against the Aboriginal Heritage Act 2006 and the Aboriginal Heritage Regulations 2018. Legal advice has been obtained on this matter, a copy of which is included as part of this application. That advice confirms that the activity area associated with the proposal has been precisely defined within the revised plan set and is delineated on the ground by an existing rural stock fence. On this basis, it is submitted that the extent of the proposed works and use falls outside the high-impact activity trigger under the Regulations, and that a Cultural Heritage Management Plan is not required to accompany this application.

4. PLANNING ASSESSMENT

4.1. Overview

The following chapter outlines the key planning considerations of the proposal in response to relevant policy and the provisions of the Warrnambool Planning Scheme. In summary, the following key considerations are relevant to the assessment of the proposal:

- Is the proposal consistent with the Planning Policy Framework and the Municipal Planning Strategy?
- Does the proposal appropriately respond to the purpose and provisions of the Farming Zone?
- Does the proposal appropriately respond to caravan park registration requirements?
- Does the proposal consider car parking and traffic adequately?
- Does the proposal appropriately respond to the decision guidelines at Clause 65.01?

4.2. Key considerations

4.2.1. Is the proposal consistent with the Municipal Planning Strategy?

The proposal is well aligned with the Municipal Planning Strategy (MPS) of the Warrnambool Planning Scheme, having regard to the strategic context, growth trajectory and economic role of the municipality. Clause 02.01 recognises Warrnambool as Victoria's largest coastal regional city and the fastest growing economy and population centre in South West Victoria. In this context, the provision of managed short-stay accommodation (camping and caravan park) on a large peri-urban landholding supports the city's role as a regional destination and service centre by strengthening its tourism offering and accommodating increased visitation associated with ongoing population and economic growth. The proposal utilises the site's hinterland setting to the north and east, while maintaining proximity to the urban area.

The proposal also responds well to the Vision outlined at Clause 02.02, which seeks to sustain and enhance the natural environment, foster a healthy and welcoming city that is socially and culturally rich, and maintain and improve the visual appeal of the municipality. The development is characterised by lightweight, low scale pods within a landscaped setting, with substantial areas of the 15-hectare site retained as open land capable of ongoing grazing and rural land management. This approach ensures the natural and visual qualities of the rural hinterland are maintained, while the provision of short-stay accommodation and the coexistence with the approved Place of Worship contribute to a socially and economically beneficial project for the City.

In terms of strategic directions under Clause 02.03-1 (Settlement), the subject land is located within the identified East of Aberline Road Future Urban Growth Corridor, an area earmarked for long-term urban expansion as Warrnambool continues to grow at a forecast rate of approximately 1.4 per cent per annum. The proposal does not undermine this strategic growth intent. Rather, it represents an orderly and compatible interim land use that does not pre-empt future urban zoning, subdivision or infrastructure planning. The accommodation use is contained within a defined activity envelope on a single title and does not introduce permanent urban infrastructure or subdivision patterns that would conflict with future structure planning for the growth corridor. As such, the land retains its long-term development capacity and flexibility, consistent with the strategic identification of the East of Aberline area as a future growth precinct.

The proposal also appropriately addresses Clause 02.03-3 relating to environmental risks and amenity, particularly bushfire planning. The layout incorporates a single, legible access spine from Rodgers Road with passing bays suitable for emergency vehicles, alongside a dispersed low-rise pod arrangement and defensible space considerations that enable risk-based planning outcomes and appropriate emergency response access. The managed and short-stay nature of the accommodation further supports controlled site operation and risk management when compared to unmanaged or permanent residential occupation in a rural interface location. BAL ratings will need to be complied with at building permit storage for the managers residence and the cabins.

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With respect to Clause 02.03-4 (Natural resource management), the proposal will not result in the fragmentation or permanent loss of agricultural land and is compatible with the ongoing protection of rural character and management of the urban–agricultural interface. The land is currently utilised for low-intensity grazing and agistment, or silage depending on the season, and does not form part of a significant or intensive agricultural enterprise. The development occupies a portion of the 15-hectare landholding, with the balance of the site remaining open and capable of continued rural land management, thereby preserving the broader rural landscape at the edge of Warrnambool’s settlement boundary. The proposal does not introduce subdivision or sensitive permanent residential uses that would constrain surrounding agricultural operations, and the short-stay, managed nature of the use reduces the potential for land use conflict typically associated with rural living development.

The proposal is consistent with Clause 02.03-7 (Economic development), which recognises the importance of agriculture and broader economic activity to the local economy. While agriculture will continue to be supported through the retention of substantial open land on the site, the proposal introduces a complementary tourism-based use that diversifies the local economy without compromising large areas of productive farmland. The use of lightweight, reversible infrastructure and the retention of the land in a single title ensure that the proposal does not sterilise land for future agricultural or urban purposes.

4.2.2. Is the proposal consistent with the Planning Policy Framework?

The proposal is supported by the Planning Policy Framework of the Warrnambool Planning Scheme, particularly Clause 11 – Settlement, which seeks to promote sustainable growth, regional opportunity and orderly development. The subject land forms part of the East of Aberline area currently identified for long-term strategic planning, and the proposal represents a low-intensity, managed short-stay accommodation use that responds appropriately to both the existing Farming Zone and the broader settlement framework. Notwithstanding, the proposed use would be compatible within a residential setting as well. In this context, the development contributes to Clause 11.01-1S by providing a productive and economically beneficial land use that delivers tourism stay opportunities without necessitating urban rezoning, subdivision or permanent urban infrastructure. The proposal also aligns with Clause 11.01-1R (Settlement: Great South Coast) by supporting regional visitation and attracting people to the region through the provision of short-stay accommodation within an area that complements Warrnambool’s role as a key regional centre.

The proposal is consistent with Clauses 11.02-1S, 11.02-2S and 11.02-3S, as it represents an interim and reversible land use within a designated future growth area that does not prejudice long-term structure planning or sequencing of development. The accommodation pods are lightweight, removable and contained within a defined activity envelope on a large 15-hectare landholding, with no subdivision or reticulated urban servicing proposed. As such, the land retains full flexibility to transition to future urban zoning and development in accordance with the VPA-led planning process for the East of Aberline area, while avoiding premature urban infrastructure demands or inefficient servicing outcomes. At time of writing, the VPA exhibited document suggested that this area was still 20 years away from being developed via staging. The proposal therefore supports orderly planning by providing a compatible interim land use that does not embed subdivision patterns, urban road networks or permanent infrastructure that would conflict with future precinct structure planning. The development further aligns with Clause 11.03-6S by contributing to integrated place-based planning outcomes, recognising Warrnambool’s regional role and supporting the tourism economy while coexisting with the approved Place of Worship on the land in a coordinated and complementary manner.

The proposal has been designed to appropriately respond to bushfire and land use interface considerations. Consistent with Clause 13.02-1S, the layout incorporates a single access spine with passing bays suitable for emergency vehicles, appropriate defensible space and a low scale, dispersed pod arrangement within a managed accommodation setting. In relation to Clause 13.07-1L-4 (Land use conflict: Agriculture), the proposal does not represent the unplanned expansion of urban development into a productive agricultural area. The land is currently utilised for silage, or low-intensity grazing and agistment and does not operate as a high-value agricultural enterprise. Importantly, the accommodation use is contained within a defined portion of the site, with the balance of the 15-hectare landholding remaining open and capable of ongoing

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rural land management, thereby minimising the potential for land use conflict and avoiding the introduction of permanent residential expectations within a Farming Zone and future growth interface context.

The proposal is also consistent with Clause 14 Natural Resource Management, particularly Clauses 14.01-1S and 14.01-1L relating to the protection of agricultural land. The development will not result in the fragmentation or permanent loss of productive farmland, as no subdivision is proposed and the land will remain in a single title. The lightweight and reversible nature of the accommodation pods, limited infrastructure footprint and retention of substantial open grazing areas ensure that the broader rural character and agricultural capability of the land are maintained. In this respect, the proposal represents a contained and compatible interim land use rather than a permanent conversion of farmland, and will not restrict surrounding agricultural activities or broader rural land use patterns.

A Land Capability Assessment has been prepared by The CSE Group which demonstrates suitability for onsite shared effluent fields across several locations to service the cabins/pods, within the 5,000 litre per day threshold above which the EPA becomes the responsible authority. Satisfactory EPA compliant systems will be required to be installed and connected by a qualified plumber and will require separate permits through Council. The effluent outcome can be secured via planning permit conditions. The project engineer has liaised with Wannon Water, which has confirmed that extension of reticulated sewer to the site is not feasible; Council may, at its discretion, elect to refer the application to Wannon Water for further comment.

Separately, and unrelated to the camping and caravan park use, the existing planning permit provides for conversion of the existing dwelling to a Place of Worship, including associated wastewater requirements should that use proceed. A licensed plumber has assessed the existing septic system serving the dwelling and confirmed it is not currently suitable, but has identified a suitable location to the north of the building, within the existing dwelling curtilage, for a new septic tank and effluent field, noting the current system sits in close proximity to existing structures, between the dwelling, patio and bungalow. The proposed camping and caravan park use, including the second dwelling (manager's dwelling), is functionally and spatially separate from the existing dwelling, and is located well clear of both the current and any future septic system serving it.

The proposal gives effect to Clause 17 Economic Development, as the proposal will also make a positive contribution to the regional tourism economy by increasing the supply and diversity of short-stay accommodation within Warrnambool and the broader Great South Coast region. As a key regional centre and coastal destination, Warrnambool experiences consistent visitor demand associated with tourism, events, coastal attractions and regional visitation, which places ongoing pressure on available accommodation stock, particularly outside peak periods and major events. Council is aware of such events and the difficulty of booking accommodation during these events. The provision of short-stay accommodation within a hinterland setting addresses a recognised market gap between traditional hotels, caravan parks and limited boutique rural accommodation offerings. In doing so, the proposal supports increased visitor yield to the City and encouraging people to spend money in town.

From a transport and infrastructure perspective, the proposal is consistent with Clause 18.01-1S by providing an integrated and logical access arrangement from Rodgers Road via a single internal accessway designed to accommodate service and emergency vehicles while avoiding urban-standard road infrastructure. The short-stay accommodation model generates moderate and predictable traffic movements that can be readily accommodated within the existing transport network.

4.2.3. Does the proposal appropriately respond to the Farming Zone?

The proposal for a managed short-stay accommodation use (camping and caravan park style pods) with an ancillary manager's residence is considered to be consistent with the intent and purposes of the Farming Zone when assessed in the context of the site's characteristics, strategic setting and operational model.

Importantly, the proposal does not involve subdivision or fragmentation of the land and will retain the 15-hectare landholding in a single title. The development is contained within the north-eastern portion of the site, with substantial areas of the land remaining open and capable of continued low-intensity grazing, silage, or rural land management. In this respect,



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the proposal does not permanently remove the land from agricultural use nor compromise the broader rural function of the locality. The land is currently utilised for silage and occasionally low-intensity agistment and does not form part of a significant or intensive agricultural enterprise, and the introduction of a clustered accommodation use will not displace a viable farming operation or diminish the agricultural capacity of surrounding land. People often stay in a rural context to experience a rural area, including noticing any adjoining farm animals that may be around.

