



TOWN PLANNING REPORT

27 April 2023

A Design Response Statement for
a 7 lot subdivision at
43 Allara Court
Clifton Springs

Prepared for All General Surveying

This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.
The document must not be used for any purpose which may breach copyright legislation



1.0 Introduction

M-Plan Planning Consultants has been engaged by All General Surveying to prepare a planning submission in order to form part of the Neighbourhood and Site Description for a seven lot subdivision at 43 Allara Court Clifton Springs.

In the course of preparing this response the site and surrounding neighbourhood have been inspected, and an investigation of the features and constraints associated with the site have been given due consideration.

The report is based on plans prepared by All General Surveying with drawing no -01DR.dwg.

2.0 Site

The subject site is divided into two distinct sections. One part of the site is rectangular in shape and is located at the end of Allara Court. This part of the site appears to accommodate a dwelling and ancillary structure and has the following dimensions:

North	29.3 metres
South	28.4 metres
East	88.1 metres
West	88.1 metres

The remaining section has a frontage to Ada Street, rectangular in shape and has the following dimension:

North	84.321 metres
South	84.321 metres
East	32.77 metres
West	32.77 metres



3.0 Development Summary

Site Area	855 m ²
Number of Sites	2
Public/Communal Space	N/A
Common Property	N/A

Figure 1 – Subject Site – 43 Allara Court Clifton Springs



View of site from Ada Street





The Locality

Surrounding land uses are of a residential form and character with the area appearing to have been initially developed in the later post war period circa 1990's to 2000's whilst a number of later more contemporary dwellings are also quite prevalent. The housing styles in the immediate area range from later post war dwellings with a combination of roofing styles to more contemporary forms of housing. A number of dwellings within the neighbourhood are located on both generous and in many cases underutilised parcels of land, however, medium density housing is prevalent within the wider neighbourhood

Driveways and off street car parking are a common theme with dwellings having some form of car parking facility in the form of a driveway/carport or garage located within the confines of the land.

Neighbourhood - Key Characteristics

KEY CHARACTERISTICS	DESCRIPTION
Architectural Styles/Typology	Later Post war housing originating from the 1990's to 2000's. Contemporary medium density housing is starting to emerge in the immediate and wider neighbourhood.
Building Materials	Mainly brick veneer and render finishes
Roof Forms	Hipped roofing and exposed gable roof forms
Setbacks	Front setbacks vary from 6.0 to 10.0 metres in length Side setback in the order of 0 to 3 metres.
Building Height	1 to 2 storeys
Garages, carports and outbuildings	Located to the side or rear of the host dwelling. Usually attached to the host dwelling where lots have been consolidated. '=
Garden style	Front gardens are informally landscaped with a combination of shrubs and small trees