The proposed second dwelling on the lot (manager's dwelling) is directly linked to the operational needs of the camping and caravan park, providing for on-site management, guest oversight, maintenance, emergency response and day-to-day operation of the short-stay accommodation use.

It is acknowledged that an existing planning permit (PP2025-0168) provides for the conversion of the existing dwelling on the Site to a Place of Worship, and that this permit has not yet been acted upon at the time of writing. It cannot be assumed that it will be. Should the existing dwelling remain in use as a dwelling, the proposed manager's dwelling would technically constitute a second dwelling on the lot, albeit ancillary to the function of the camping and caravan park.

Notwithstanding this, the practical planning implications of this distinction are limited. There is no functional nexus between the existing dwelling (whether retained as a dwelling or converted to a Place of Worship) and the proposed camping and caravan park and second dwelling, or between the respective parts of the site on which each use is located, such that an ancillary relationship could be established between them in either scenario. Rather, both the existing dwelling/Place of Worship and the camping and caravan park with second dwelling represent uses that are essentially non-agricultural in nature and capable of being assessed on their own merits against the purpose and decision guidelines of the Farming Zone.

In this respect, it is considered that the proposal remains acceptable in the strategic context of the site and will not cause material detriment to surrounding farming activities, having regard to the following:

- a) The existing dwelling represents an existing condition on the land, rather than a new or additional built form outcome introduced by this application; and
- b) The proposed accommodation (camping and caravan park) with second dwelling (manager's dwelling) is inherently suited to a rural setting, consistent with a "sleeping under the stars" concept, and responds appropriately to the surrounding rural land to the north and east.

This approach ensures that, regardless of whether the site ultimately contains one or two dwellings, the outcome remains consistent with the intent of the Farming Zone, which seeks to avoid inappropriate proliferation of dwellings unrelated to agricultural use while accommodating legitimate non-agricultural uses of a limited and contained nature.

In relation to the decision guidelines of Clause 35.07-6, the proposal appropriately responds by demonstrating consistency with the Municipal Planning Strategy and Planning Policy Framework, particularly in the context of the East of Aberline Future Urban Growth Corridor. The site is capable of accommodating the proposed use given its scale, access to existing infrastructure via Rodgers Road, and the ability to provide on-site effluent disposal without reliance on premature urban servicing. The use represents a sustainable and managed land use outcome that makes efficient use of existing infrastructure while remaining reversible and non-sterilising in the long term.

From an agricultural perspective, the proposal will not adversely affect soil quality, permanently remove large areas from potential agricultural production, or limit the operation of nearby agricultural uses. The built form is limited in scale relative to the overall landholding, and the clustered siting of pods and associated infrastructure ensures that the majority of the site remains open and visually rural in character. The development does not introduce sensitive permanent residential uses that would generate reverse amenity impacts on surrounding Farming Zone land, and the short-stay nature of the accommodation further reduces the potential for land use conflict when compared to rural living or permanent housing outcomes.

Environmental considerations have also been appropriately addressed. The siting of development coupled with the use of lightweight and removable structures and appropriately located effluent disposal areas, ensures minimal impact on soil, water quality, flora and fauna. The proposal retains the natural physical features and landscape dominance of the site, and landscaping is proposed to further integrate the development into the rural hinterland setting. The reversible infrastructure



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approach aligns with sustainable land management principles and ensures the land can transition in the future without significant environmental disturbance. The proposal is located as far away from the creek as possible with respect to this landholding.

In terms of design and siting, the proposal deliberately clusters built form within a consolidated area and locates buildings in proximity to the internal access spine to minimise the spread of development across the broader rural holding. The pods are intended to be low in scale, lightweight and visually recessive, and can also use muted materials and landscaping to ensure they are absorbed into the landscape and do not detract from the rural character of the area.

The proposal represents a low-intensity, managed and non-agricultural use that is compatible with the purposes of the Farming Zone. It does not fragment land, does not compromise agricultural operations, and maintains the rural character and long-term flexibility of the land. The second dwelling (manager's dwelling) is directly linked to the operational needs of the short-stay accommodation use and, even considered on its own terms as a second dwelling on the lot, does not undermine this outcome, having regard to the existing condition of the site and the rural character of the proposed accommodation.

4.2.4. Does the proposal appropriately respond to caravan park registration requirements?

Registration of the caravan park under the Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2024 is a separate statutory process, administered independently of the planning permit, which necessarily occurs post-permit and prior to occupation. It is considered appropriate that the plans demonstrate a layout capable of meeting the registration standards, rather than evidencing that those standards have already been met at this stage, noting a meaningful Fire Rescue Victoria inspection cannot practicably occur until the park is built or substantially complete. The revised plans accordingly demonstrate:

- cabin siting and spacing capable of meeting the prescribed setback standards;
- internal road layout and widths sufficient for emergency vehicle access;
- water tank and hydrant locations; and
- a nominated location for two emergency assembly areas.

In relation to static water supply, the revised plans show large water tanks, pumps and a hydrant system in lieu of reticulated supply, consistent with the Caravan Park Safety Guidelines 2024. The water tank is positioned at the entrance to the development area for ease of CFA access, with hydrants providing good coverage across the site.

It is proposed that formal registration, including the emergency management plan and FRV inspection report, be addressed by way of permit condition prior to commencement of use, consistent with standard practice for this class of development.

4.2.5. Does the proposal consider car parking and traffic adequately?

A Traffic Impact Assessment has been prepared by RedSquare Traffic in support of the proposed group accommodation development at 53 Rodgers Road, Warrnambool. The report assesses traffic generation, parking demand, access, and road network impacts having regard to Austroads guidance, relevant Australian Standards and Clauses 52.06 and 52.34 of the Warrnambool Planning Scheme.

The assessment identifies that the subject site is located in a rural setting accessed via Rodgers Road, a low-volume local traffic street with connections to Horne Road and Staffords Road, both linking to the Princes Highway. Given the limited surrounding development and absence of public transport services, the site is expected to function with low background traffic volumes and a car-dependent access pattern.

The report notes that "Group Accommodation" is not specifically listed under Clause 52.06. The report concludes that one car space per cabin (11 spaces total), supplemented by four reception spaces and a manager's space, will adequately meet operational demand, as occupancy is low (maximum two persons per cabin) and the likelihood of multiple vehicles per unit is minimal. This ensures all parking demand can be accommodated on-site without reliance on the surrounding road network.

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Traffic generation has been conservatively benchmarked against motel/tourist accommodation rates, resulting in an estimated 33 vehicle trips per day and approximately 4–5 trips during the evening peak hour. The report concludes that this level of traffic is negligible in the context of the rural road environment and will not materially affect the capacity, safety, or performance of Rodgers Road, Horne Road, Staffords Road, or the broader network. Traffic is expected to distribute evenly between the eastern and western approaches due to the site's balanced location between the two connecting roads.

4.2.6. Does the proposal appropriately respond to the decision guidelines at Clause 65.01?

The proposal has been assessed against the decision guidelines of Clause 65.01 of the Warrnambool Planning Scheme and is considered to represent an orderly and appropriate use and development of land having regard to the Municipal Planning Strategy, Planning Policy Framework and the purposes of the Farming Zone. The application responds to the existing and strategic planning context of the land, being a large 15-hectare holding within the East of Aberline Future Urban Growth Corridor, and provides a low-intensity, managed short-stay accommodation use that is reversible, contained and does not prejudice the future planning or rezoning of the area. The proposal is consistent with the purpose of the Farming Zone as it does not fragment the land, does not introduce unrelated residential development, and retains substantial areas of open land capable of ongoing rural land management and grazing. The ancillary manager's residence is directly linked to the operational requirements of the accommodation use and does not constitute an independent dwelling entitlement. The development will have an acceptable impact on the amenity of the area due to its clustered siting, landscape integration and separation from sensitive interfaces, while access, servicing and environmental considerations can be appropriately addressed through permit conditions. Overall, the proposal achieves a fair, orderly, economic and sustainable use of the land and aligns with the broader strategic and statutory planning framework, warranting support under Clause 65.01.

The proposal is appropriately characterised as an interim, reversible land use that will not sterilise or prejudice the long-term urban development potential of the land within the East of Aberline Future Urban Growth Corridor. The development is contained within a defined activity envelope on a single 15-hectare title, with no subdivision, no permanent urban road network, and no reticulated urban servicing infrastructure proposed. The accommodation pods are lightweight, low-rise and capable of removal, and the internal access and wastewater infrastructure are deliberately designed to be minimal and adaptable rather than indicative of an embedded urban development pattern. Importantly, the layout does not establish a subdivision framework, servicing corridors or built form outcomes that would conflict with future precinct structure planning, drainage design or road network planning associated with the eventual rezoning of the growth corridor. The majority of the land will remain open and capable of ongoing rural land management, and the use can be transitioned or decommissioned in an orderly manner as strategic planning for the area progresses. In this respect, the proposal represents a non-sterilising and strategically neutral interim land use outcome that utilises the land productively in the short to medium term while preserving full flexibility for its long-term urban development in accordance with the Warrnambool Planning Scheme and future VPA-led structure planning.

5. Conclusion

Having regard to the provisions of the Warrnambool Planning Scheme, the proposal for a managed short-stay accommodation use (camping and caravan park style pods) with a second dwelling on the lot (manager's dwelling) represents an appropriate and supportable planning outcome.

The development is consistent with the Planning Policy Framework and Municipal Planning Strategy, responds positively to the purposes and decision guidelines of the Farming Zone, and is strategically aligned with the long-term planning context of the East of Aberline Future Urban Growth Corridor. The proposal is low-intensity, contained within a defined area, and retains the land in a single title, thereby avoiding land fragmentation, sterilisation of agricultural land or the introduction of permanent residential development.

The short-stay operational model, reversible infrastructure and limited, contained nature of the second dwelling (manager's dwelling) ensure the use remains clearly distinguishable from rural living or urban development, while supporting regional tourism, economic activity and visitation to Warrnambool.

The proposal will not adversely affect surrounding agricultural uses, rural character, infrastructure capacity or environmental values, and does not prejudice the orderly future planning, servicing or rezoning of the broader growth corridor. When assessed holistically against the relevant statutory and strategic planning framework, the use and development of the land represents a fair, orderly and sustainable interim land use outcome. Accordingly, it is respectfully submitted that the Responsible Authority should support the proposal and grant a planning permit.

MPAA Studio

14 July 2026

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PROPOSED SHORT TERM ACCOMMODATION 53 RODGERS ROAD, WARRNAMBOOL, 3280

LAND CAPABILITY ASSESSMENT REPORT

Local Government Authority:
Warrnambool City Council

Client:
Hardeep Multani
c/o - MPAA Studio
1 Dispensary Lane
Warrnambool, VIC. 3280

Date of Site Assessment:
25.02.2026

Site Assessment By:
MR & SH

Report By / Checked By:
AF & SB / ST

Report Issue Date / Issued By: (Signature)

Scott Trotter
22.05.2026



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Document History

Rev. No.	Description of Revision	Prepared By	Checked By	Date Issued
A	For Review & Endorsement	AF & SB	ST	22.05.2026

Disclaimer:

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Appendices

Appendix A

Soil Test Log Sheets 1 – 6
Effluent Loading Summary
Water balance and Land Application Area Sizing

Appendix B

Drawings

Dwg. No.	Rev.	Title.
LCA-01	B	Locality, Existing Layout Plan, Legend & Notes
LCA-02	B	Effluent Field Layout and Details
C-01	A	Feature and Level Survey.

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1. INTRODUCTION

The proposed development of short-term accommodation is to be located at (Parcel - 1\PS443644) 53 Rodgers Road, Warrnambool, 3280 on a land of approximately 15.0ha in area. The site is located in a farming zone surrounded by paddocks and pasture, approximately 500m to the south west is the Horne Road Industrial Zone. The land is gently falling west towards Russell Creek, approximately 200m away.

Existing buildings exists at the Southeast corner of the land close to Rodgers Road with some trees. The Proposed development for short term accommodation at 53 Rodgers Road will be constructed at the East side of land with Managers residence, 4 carpark spaces and cabins with total of 26 bedrooms (See Dwg.No. C-01). All weather access path has been proposed for the development, which will lead to Rodgers Road from the development area.

The site is a greenfield site. The CSE Group were engaged to review the site and provide an LCA report detailing a sustainable on-site wastewater management system for the sewerage generated on-site.

A site-and-soil evaluation has been undertaken to determine the nature of the site and of its soil as follows:-

2. SITE CHARACTERISTICS

The site location and features are summarised in Table 1 below:

TABLE 1 - SITE CHARACTERISTICS

FEATURE	DESCRIPTION
SITE ADDRESS	Lot 1 PS443644 53 Rodgers Road, Warrnambool, 3280
ALLOTMENT SIZE	15ha (Approx).
INTENDED WATER SUPPLY	Tank Water
BUILDING PROPERTIES	Proposed short term accommodation with Managers residence (4ppl), 4 carpark spaces and 11 twin stay single room cabins (2ppl).
WASTEWATER LOAD (REFER AS/NZS 1547:2012)	Allow 22+4+1 people at 180L/day/person. Approximately 4860 L/day
SITE PLAN	Refer CSE Effluent Plan Ref: 2025.177 LCA-02
CLIMATE & RAINFALL BALANCE	Due to the nature of the soil, a rainfall and water balance was completed to determine the performance of the effluent disposal field through the wetter winter months. No storage of effluent through the winter months.

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FEATURE	DESCRIPTION
FLOOD POTENTIAL	Low – Minimal, the proposed development is planned at the East side of the land, 200m away from the Russell Creek. Surface runoff is to be directed around the effluent field application area.
LANDFORM	The proposed disposal fields are to be located in the east to northeast corner of the land where the landform falls to the west. The land is generally flat and has an approximate 1-2% fall or less to the west with buffers at 30m and 200m distances from Russell Creek. The slope through the subject lot is generally consistent. Runoff from the lot falls to Russell Creek.
SLOPE	There is a slight (1-3%) and consistent slope across the proposed effluent disposal site. The application area is concentrated in the east and northeast corner of the land in a relatively open area.
EXPOSURE (ASPECT, WIND, SHELTER, BELTS, TOPOGRAPHY)	The proposed effluent bed is at the eastern side of the site. The areas around the bed have established grass. The bed will be reasonably open to the prevailing south westerlies. The site will have high sun exposure and moderate wind exposure.
EROSION / SLOPE STABILITY	The effluent bed site is heavily grassed with gentle slopes, the soil strata through the area consists of topsoil as clayey silt for 100-200mm thick, overlying gravely silts for 200-700mm depth and silty clay at bottom for 400-2000mm depth. Erosion and slope stability are not of concern.
RUN-ON SEEPAGE	Upslope of the beds is the adjacent bare farmland with pasture. The existing buildings roof runoff is not a concern as it is approximately 150m south to the proposed bed. A small cut-off drain is to be created around the land application area to divert stormwater away from the application area.
SITE DRAINAGE	Proposed roof drainage is to be captured in Rainwater storage tanks for consumption. Surface water from buildings and road is generally downslope of the effluent fields and will runoff down into the Russell Creek at west. Rodgers Road has table drains on either side of the road.
FILL	There was no evidence of fill.
GROUNDWATER & BORES	There was no evidence of groundwater within boreholes at the time of investigation.

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FEATURE	DESCRIPTION
BUFFER DISTANCES	It is proposed to add drip irrigation system with secondary treatment at East to northeast corner of the land. The proposed effluent system generally meets setback requirements as outlined in EPA publication Guideline for Effluent Dispersal and Recycling Systems - Table 4-10. It is nominally: > 3m Upslope of adjacent property boundaries. > 1.5m Downslope of adjacent property boundaries. > 20m Separation to groundwater bores. > 30m Upslope from the Russell Creek, which is not used as a source of drinking water.
AVAILABLE LANDS	The land is currently used as farmland for pastures. There is a relatively open un-utilised area in the east to northeast corner of the land identified for effluent fields. A Power Easement runs through the property. A Cultural Heritage Overlay exists over much of the subject site, to 200m either side of Russells Creek, considerably restricting the available area. There are sufficient lands available for the effluent system.
SURFACE ROCK (WHERE APPROPRIATE)	Not Evident.

3. SOIL ASSESSMENT

Soil profiles were recorded by extracting disturbed samples by hand auger. Six soil profile sites were selected across the proposed application area and site generally. The soil profile generally consists of Topsoil as Clayey Silt for 100-200mm thick, overlying Gravely Silt for 200-700mm depth and Silty Clay at bottom for 400-2000mm depth. Geotechnical bore logs are enclosed in appendices, please refer these for additional detail. The primary site features are as outlined below.

TABLE 2 – SOIL ASSESSMENT

FEATURE	
GEOLOGY	Newer Volcanic Group - Clay
SOIL STRUCTURE	Refer also to the geotechnical bore logs attached, in brief the site consists of: > Clayey Silt topsoils overlying Newer Volcanic Group Referring to AS/NZS 1547:2012 Table 5.2 we define the soil as: > Soil Category 5 – Light Clay

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FEATURE	
HYDRUALIC LOADING RATE	Percolation testing was conducted on 5 holes with the infiltration rates varying considerably between 0.362m/day and 0.965m/day. Results of Soak test at borehole 06, 0.362m/day have been used for the design. Using field observations, assessment of soil texture and permeability tests the soil was deemed to be a moderately structured light clay. Referring to Table 5.2 of AS/NZS 1547:2012 and, we have adopted a Hydraulic Loading Rate for the Soil of: Design Loading Rate (DLR): 3mm/day for disposal into application bed. Further detail is included in the attached appendices. Geotechnical Bore Log PG 1-2 Percolation Test Results PG 1-2
SOIL pH	pH = 6.5 (Neutral)
EMERSON'S TEST	Emerson Class 02 – Slight dispersion with no slaking.

4. DESIGN OF LAND APPLICATION SYSTEM

Summarised below are the key details for the proposed Land Application System.

TABLE 3 – LAND APPLICATION SYSTEM SELECTION

FEATURE	DESCRIPTION
CONNECTION TO A CENTRALISED SEWERAGE SYSTEM	The site is in the northeast region of Warrnambool approximately 6km from the Warrnambool CBD and 500m from the nearest articulated sewer. CSE have completed some preliminary discussions with Wannon Water to consider pressure sewer options. The site is not likely to be connected to reticulated water or sewerage systems in the medium term.
PREFERRED SYSTEM TYPE	Drip irrigation system with secondary treatment
WASTEWATER LOAD (REFER TABLE 1)	Approximately 5000L per day.
TANK SELECTION	The proposed setup is to install 4340sqm area drip irrigation system with secondary treatment as required. Secondary treatment system with capacity to treat no less than 5000L per day.

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FEATURE	DESCRIPTION
DESIGN LOADING RATE – DLR. (AS PREVIOUSLY)	3mm/day for Secondary Treated Effluent into drip irrigation system.
EFFLUENT BED TYPE	Bed was selected for land disposal. To dose the bed with an even distribution of effluent, the ETA beds are to be dosed with drip irrigation provides more even distribution of the effluent over the fields. Using drip irrigation is suitable as the required area was approximately 4340sqm with a loading rate of 3mm/day and can be placed on-site.
EFFLUENT BED CONSTRAINTS	The site is well suited for effluent bed location and size. Primarily much of the east site has been proposed for development with Managers residence, carpark spaces and cabins with total of 26 bedrooms and access path to the short-term accommodation. The remaining sufficient lands on east to northeast corner of the site and along the eastern boundary. The area is relatively flat (1-2% slope towards west) and offsets from the property boundaries. Key features are itemised below: • Greenfield site with no existing bores or services. • Sufficient space for the development and treatment system.
EFFLUENT BED SIZE	For a drip irrigation system with secondary treated effluent, we find that a minimum of 12 (No.) of 364sqm (26m length x 14m width) application areas for a total of 4340sqm be area is to be provided. Beds are to be installed in an adequate depth of shallow 150-250mm of in-situ or imported good quality topsoil. We have found that it is possible to install a shallow bed system in selected areas, nine disposal fields to the east of the proposed development, the other two fields are towards the north of proposed development. Refer computation sheet and plans attached.
SURFACE PROTECTION	Effluent disposal areas require protection from uphill surface runoff. This will be achieved primarily by a shallow drain on the uphill side of the field to facilitate to the diversion of any local surface run off into the Russell Creek. Protection from mechanical damage will be provided with a fence and some warning signs.
NUTRIENT BALANCE	Not Applicable

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5. CONCLUSION & RECOMMENDATIONS

1. We recommend that the proposed short term accommodation development to install drip irrigation system with secondary treatment.
2. We recommend a secondary treatment with a minimum effective capacity of 5000L/day.
3. We recommend an all-waste secondary treatment system with a minimum throughput of 5000L per day, with effluent quality equal to or less than 20 g/m³ BOD5 and 30 g/m³ TSS, be installed downstream of the bed.
4. The application area of the treatment system should not less than 4300 sqm.
 - a. Indicative bed size: 26 x 14m = 364sqm 12x(No.) beds for total 4340sqm.
 - b. Note bed arrangement may be configured to suit site and WCC requirements.
5. Effluent is to be dispersed into a shallow bed system to provide a sustainable on-site waste management effluent disposal system for the proposed site. Dosing of the shallow bed shall be achieved using a drip irrigation system.
6. Adopting drip irrigation dispersal into shallow beds using pressure compensating drippers, air release valves and a return flush line; the beds & drip irrigation are to be installed as per CSE Plans.
7. The application of gypsum is recommended for the slightly dispersive soils. A recommend rate of 1kg/m² as per AS/NZS 1547.
8. Potential runoff, upslope of the bed should be cut off and directed around the effluent zone, as required.
9. A dosing system should be used in conjunction with the distribution system. To provide even wetting and drying over the effluent zone. The CSE plan specifies a bed layout using a stepped system of 2 and 3 port roto-valves, to assist with pressure equalisation and ensure an even distribution of effluent per each pump cycle.
10. Effluent disposal areas are to be mounded or partially mounded to provide protection of wetting from any uphill slope and to provide adequate depth of sandy loam material for effluent treatment. Areas where significant trees or vegetation are disturbed are to be reinstated with soil materials similar to those presently on site.
11. Landscape areas can be established within clearance zone setback areas. These include a 300mm high mound or shallow swale drains to guide any up-slope surface water away from the effluent disposal area.
12. A proposed effluent drain disposal system is attached to this report refer CSE Plans 2025.177.