Figure 2 – Street Directory

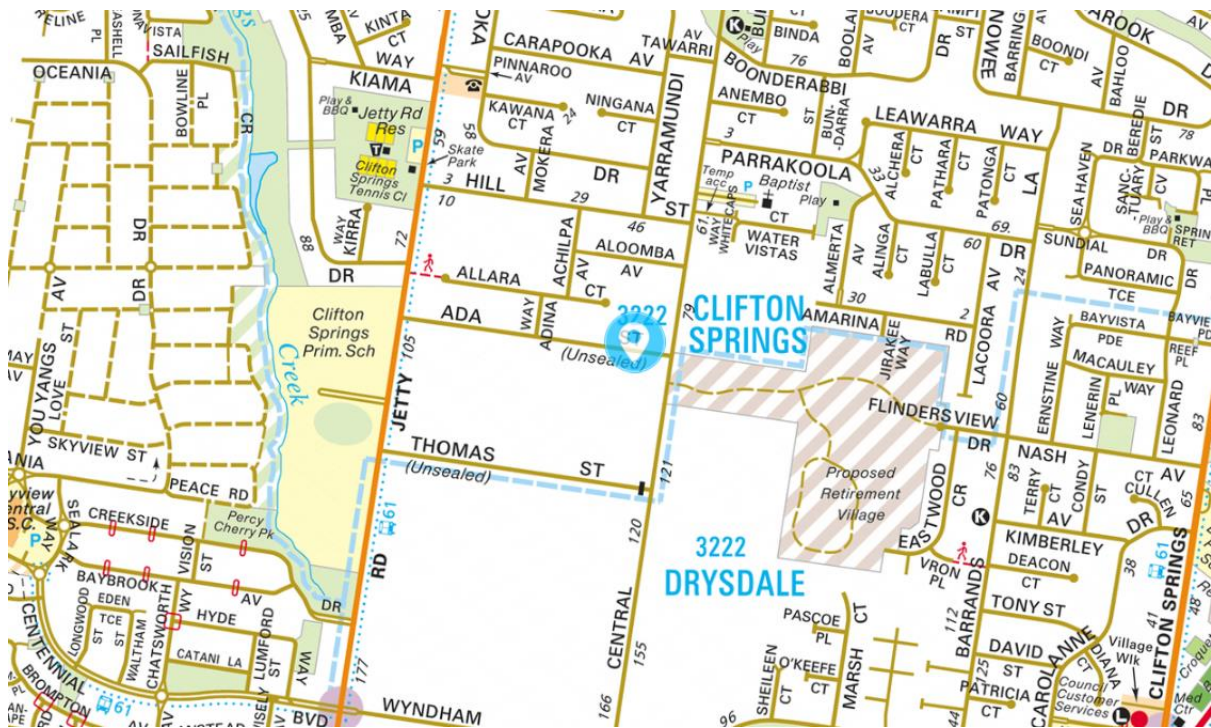
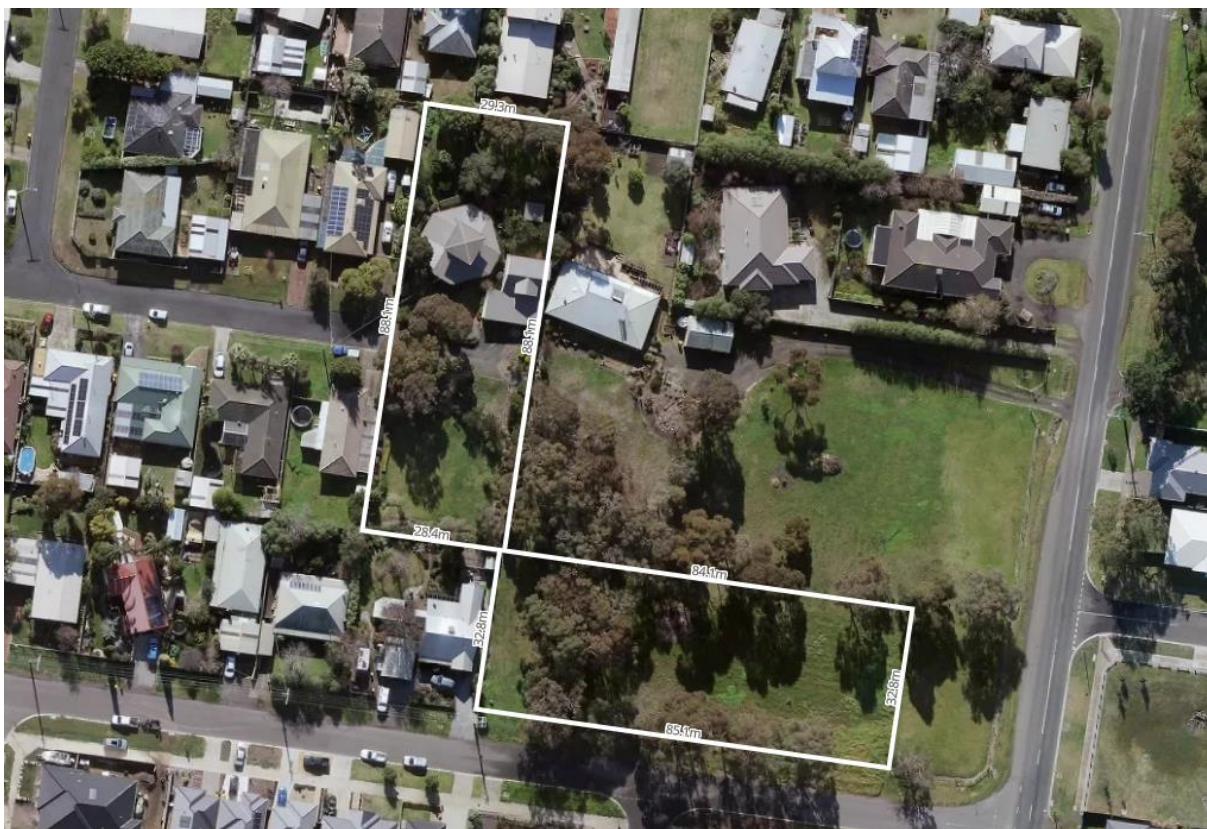


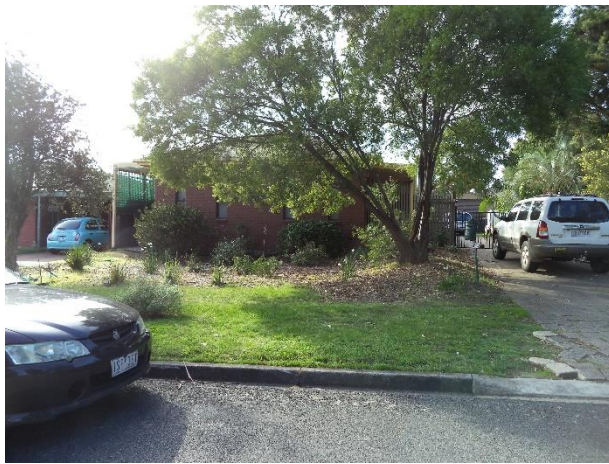
Figure 3 – Aerial Photo





The following photographs provide an illustration of the context of the subject site:

41 Allara Couty Clifton Springs



39 Allara Court Clifton Springs



Allara Court Clifton Springs



85 Central Road Clifton Springs



1 Elise Road Clifton Springs



41 Ada Street Clifton Springs

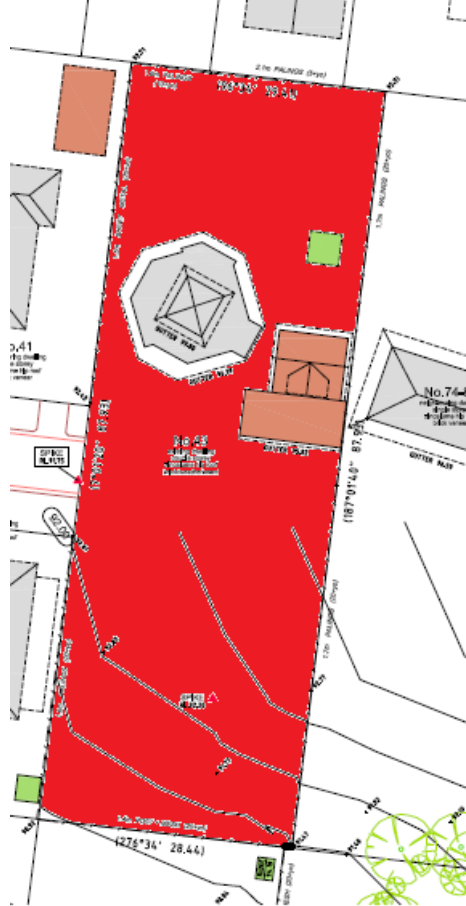


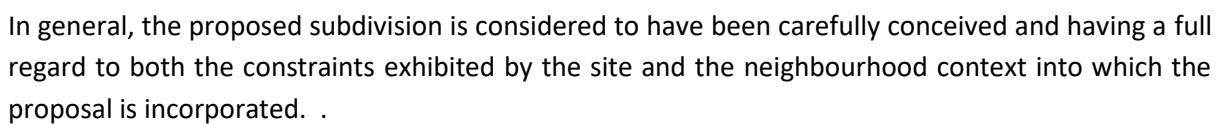


4.0 The Proposal

It is proposed to subdivide the land into seven lots with Lot 1 to retain access to Allara Court whilst lots 2 to 7 will have a frontage to Ada Street.

Lots 1 at the moment accommodates a dwelling whilst lots 2 to 7 are proposed to be vacant. The following are the details in relation to the lots

Lot 1 – 2586 m ²	
North	29.41met res
South metres	29.41
East metres	87.93
West metres	87.93
	





5.0 The zoning of the land

The site is zoned General Residential Schedule 1 with the site also affected by the Design and Development Overlay Schedule 14.

The purpose of the General Residential Zone (under clause 32.08 of the Greater Geelong Planning Scheme) is as follows:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

The purpose of the Design and Development Overlay(under clause 43.02 of the Greater Geelong Planning Scheme) is the following:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