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13. A pre-commissioning test shall be carried out after all on-site components including the pump have been installed, but prior to covering the effluent dripper system.
14. Maintenance required for the effluent disposal systems and surrounding land are as follows:
 - a. Maintenance of the new secondary treatment bed is to be in accordance with the manufacturer & installers recommendations.
 - b. Maintain cutoff drains.
 - c. Maintain effluent drains/mounds and internal drains/mounds every 3-5 years to a minimum clear drain & mound height/depth of 300mm.
 - d. These requirements will minimize environmental impacts and enhance the long-term sustainability of the system.
15. Low phosphorus and low sodium detergents should be used to improve effluent quality and maintain soil properties.
16. Water saving devices should be used within the proposed development properties to reduce the effluent loads.

END OF REPORT

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Engineering Bore Logs

Borehole No: 1
Sheet No: 1
Job No: 2025.177

Client: MPAA Studio				Date: 25/02/2026						
Project: Proposed short term accommodation				Logged By: M.Ryan						
Location: Warrnambool										
Drill model: Hand auger		Slope		90 deg		RL Surface: N.A				
Hole Diameter: 55mm		Bearing		- deg		Datum: N.A				
Material Description	Depth (m)	Graphic Log	Water		Moisture Condition	Unified Classification	Structure, additional observations	RL	Method	Support
Clayey SILT, low plasticity, brown, firm			NIL		D	ML	Top soil			
Gravelly SILT, fine grained, brown, dense					D	ML				
	0.25									
Silty CLAY, medium plasticity, brown/orange, stiff					D	CH				
	0.5									
	0.75									
Silty CLAY, high plasticity, brown/red, stiff					M	CH				
	1									
	1.25									
	1.5									
Silty CLAY, high plasticity, red/grey, stiff					M	CH				
	1.75									
BH 01 terminated at 2000mm	2									
	2.25									

Moisture Condition D = Dry M =Moist W =Wet

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Engineering Bore Logs

Borehole No: 2
Sheet No: 2
Job No: 2025.177

Client: MPAA Studio				Date: 25/02/2026						
Project: Proposed short term accommodation				Logged By: M.Ryan						
Location: Warrnambool										
Drill model: Hand auger		Slope		90 deg		RL Surface: N.A				
Hole Diameter: 55mm		Bearing		- deg		Datum: N.A				
Material Description	Depth (m)	Graphic Log	Water		Moisture Condition	Unified Classification	Structure, additional observations	RL	Method	Support
Clayey SILT, low plasticity, brown, firm			Nil		D	ML	Top soil			
Gravelly SILT, fine grained, brown, dense	0.25				D	ML				
Silty CLAY, medium plasticity, brown/orange, stiff	0.5				D	CH				
	0.75									
Silty CLAY, high plasticity, brown/red, stiff	1				M	CH				
BH 02 terminated at 1000mm										
	1.25									
	1.5									
	1.75									
	2									
	2.25									

Moisture Condition D = Dry M =Moist W =Wet

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Engineering Bore Logs

Borehole No: 3
Sheet No: 3
Job No: 2025.177

Client: MPAA Studio				Date: 25/02/2026						
Project: Proposed short term accommodation				Logged By: M.Ryan						
Location: Warrnambool										
Drill model: Hand auger		Slope		90 deg		RL Surface: N.A				
Hole Diameter: 55mm		Bearing		- deg		Datum: N.A				
Material Description	Depth (m)	Graphic Log	Water		Moisture Condition	Unified Classification	Structure, additional observations	RL	Method	Support
Clayey SILT, low plasticity, brown, firm			Nil		D	ML	Top soil			
Gravelly SILT, fine grained, brown, dense	0.25				D	ML				
	0.5									
	0.75				M	CH				
Silty CLAY, medium plasticity, brown/orange, stiff										
BH 03 terminated at 1000mm	1									
	1.25									
	1.5									
	1.75									
	2									
	2.25									

Moisture Condition D = Dry M =Moist W =Wet

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Engineering Bore Logs

Borehole No: 4
Sheet No: 4
Job No: 2025.177

Client: MPAA Studio				Date: 25/02/2026						
Project: Proposed short term accommodation				Logged By: M.Ryan						
Location: Warrnambool										
Drill model: Hand auger		Slope		90 deg		RL Surface: N.A				
Hole Diameter: 55mm		Bearing		- deg		Datum: N.A				
Material Description	Depth (m)	Graphic Log	Water		Moisture Condition	Unified Classification	Structure, additional observations	RL	Method	Support
Clayey SILT, low plasticity, brown, firm			Nil		D	ML	Top soil			
Gravelly SILT, fine grained, brown, firm					D	ML				
	0.25									
Silty CLAY, medium plasticity, brown/orange, stiff					D	CH				
	0.5									
	0.75									
BH 04 terminated at 1000mm	1									
	1.25									
	1.5									
	1.75									
	2									
	2.25									

Moisture Condition D = Dry M =Moist W =Wet

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Engineering Bore Logs

Borehole No: 5
Sheet No: 5
Job No: 2025.177

Client: MPAA Studio				Date: 25/02/2026						
Project: Proposed short term accommodation				Logged By: M.Ryan						
Location: Warrnambool										
Drill model: Hand auger		Slope		90 deg		RL Surface: N.A				
Hole Diameter: 55mm		Bearing		- deg		Datum: N.A				
Material Description	Depth (m)	Graphic Log	Water		Moisture Condition	Unified Classification	Structure, additional observations	RL	Method	Support
Clayey SILT, low plasticity, brown, firm			Nil		D	ML	Top soil			
Gravelly SILT, fine grained, brown, firm					D	ML				
	0.25									
	0.5									
Silty CLAY, medium plasticity, brown/orange, stiff					D	CH				
	0.75									
BH 05 terminated at 1000mm	1									
	1.25									
	1.5									
	1.75									
	2									
	2.25									

Moisture Condition D = Dry M =Moist W =Wet

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Engineering Bore Logs

Borehole No: 6
Sheet No: 6
Job No: 2025.177

Client: MPAA Studio					Date: 25/02/2026					
Project: Proposed short term accommodation					Logged By: M.Ryan					
Location: Warrnambool										
Drill model: Hand auger		Slope		90 deg		RL Surface: N.A				
Hole Diameter: 55mm		Bearing		- deg		Datum: N.A				
Material Description	Depth (m)	Graphic Log	Water		Moisture Condition	Unified Classification	Structure, additional observations	RL	Method	Support
Clayey SILT, low plasticity, brown, firm			Nil		D	ML	Top soil			
Gravelly SILT, fine grained, brown, firm					D	ML				
	0.25									
Silty CLAY, medium plasticity, brown, stiff					D	CH				
	0.5									
Clayey SILT, low plasticity, brown, stiff					D	ML				
	0.75									
Silty CLAY, medium plasticity, brown, stiff					D	CH				
	1									
BH 05 terminated at 1200mm										
	1.25									
	1.5									
	1.75									
	2									
	2.25									

Moisture Condition D = Dry M =Moist W =Wet

LCA Application Calculation									CSE Project No.# 2025.177	
CLIENT:	MPAA Studio 1 Dispensary Lane, Warrnambool, VIC, 3280				SITE SKETCH:		Refer attached			
SITE DETAILS:					53 Rodgers Road, Warrnambool, 3280		Typical Auger hole:			
			Hole Depth (H)				350	mm		
			Auger Dia. (D)		55	mm				
			Hole Dia. (D)		60	mm				
			Auger Type:		Hand / Mechanical					
SURFACE OBSERVATIONS:					Comments:					
Slope:	Nil.				Impermeable Layer:		No	-	mm	
Vegetation:	Grassed				Soil Moisture:		Dry	Moist	Saturated	
Features:	Refer Geotechnical & Infiltration Test Logs				Pre-soak Duration:		5	min		
RECENT WEATHER:	Fine				Also refer to: CSE Geotechnical Logs for Further Information					
DISCHARGE m³/s		Borehole (Refer CSE Soak Test Results)								
Test	1	2	3	4	5	6	7	8		
Test 1	2.25E-06	2.40E-06		1.50E-06	2.10E-06	8.98E-07				
Test 2										
Test 3										
Test 4										
Test 5										
Q Min. (m³/s)	2.25E-06	2.40E-06		1.5E-06	2.1E-06	8.98E-07				
Q Min. (cm³/min)	135	144		90	126	54				
Saturated Head Conductivity K_{sat}:										
AS/NZS 15476:2012 App.G6										
$K_{sat} = 4.4 Q_s [0.5 \sinh^{-1} (H/2r) - \sqrt{\{ (r/H^2) + 0.25 \} + r/H}] / 2\pi H^2$										
Find K_{sat}:	cm/min	0.063	0.067	0.000	0.042	0.059	0.025			
	m/day	0.905	0.965	0.000	0.603	0.844	0.362			
Wastewater Load:										
Refer: Table 4, EPA Publication 891.4, 2016										
No. of Bedrooms	26	Daily Flow Q _{df}		180	L/person/day					
Find Load Q_{ww}	4860	L		Q _{ww} = (No. of Bedrooms + 1) Q _{df}						
Adopt Land Application System: (Select one of)										
Refer: Table 5.2 AS/NZS 1547:2012										
☐ Trenches & Beds			☐ Evapo-Transpiration/Absorption/Seepage							
☐ Mounds			☒ Adopt Irrigation							
Adopt Recommended Design Loading Rate: (DLR) 3 mm/d										
Land Application System Sizing:										
Refer: AS/NZS 1547:200 CL. 4.2A7.3.2										
Trench Width W:	1	m								
Find Length L:	1620	m								
$L = Q_{ww} / (DLR \times W)$										
Comments:										
Commercial Site. Refer to water balance model. Adopt ~5000sqm of effluent fields.										