Figure 4 – Zoning Map

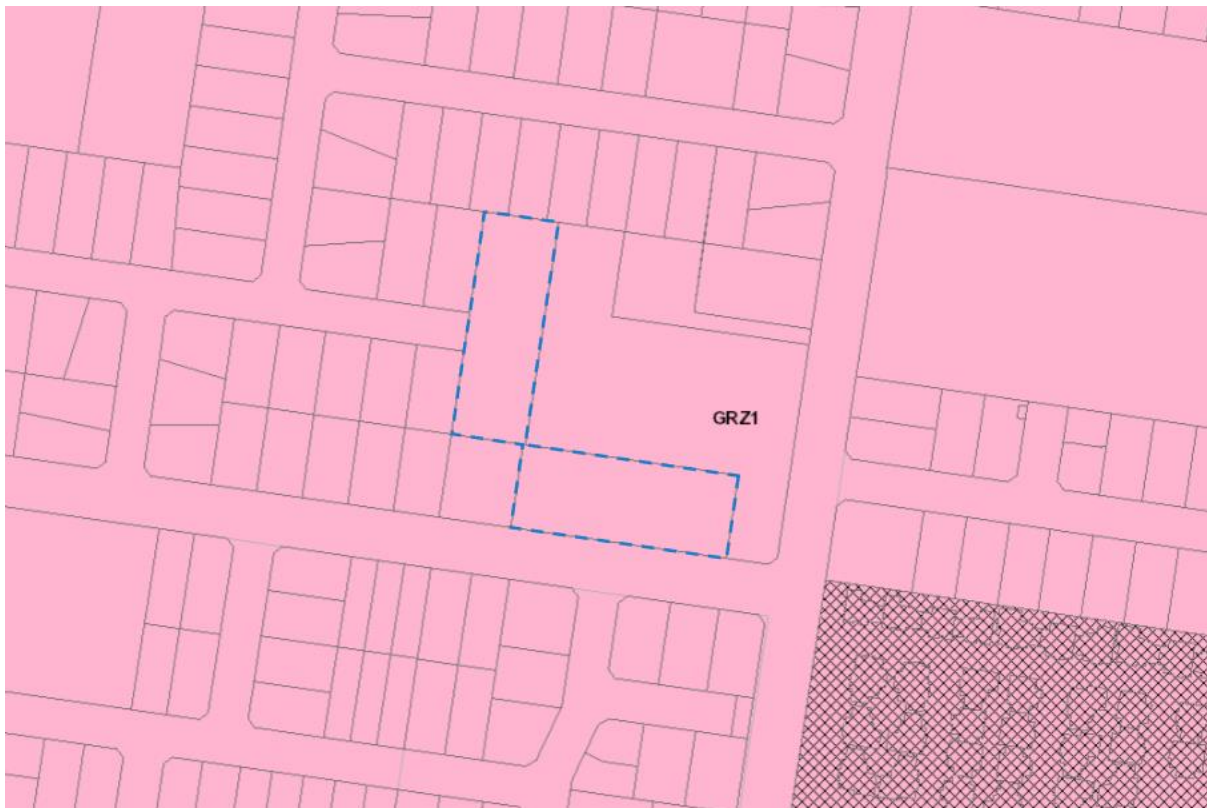
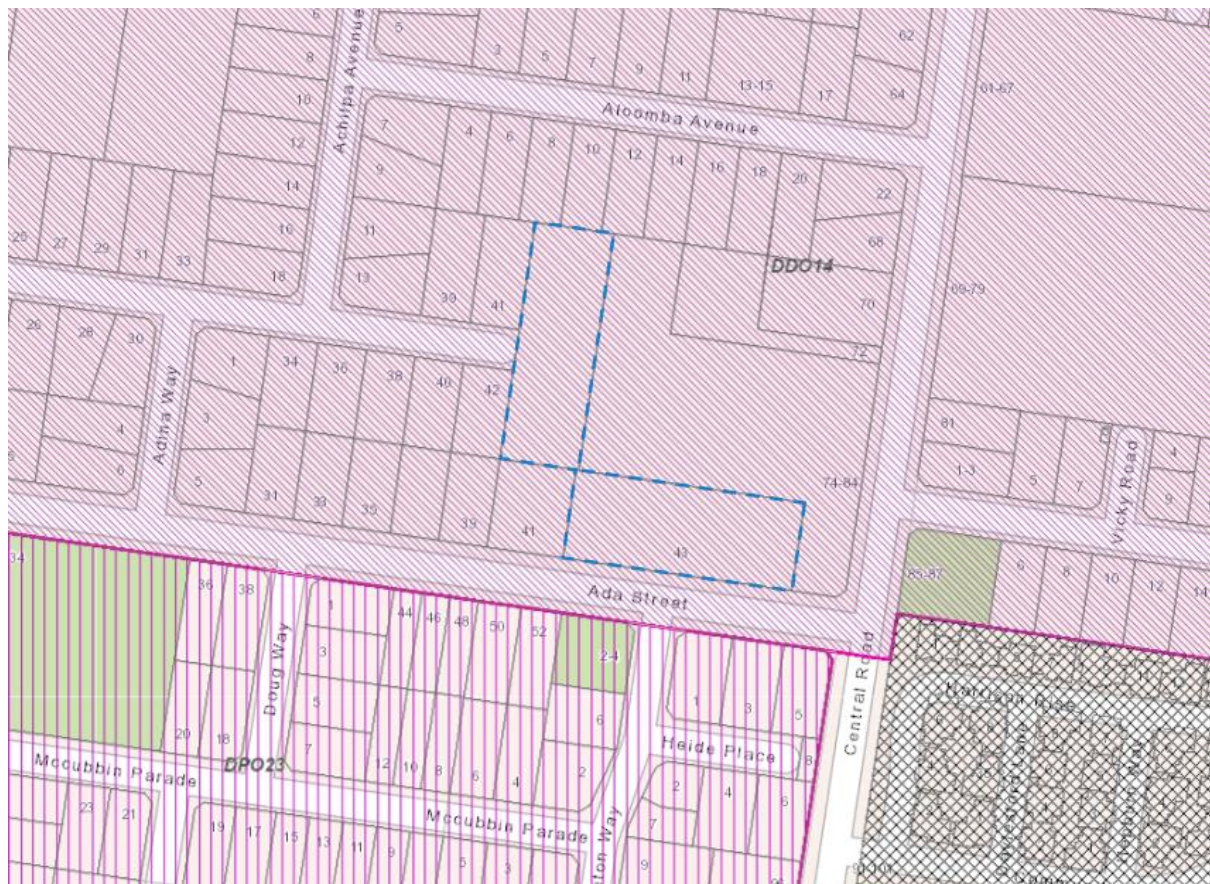