53 Rodgers Road
53 Rodgers Road, Warrnambool, 3280

Waste Water Balance Model

Site Characteristics		Symbol	Units	Notes													
Estimated Waste Water Field		A_{EST}	m ²	4700 ^{N1}	Adjust Area so: 1) Monthly balance <0, & 2) Cumulative Storage has 1 dry month.												
Design Waste Water Flow		Q	L/day	5000	For reference W'bool Airport #090186 - Annual Mean 729.3												
Coefficient of Runoff		C		0.25	South Western Vic BoM Charts												
Long Term Absorbance Rate / Daily Irrigation Rate		LTAR / DIR	mm/day	3	Average Annual Point Potential 1000 - 1200mm												
Month		D		Jan 31	Feb 28	Mar 31	Apr 30	May 31	Jun 30	Jul 31	Aug 31	Sep 30	Oct 31	Nov 30	Dec 31	Arithmetic Totals	
Inputs																	
Rainfall (BoM Mean Rainfall)		R	mm/month	38	27.2	48.9	58.4	89.3	86.2	99.2	111.9	70.7	66.2	48.9	54.9	799.8 ^{N2}	
Retained Rainfall Factor		(1-C)		0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75		
Retained Rainfall		$R_R = R (1-C)$	mm/month	28.5	20.4	36.7	43.8	67.0	64.7	74.4	83.9	53.0	49.7	36.7	41.2	599.9	
Effluent Irrigation		$I = Q D / A$	mm/month	33.0	29.8	33.0	31.9	33.0	31.9	33.0	33.0	31.9	33.0	31.9	33.0	388.3	
Total Inflow		Q_i	mm/month	61	50	70	76	100	97	107	117	85	83	69	74	988	
Outputs																	
Evapotranspiration (BoM Point Potential)		E_P	mm/month	180	165	150	75	45	30	35	45	75	120	150	165	1235 ^{N3}	
Crop Factor		C_C	mm/month	0.8	0.8	0.8	0.7	0.6	0.6	0.6	0.6	0.7	0.8	0.8	0.8		
Nett Evapotranspiration		$E_T = E_P C_C$	mm/month	144	132	120	52.5	27	18	21	27	52.5	96	120	132	942.0	
Percolation / Absorbtion		$P = LTAR \times D$	mm/month	93	84	93	90	93	90	93	93	90	93	90	93	1095.0	
Total Outflow		Q_o		237	216	213	142.5	120	108	114	120	142.5	189	210	225	2037.0	
Monthly Balance			$B = Q_i - Q_o$	-175.5	-165.8	-143.3	-66.8	-20.0	-11.4	-6.6	-3.1	-57.6	-106.4	-141.4	-150.8	-1049	

Month	D												Arithmetic	
Days in Month	Jan 31	Feb 28	Mar 31	Apr 30	May 31	Jun 30	Jul 31	Aug 31	Sep 30	Oct 31	Nov 30	Dec 31	Totals	
Storage Models - VLCAF Method														
Cumulative Storage Month to Month	Year 1	S												OK Dries Out
	Year 2	mm												
Max. Storage for Nominated Area	N												OK Dries Out	
	V = Nx A													
Land Area Required for Zero Storage		A _{REQ}		m ²										
Minimum Land Area Required for Zero Storage		A _{REQ} = Q x D ÷ (E _T - R _R + P)												
		4297.0												
In Ground Storage Model - CSE		Allow storage in aggregate, trenches or beds.												Checks
Void Ratio		R												
Cumulative Storage Month to Month	Year 1	S												OK Dries Out
	Year 2	mm												
Max Allowable Depth	100												OK	
	mm													
Effluent Depth	N4	d = S/R												
	Year 1	mm												
N4	Year 2	Effluent Depth should be less than 100mm, to ensure remains in trenches												

NOTE: TRENCH DEPTHS EXCEED 1.5m
CONTRACTOR SHALL SUBMIT WORKSAFE
FORM AND ENSURE APPROPRIATE BENCHING,
SHORING OR SHIELDING ARE INSTALLED
PRIOR TO COMMENCEMENT OF TRENCH WORK.

NOTE: UNDERGROUND SERVICES IN AREA
OF CONSTRUCTION, CONTRACTOR TO
LOCATE & DEPTH ALL SERVICES PRIOR TO
CONSTRUCTION

- LEGEND**
- LOCATION OF BORE HOLE
 - STORMWATER DRAIN
 - SEWER - GRAVITY
 - SEWER - PRESSURE
 - (EXISTING)
 - MAJOR (0.5m INTERVAL)
 - MAJOR (0.1m INTERVAL)

NOTES

GENERAL

- G 1 These drawings are to be read in conjunction with the project specification.
- G 2 All dimensions are in meters, unless otherwise noted.
- G 3 All dimensions and reduced levels must be verified on site before commencement of any work. Any discrepancy shall be referred to the Engineer before proceeding with the work.
- G 4 All dimensions shown are to edge of road or face of wall unless otherwise shown. Engineers drawings shall not be scaled.
- G 5 The exact location and depth of existing services is unknown. The contractor shall verify the location and depth of all services prior to the commencement of construction.
- G 6 The contractor shall liaise directly with all service authorities and shall comply with all regulations concerned.
- G 7 All work within the road reserve shall be approved by the Municipal Council.

WASTEWATER DISPOSAL AND EFFLUENT FIELDS

- LCA 1 These drawings are to be read in conjunction with the Land Capability Assessment report.
- LCA 2 Effluent disposal areas are to be mounded or partially mounded to provide a minimum 1% fall to the disposal area to provide adequate depth of sandy loam material for effluent treatment.
- LCA 3 Potential runoff, upslope of the bed should be cut off and directed around the effluent zone, as required.
- LCA 4 A dosing system should be used in conjunction with the distribution system, to provide even wetting and drying over the effluent zone.
- LCA 5 A pre-commissioning test shall be carried out after all on-site components including the pump once installed, but prior to covering the effluent dripper system.
- LCA 6 The application of gypsum is recommended for the slightly dispersive soils.
- LCA 7 A recommend rate of $\text{kg/m}^2/\text{yr}$ as per AS/NZS 1547.
- LCA 7 The contractor shall liaise directly with the Environmental Health Officer of the Municipal Council.
- LCA 8 All valves and fittings on pressure sewer lines are to be installed in Class A pits, to allow maintenance access.

DRAWING No. #	DRAWING NAME
LCA-01	ON-SITE SEWER LAYOUT & NOTES
LCA-02	DISPOSAL FIELD LAYOUT & DETAILS

HYDRAULIC SERVICES – SEWER

- HS 1 Hydraulic services including coverage and sanitary systems are to comply with applicable portions of the following Australian Standards:
AS/NZS 1280 PVC Pipes and fitting for wastes and vents applications
AS 1547:2012 On site domestic waste water management
AS/NZS 1730 Wash basins
AS 3500 National Plumbing and Drainage Code
AS 3500.0 Glossary of terms
AS 3500.2 Sanitary plumbing and sanitary drainage
AS 3500.3 Stormwater drainage
AS/NZS 3982 Urinals
Sewer drains shall be D.W.V. laid at best grade obtainable but not less than 1 in 60
EPA Publication 801.4 Code of practice Wastewater management
Sewer drains shall be D.W.V. laid at best grade obtainable but not less than 1 in 60



PROPOSED SITE LAYOUT
SCALE 1:1000

REV.	DESCRIPTION	DATE
B	ISSUED FOR PLANNING	25.05.2026
A	PRELIMINARY FOR DISCUSSION	23.02.2026

APPROVED	Scott Trotter, Registered Professional Engineer, Victoria. Civil Engineering PE 0000525
DATE	___/___/___



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DESIGNED	AF
DRAWN	SB / ST
SCALE	A1
DATE	MAY 2026

PROJECT TITLE	LAND CAPABILITY ASSESSMENT 53 ROGERS ROAD WARRNAMBOOL
DRAWING TITLE	ON-SITE SEWER LAYOUT & NOTES

PROJECT	NORTH
PROJECT	2025.177
SHEET	LCA-01
REV.	A

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Traffic

Creativity in Transport Engineering

53 Rodgers Road, Warrnambool Traffic Impact Assessment



Prepared for Hardeep Multani c/o MPAA Studio

29 October 2025

Reference J1071RT1492-0925

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REVISION HISTORY

REVISION No.	DATE	PREPARED BY	REVIEWED BY	APPROVED FOR ISSUE BY
2.1	29/10/2025	Claudia R.	Dane W.	Dane W.

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DISTRIBUTION LIST

CLIENT	DATE ISSUED
Hardeep Multani c/o MPAA Studio	29 October 2025

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1 INTRODUCTION

1.1 BACKGROUND

RedSquare Traffic has been commissioned by [Hardeep Multani c/o MPAA Studio](#) (“the Client”) to prepare a Traffic Impact Assessment (TIA) to accompany the Planning Application for the proposed Group Accommodation at 53 Rodgers Road, Warrnambool (‘the Subject Site’ or ‘the Site’).

This package of work includes the preparation of a Traffic Impact Assessment report to investigate traffic, parking, and road safety related implications, to consider parking layouts, access, loading and waste collection arrangements, to analyse car/bicycle parking demands together with the adequacy of proposed provisions and to provide transport engineering solutions to mitigate any adverse outcomes on the surrounding road network.

This document has been prepared in accordance with the requirements specified in [Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments](#) and applicable Department of Transport Guidelines.

1.2 REFERENCES

The following documents have been reviewed and referred to in this report:

- Austroads Guide to Traffic Management (AGTM) Part 3: Transport Studies and Analysis Methods.
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments.
- NSW Roads and Traffic Authority Guide to Traffic Generating Developments.
- VicRoads Traffic Volumes – Open Data Hub.
- VicRoads Map of Declared Road – Open Data Hub.
- Warrnambool Planning Scheme – Clause 52.06.
- Warrnambool Planning Scheme – Clause 52.34.
- Traffic Engineering and Management, K W Ogden and S Y Taylor, 2017, Section 34.6.
- Australian Standard Parking Facilities Part 1: Off-Street Parking Facilities AS2890.1-2004.
- Australian Standard Parking Facilities Part 3: Bicycle Parking AS2890.3-2015.
- Australian Standard Parking Facilities Part 5: On-Street Parking AS2890.5-2020.
- Australian Standard Parking Facilities Part 6: Off-street Parking for People with Disabilities AS2890.6-2009.

2 EXISTING CONDITIONS

2.1 SUBJECT SITE

The subject site is located at 53 Rodgers Road, Warrnambool, within the municipality of Warrnambool City Council. It is situated on the northern side of Rodgers Road, between Horne Road to the west and Staffords Road to the east, as shown in Figure 1.

The site is currently a vacant lot containing a dwelling and is accessed via an unsealed crossover to Rodgers Road. According to realestate.com.au, the land area is approximately 149,978 m².



FIGURE 1: AERIAL VIEW OF SUBJECT SITE (SOURCE: METROMAP)

Figures 2 to 4 provide site photographs and aerials sourced from realestate.com.au.

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FIGURE 2: SUBJECT SITE (SOURCE: REALESTATE.COM.AU)

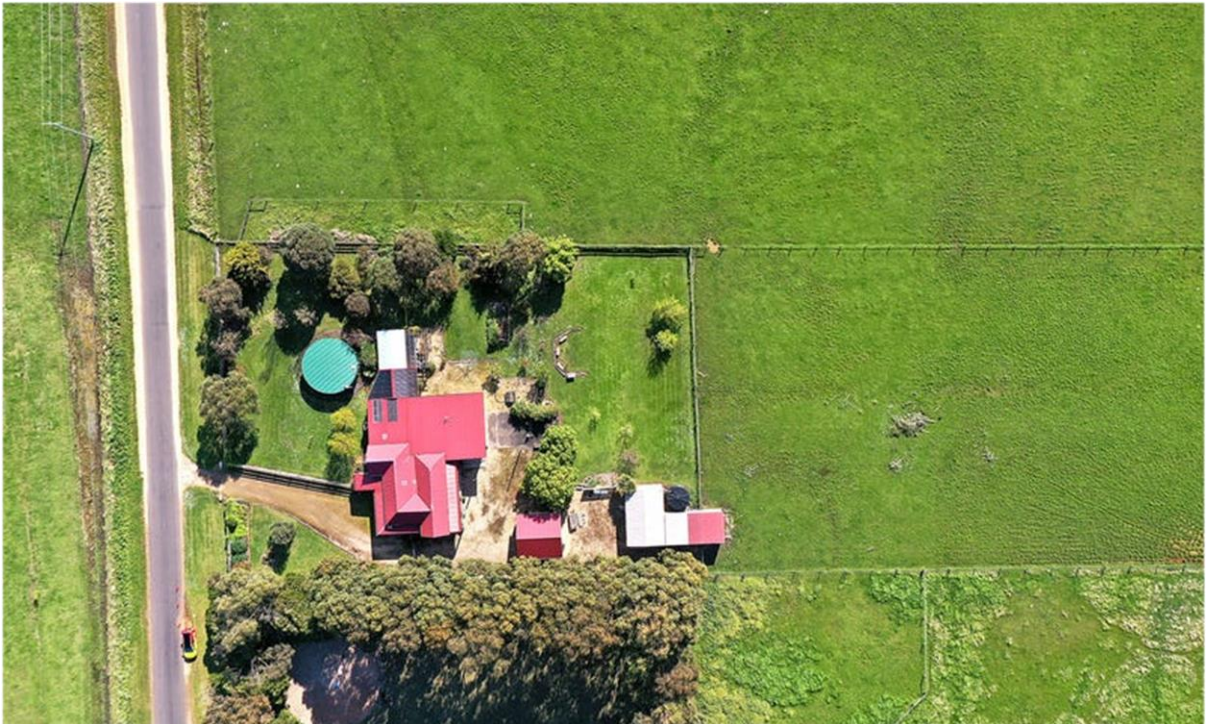


FIGURE 3: AERIAL VIEW OF SUBJECT SITE (SOURCE: REALESTATE.COM.AU)

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FIGURE 4: AERIAL VIEW OF SUBJECT SITE (SOURCE: REALESTATE.COM.AU)

2.2 LAND USE

According to VicPlan, the site and surrounding area are located within a Farming Zone (FZ), as shown in Figure 5. Land to the south of the site is zoned Industrial Zone 3 (IN3Z) and Rural Living Zone (RLZ). The site is not affected by any planning overlays relating to traffic, access, or parking considerations.

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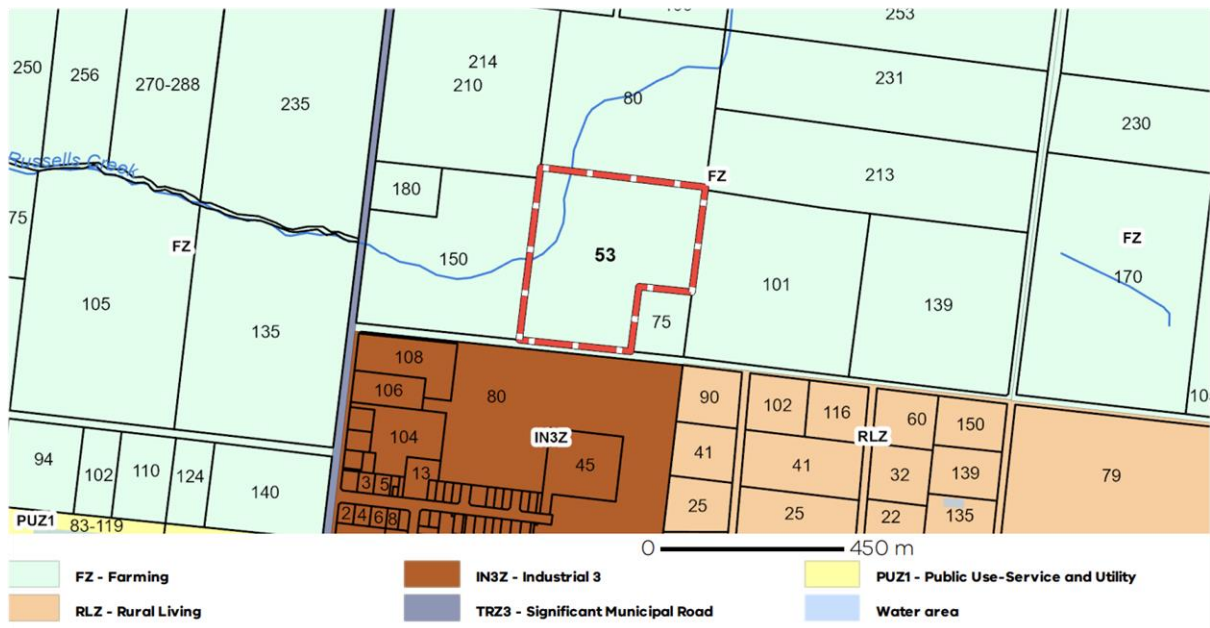


FIGURE 5: PLANNING ZONES (SOURCE: VICPLAN)

The subject site at 53 Rodgers Road, Warrnambool, is situated in a rural setting characterised by native vegetation, expansive open land, and informal unsealed tracks. The surrounding area is largely undeveloped, with no significant commercial or community facilities in the immediate vicinity. However, some residential dwellings and industrial uses, including warehouses, are present, as confirmed through aerial imagery.

2.3 ROAD NETWORK

2.3.1 Rodgers Road

Rodgers Road is classified as a local traffic street and runs in an east-west direction, extending from Horne Road in the west to Staffords Road in the east.

The road has a trafficable width of approximately 5.2 metres and operates as a single carriageway accommodating bi-directional vehicle movements. It is constructed with unsealed shoulders and does not provide kerbside parking, footpaths, or bicycle lanes.

In the absence of posted speed limit signs, the default rural speed limit applies (100km/h).

Figures 6 and 7 present images of Rodgers Road sourced from Google Street View.

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FIGURE 6: RODGERS ROAD LOOKING EAST (SOURCE: GOOGLE STREET VIEW)



FIGURE 7: RODGERS ROAD LOOKING WEST (SOURCE: GOOGLE STREET VIEW)

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Figure 8 presents an excerpt from Melway Online, illustrating the road hierarchy in the vicinity of the subject site. Rodgers Road is designated as a local traffic street, with the nearest arterial connection being the Princes Highway to the south, classified as a Primary State Arterial Road.



FIGURE 8: ROAD HIERARCHY (SOURCE: MELWAY ONLINE)

2.4 SUSTAINABLE TRANSPORT

The subject site is located in regional Victoria and falls outside the Principal Public Transport Network (PPTN). There are no public transport services available in the immediate vicinity of the site. As the proposed development is not reliant on public transport access, no further assessment of public transport infrastructure is required.

2.5 TRAFFIC VOLUMES

According to the 2019 Annual Average Daily Traffic (AADT) data published by Transport Victoria, no specific traffic count is available for Rodgers Road. However, nearby arterial routes provide context

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for the surrounding network. Traffic volumes on Princes Highway West were recorded at approximately 7,608 vehicles per day westbound (between Allansford–Wangoom Road and Raglan Parade) and 7,888 vehicles per day eastbound.

Given the rural character of the area and the limited development along Rodgers Road, only a small proportion of vehicles from these arterial roads are expected to use Horne Road or Staffords Road to access Rodgers Road. Accordingly, traffic volumes on Rodgers Road are anticipated to be low.

Although the available data is from 2019, traffic growth in this locality has been minimal, and volumes are expected to have remained relatively stable over time.

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3 PROPOSAL

3.1 OVERVIEW

RedSquare Traffic has been engaged to prepare a Traffic Impact Assessment (TIA) to accompany the Planning Application for a proposed Group Accommodation Facility at 53 Rodgers Road, Warrnambool.

The proposal comprises the development of 11 cabins/pods, each generally designed to accommodate up to two people. A manager's residence will also be provided on site, including a dedicated garage and parking space. In addition to the manager's parking, a total of four car parking spaces will be provided at the reception area to cater for visitors and staff. Each cabin will also be allocated a dedicated car space for guests.

Vehicular access to the site will be provided via a crossover to Rodgers Road, connecting to an internal driveway that facilitates circulation through the site and provides access to all accommodation units. The site layout also includes a passing area located near the site frontage adjoining Rodgers Road to assist with safe two-way vehicle movement.

The proposed site layout is illustrated in Figure 9.

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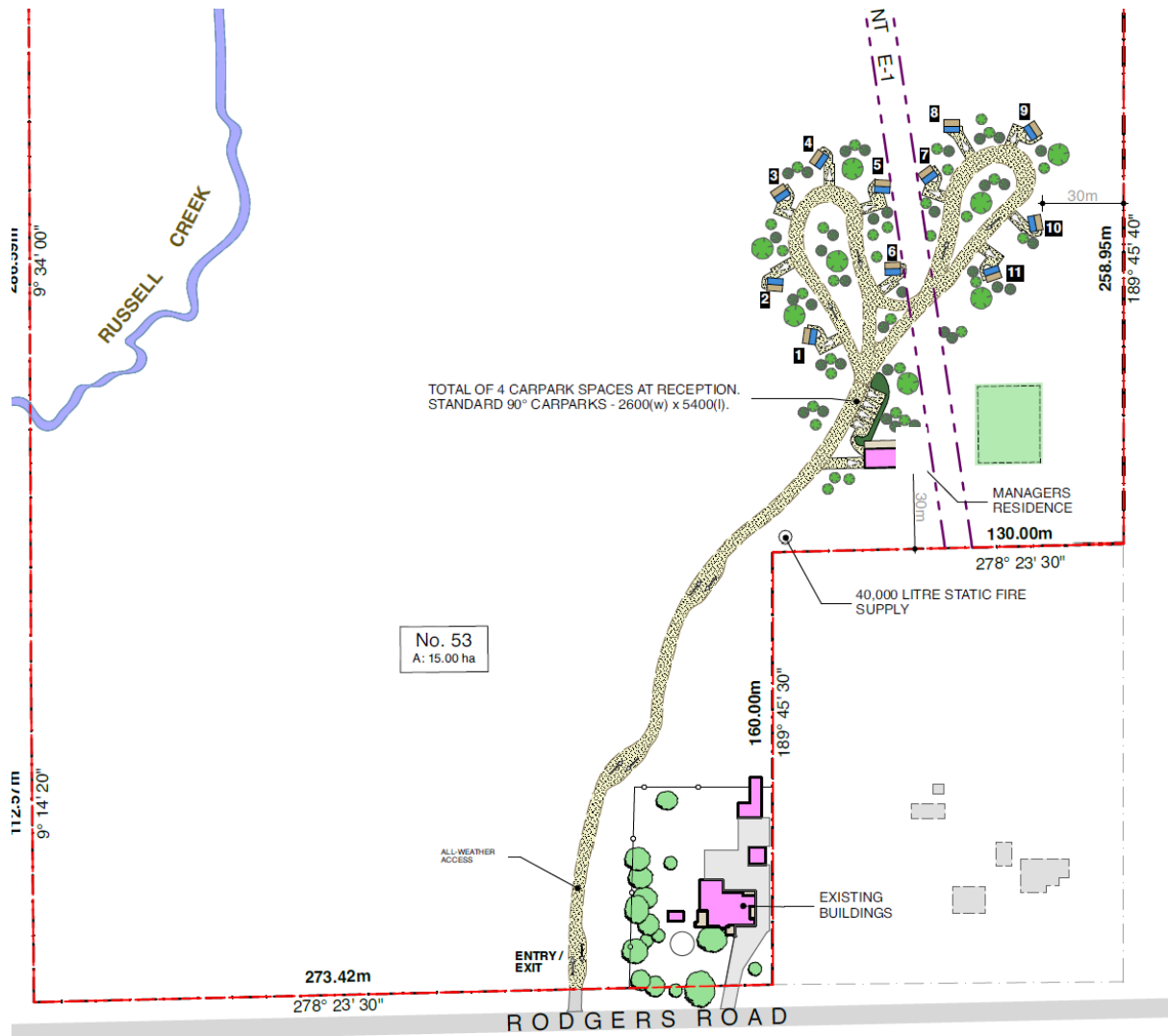


FIGURE 9: SITE CONTEXT PLAN (SOURCE: MPAA STUDIO)

4 PARKING REQUIREMENTS

4.1 STATUTORY REQUIREMENTS

4.1.1 Car Parking Requirements

The relevant Statutory Car Parking Requirements for the proposed Group Accommodation are outlined under Clause 52.06 of the Warrnambool Planning Scheme. The aims of Clause 52.06 are:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

To achieve these objectives, Clause 52.06 establishes requirements for the provision and design of car parking. Table 1 of Clause 52.06-5 specifies statutory car parking rates for a range of land uses.

As outlined in the preceding section, the most applicable land use classification is Group Accommodation. However, this use is not specifically listed under Table 1 of Clause 52.06-5. In such cases, the level of car parking provision must be to the satisfaction of the Responsible Authority.

Accordingly, this assessment adopts a first-principles approach, considering the operational characteristics of the proposed facility together with the site context, in order to determine an appropriate parking rate and to assess the adequacy of the proposed on-site provision.

4.2 CAR PARKING DEMAND ASSESSMENT

This section assesses whether the proposed on-site parking supply is sufficient to accommodate the anticipated parking demand associated with the proposed use.

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4.2.1 Parking Demand Projections

The proposed development comprises eleven (11) self-contained cabins for use as group accommodation. Each cabin is designed to accommodate up to two occupants. Based on this occupancy, it is reasonable to expect that a single vehicle will generally be associated with each cabin, with the likelihood of more than one vehicle per cabin considered to be very low.

On this basis, the provision of one space per cabin is considered appropriate to meet guest demand. Applying this rate results in a projected requirement of 11 car parking spaces. The proposal provides 11 on-site spaces (one dedicated to each cabin), thereby satisfying this demand in full.

In addition to the cabin parking, four supplementary car parking spaces will be provided at the reception area. These are expected to cater for staff, visitors, or any occasional additional parking demand that may arise, thereby providing a buffer to ensure overall parking provision remains adequate. Accordingly, the proposed car parking supply is considered both appropriate and sufficient to meet the operational requirements of the development without reliance on surrounding roads.

4.3 CLAUSE 52.06-7 RESPONSES

A discussion of the relevant items from Clause 52.06-7 are provided as follows

TABLE 1: CAR PARKING DEMAND ASSESSMENT

No.	Factor	Response
1	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.	The likelihood of multi-purpose trips being combined with travel to the subject site is considered low, given its rural setting, limited surrounding development, and absence of nearby retail, commercial, or community facilities that would otherwise encourage linked trip activity.
2	The variation of car parking demand likely to be generated by the proposed use over time.	The variation in car parking demand likely to be generated by the proposed use is expected to be relatively low, as occupancy of the cabins will be based on overnight stays. Check-in typically occurs in the afternoon and check-out in the late morning, which does not coincide with the weekday commuter peaks. As a result, parking demand is anticipated to remain consistent and predictable, with only minor fluctuations between weekdays and weekends.

3

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

The proposed group accommodation is expected to generate primarily long-stay parking demand, as guests will park on site for the duration of their stay, typically overnight. Short-stay parking demand will be minimal and limited to visitors, drop-offs, or brief servicing activities, which can be accommodated within the additional reception spaces. Accordingly, the majority of demand will be long-stay and is fully addressed by the provision of one dedicated space per cabin.

4.4 ADEQUACY OF PARKING PROVISIONS

The proposed development provides 11 dedicated car parking spaces for the 11 accommodation cabins, together with four additional spaces at the reception area and one space within the manager's residence. This supply has been assessed against the likely operational demand of the facility, which is projected at one space per cabin, supplemented by staff and visitor requirements.

As outlined in Section 4.2.1, the provision of one space per cabin is considered sufficient given the low occupancy of each unit and the very limited likelihood of multiple vehicles being generated per cabin. The additional reception spaces provide capacity to accommodate staff, visitors, or any occasional overflow, ensuring overall demand can be met on site without reliance on surrounding roads.

Accordingly, the level of parking provided is considered both adequate and appropriate to meet the operational needs of the development while aligning with the decision guidelines of Clause 52.06.

Based on these, RedSquare Traffic is confident that parking will not be a concern for this development. The proposed land use aligns with the objectives of Clause 52.06, specifically:

- Ensuring the provision of an appropriate number of carparking spaces, considering the anticipated demand, site activities, and the nature of the locality.

4.5 BICYCLE PARKING REQUIREMENTS

Clause 52.34 of the Warrnambool Planning Scheme outlines the statutory requirements for the provision of bicycle parking facilities. The proposed use of the site as Group Accommodation is not a listed land use within the table of Clause 52.34, and therefore no statutory bicycle parking rate applies. Accordingly, the development does not trigger a requirement to provide bicycle parking facilities.

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5 TRAFFIC IMPACT ASSESSMENT

5.1 TRAFFIC GENERATION

In the absence of a Victoria-specific guide for traffic generation rates, the NSW Roads and Traffic Authority (RTA) Guide to Traffic Generating Developments has been referenced for benchmarking purposes. The guide does not provide a specific traffic generation rate for Group Accommodation; however, the land use category of motels/tourist accommodation is considered an appropriate proxy given the similar scale and nature of operations.

On this basis, the following traffic generation rates have been adopted:

- Daily vehicle trips: 3 trips per unit.
- Evening peak hour vehicle trips: 0.4 trips per unit.

Applying these rates to the proposed 11 cabins/pods result in an estimated traffic generation of approximately 33 daily vehicle trips, including 4.4 peak hour vehicle trips during the evening peak.

5.2 TRAFFIC DISTRIBUTION

The directional distribution of traffic generated by the proposed development is influenced by its location within Warrnambool and its proximity to key connecting roads. Rodgers Road provides the sole point of access to the site, with both Horne Road (to the west) and Staffords Road (to the east) providing connections to the Princes Highway.

On this basis, it is anticipated that traffic generated by the development will be distributed evenly between these two approaches:

- Approximately 50% of traffic is expected to approach from the west, travelling northbound on Horne Road and turning right into Rodgers Road.
- Approximately 50% of traffic is expected to approach from the east, travelling northbound on Staffords Road and turning left into Rodgers Road.

This distribution reflects the site's balanced location between the two connecting roads and the absence of any factors likely to skew traffic towards one approach.



FIGURE 10: PROPOSED ACCESS POINT CONFIGURATION

5.3 TRAFFIC IMPACTS

Traffic generation from the proposed development has been estimated at approximately 33 daily vehicle trips, including approximately 4 - 5 vehicle trips in the evening peak hour. This level of traffic is very low and is not expected to have any measurable effect on the performance or capacity of the surrounding rural road network.

Rodgers Road currently carries very limited volumes due to its rural character and serves primarily as local access to adjoining properties. The additional trips generated by the proposed development will be negligible in this context. Importantly, the majority of trips associated with the site will be spread throughout the day, reflecting the nature of guest check-in and check-out patterns, service movements, and recreational travel, rather than concentrated at peak commuter periods.

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Traffic will be evenly distributed between Horne Road and Staffords Road, both of which provide direct connections to the Princes Highway, a higher-order arterial with substantial capacity to absorb traffic at this scale.

Given the low generation, dispersed traffic patterns, and the rural setting of the site, no adverse operational or safety impacts are anticipated on Rodgers Road, Horne Road, Staffords Road, or the Princes Highway. The incremental traffic increase will not alter intersection performance, road safety, or the overall function of the surrounding network.

6 CONCLUSION

RedSquare Traffic has been commissioned by Hardeep Multani c/o MPAA Studio (“the Client”) to prepare a Traffic Impact Assessment (TIA) to accompany the planning application for the proposed development at 53 Rodgers Road, Warrnambool (‘the Subject Site’ or ‘the Site’). The proposal involves the development of a group accommodation facility comprising 11 self-contained cabins/pods, together with a manager’s residence, reception, and associated on-site car parking.

The development will provide a total of 16 on-site car parking spaces, including 11 spaces allocated to the cabins (one per cabin), 4 spaces at the reception area for visitors and staff, and 1 space within the manager’s residence. Based on the low occupancy of each cabin (maximum of two people per unit) and a conservative rate of one vehicle per cabin, the projected demand is for 11 spaces, which is fully met by the proposed provision. The additional reception and manager spaces ensure adequate capacity to accommodate staff and occasional visitor parking.

All car spaces are sized 2.6 m × 4.9 m. Therefore accessways must be provided at a minimum width of 6.4 m to satisfy the car park design requirements of Clause 52.06. Given the way the car spaces are distributed across the site, a swept path analysis is considered unnecessary.

Trip generation has been estimated using benchmark motel/tourist accommodation rates from the NSW RTA Guide to Traffic Generating Developments, being 3 daily vehicle trips per unit and 0.4 trips per unit in the evening peak hour. Applying these rates to the 11 cabins results in an estimated 33 daily trips, including approximately 4 - 5 peak hour trips. These volumes are modest and will be dispersed throughout the day due to guest check-in/check-out patterns and recreational movements.

Traffic will access the site via a crossover to Rodgers Road, which connects to Horne Road to the west and Staffords Road to the east, both linking directly to the Princes Highway. It is expected that traffic will distribute evenly, with approximately 50% via Horne Road and 50% via Staffords Road, reflecting the site’s balanced location between the two approaches.

Subject to any specific recommendations provided within this assessment, RedSquare Traffic considers the proposed land use at 53 Rodgers Road, Warrnambool to be satisfactory from a traffic engineering perspective.

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Dinith (Dane) Wanninayake

Principal Traffic Engineer

B.Eng. (Civ)(Hons)/B.Com – Monash University

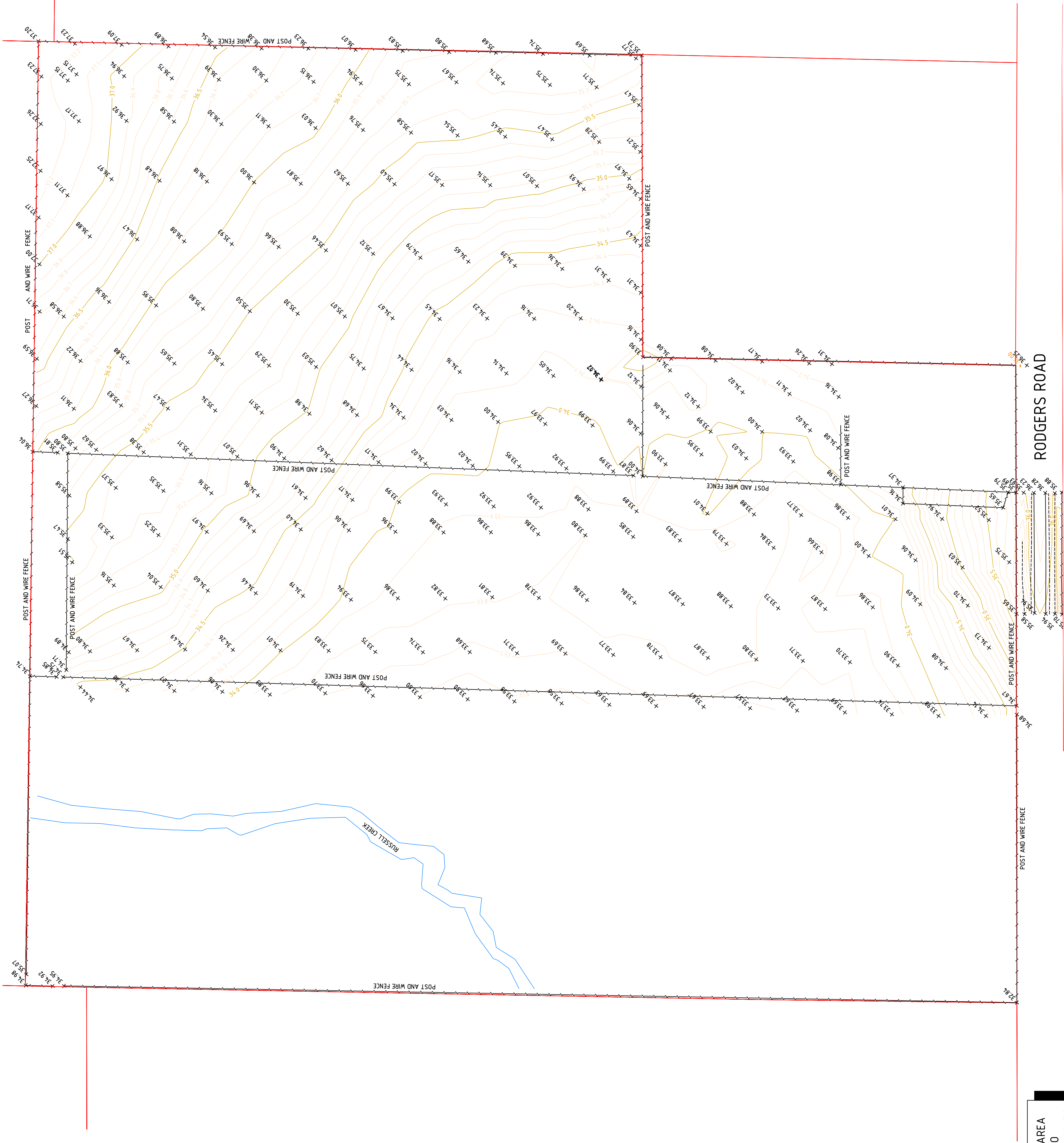
DoT (VIC) & TMR (QLD) Accredited Senior Road Safety Auditor

DoT (VIC) Recommended Safe System Assessor

29 October 2025

NOTE

ALL LEVELS ARE TO A.H.D. VIDE AUSGEOD CORRECTED
GNSS OBSERVATIONS OBTAINED USING THE ALLDAYRTK
NETWORK OF CORS RECEIVERS.
BEARING DATUM -GRID MGA 2020 ZONE 54



NOTE: UNDERGROUND SERVICES IN AREA
OF CONSTRUCTION, CONTRACTOR TO
LOCATE & DEPTH ALL SERVICES PRIOR TO
CONSTRUCTION

	PROJECT TITLE	DESIGNED	ST
	LAND CAPABILITY ASSESSMENT 53 ROGERS ROAD WARRNAMBOOL	DRAWN	SH
PROJECT NO. 2025.177	PROJECT TITLE FEATURE AND LEVEL SURVEY	SCALE	AI
SHEET C-01		DATE	FEB 2026
116 Timor Street Warrnambool Vic 3280 T. 03 5562 4930 F. 03 5562 0763 E. engineers@csesgroup.com.au www.csesgroup.com.au			
APPROVED			
DATE 26/02/2026			
REV.	A	FEATURE AND LEVEL SURVEY	DESCRIPTION

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PLAN OF SUBDIVISION ADVERTISED PS 443644G																		
Location of Land Parish: WANGOOM Township: _____ Section: H Crown Allotment: 4 & 7 (PARTS) Crown Portion: _____ LTO base record: DCMB (RURAL) Title References: Vol 10314 Fol 150 Vol 10552 Fol 887 Last Plan Reference: PS 406836G Postal Address: RODGERS ROAD WARRNAMBOOL 3280 AMG Co-ordinates: E 634 780 (Of approx. centre of plan) N 5 752 500 Zone 54		Council Certification and Endorsement Council Name: WARRNAMBOOL CITY COUNCIL Ref: 59/00 1. This plan is certified under section 6 of the Subdivision Act 1988. 2. This plan is certified under section 11 (7) of the Subdivision Act 1988. Date of original certification under section 6 11 3. This is a statement of compliance issued under section 21 of the Subdivision Act 1988. Open Space (i) A requirement for public open space under section 18 Subdivision Act 1988 has / has not been made. (ii) The requirement has been satisfied. (iii) The requirement is to be satisfied in Stage _____ Council Delegate Council seal Date 26/4/01																
Vesting of Roads or Reserves <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Identifier</th> <th style="width: 80%;">Council/Body/Person</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Nil</td> <td style="text-align: center;">Nil</td> </tr> </tbody> </table>		Identifier	Council/Body/Person	Nil	Nil	Notations <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">Depth Limitation: Does not apply</td> <td style="width: 60%;">Staging This is not a staged subdivision Planning Permit No. 172/00</td> </tr> </table> Survey:- This plan is based on survey. To be completed where applicable. This survey has been connected to permanent marks no(s). 166, 379 In proclaimed Survey Area no. _____		Depth Limitation: Does not apply	Staging This is not a staged subdivision Planning Permit No. 172/00									
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Easement Information Legend: E - Encumbering Easement or Condition in Crown Grant in Nature of an Easement A - Appurtenant Easement R - Encumbering Easement (Road)																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Subject Land</th> <th style="width: 20%;">Purpose</th> <th style="width: 10%;">Width (Metres)</th> <th style="width: 20%;">Origin</th> <th style="width: 40%;">Land Benefitted/In Favour Of</th> </tr> </thead> <tbody> <tr> <td>E-1</td> <td>POWERLINE</td> <td>10</td> <td>PS 406836G- SECTION 44 ELECTRICITY INDUSTRY ACT 1993.</td> <td>POWERCOR AUSTRALIA LIMITED</td> </tr> <tr> <td>E-2</td> <td>POWERLINE</td> <td>10</td> <td>THIS PLAN- SECTION 28 ELECTRICITY INDUSTRY ACT 2000</td> <td>POWERCOR AUSTRALIA LIMITED</td> </tr> </tbody> </table>		Subject Land	Purpose	Width (Metres)	Origin	Land Benefitted/In Favour Of	E-1	POWERLINE	10	PS 406836G- SECTION 44 ELECTRICITY INDUSTRY ACT 1993.	POWERCOR AUSTRALIA LIMITED	E-2	POWERLINE	10	THIS PLAN- SECTION 28 ELECTRICITY INDUSTRY ACT 2000	POWERCOR AUSTRALIA LIMITED	LTO use only Statement of Compliance / Exemption Statement Received ☒ Date 01/6/01 LTO use only PLAN REGISTERED TIME 5:15p DATE 22/6/01 Assistant Registrar of Titles Sheet 1 of 2 sheets	
Subject Land	Purpose	Width (Metres)	Origin	Land Benefitted/In Favour Of														
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E-2	POWERLINE	10	THIS PLAN- SECTION 28 ELECTRICITY INDUSTRY ACT 2000	POWERCOR AUSTRALIA LIMITED														
ALAN H. SIMPSON • LAND SURVEYOR • A.C.N. 082 912 510 P.O.BOX 421, WARRNAMBOOL 3280 PHONE (03) 55611846 FAX (03) 55621775		LICENSED SURVEYOR (PRINT) ALAN HALSTEAD SIMPSON SIGNATURE _____ DATE 25 / 09 / 2000 REF 898 898_PS1.DWG VERSION 1		DATE / / COUNCIL DELEGATE SIGNATURE Original sheet size A3														

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PLAN OF SUBDIVISION

Stage No.

Plan Number

PS 443644G



HORNE ROAD

DIXONS LANE

2
49.81ha

1
15.00ha

RODGERS ROAD

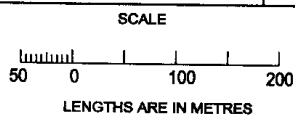
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A.C.N. 062 912 510

P.O. BOX 421, WARRNAMBOOL 3280
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DATE 25 / 09 / 2000

REF **898**

898_PS2.DWG

VERSION **1**

Sheet 2 of 2 sheets

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

Page 1 of 1

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LAND DESCRIPTION

Lot 1 on Plan of Subdivision 443644G.

PARENT TITLES :

Volume 10314 Folio 150 Volume 10552 Folio 887

Created by instrument PS443644G 22/06/2001

REGISTERED PROPRIETOR

Estate Fee Simple

[REDACTED]

[REDACTED]

[REDACTED]

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS443644G FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 53 RODGERS ROAD WARRNAMBOOL VIC 3280

ADMINISTRATIVE NOTICES

NIL

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