Figure 5 Overlay Map



This design response highlights the proposal's compliance with the relevant clauses of the Greater Geelong Planning Scheme, clause 32.08 General Residential Zone, the local planning policy framework and clause 55 two or more dwellings.



7.0 Planning controls

The following is an assessment according to the Planning Policy Framework including Council's Municipal Planning Strategy and Clause 55 of the planning scheme. The following clauses are most relevant to the application.

02.02 VISION

Council's overarching vision for Greater Geelong is:

Geelong, coast, country and suburbs, is the best place to live through prosperity and cohesive communities in an exceptional environment.

The key land use and development aspirations that support this vision are to facilitate:

A prosperous economy that supports jobs and education opportunities.

A fast, reliable and connected transport network.

Sustainable development that supports population growth and protects the natural environment.

An inclusive, diverse, healthy and socially connected community.

A destination that attracts local and international visitors.

02.03 STRATEGIC DIRECTIONS

02.03-1 Settlement

Geelong is expected to grow by an additional 152,000 people by 2036 based on an average annual growth rate of 2.5 per cent. This growth will create demand for over 73,400 additional dwellings which can be met under the City's identified planned growth. While the City is keen to take advantage of Geelong's proximity to Melbourne it is important to the community that the unique identity and character of the municipality is retained.

A combination of greenfield and infill development will deliver housing for Geelong's growing population. Over time the share of new housing from infill is expected to increase.

The majority of greenfield housing supply will be provided in urban Geelong in the master planned communities of Armstrong Creek and the Northern and Western Geelong Growth Areas. New residential communities should incorporate sustainable living principles and deliver infrastructure to meet community needs.

Targeted infill development is supported in areas with access to infrastructure, goods and services. In order for medium and high density housing to be embraced by established communities it needs to deliver high quality design and achieve a high level of amenity for future residents while being appropriate for the site and neighbourhood.

The Bellarine Peninsula has been delivering around 27 per cent of the City's new housing supply over the past few years. Continued housing development at this rate will have a detrimental impact on the character and values of this area.

Rural living areas offer an important lifestyle choice in the housing market. However, they can be inefficient to service and are generally contrary to the objective of maintaining a farmed rural



landscape and supporting agriculture in rural areas. Farming and rural landscapes form non-urban breaks and are a critical element to the settlement strategy, tourism function and lifestyle of the region.

Strategic directions

Direct and contain growth within identified locations across the municipality.

Minimise the economic, environmental, visual and servicing impacts of residential development on rural areas.

Maintain the unique township, landscape, tourism, farming and environmental values of the Bellarine Peninsula.

Maintain the unique identity of Greater Geelong and its townships.

Locate and design urban areas to mitigate the potential impacts of climate change.

Limit rural living developments to existing zoned land in Lara, Drysdale/Clifton Springs, Wallington, Waurin Ponds, Lovely Banks, Batesford, Fyansford, Leopold, Newcomb, Moolap, Curlewis, Portarlington and Ocean Grove.

Central Geelong

Central Geelong is the focus of commerce, arts and culture, hospitality, entertainment, education, health and institutional activity in the City of Greater Geelong. Central Geelong includes Eastern Park, the Western Wedge, the Waterfront, the City's retail and commercial core and surrounding transitional areas.

There is a need to attract new investment and urban renewal while maintaining conservation and heritage values. Central Geelong is identified as a Key Development Area to accommodate future housing demand.

Strategic directions

Support development of Central Geelong as an international waterfront city with world class facilities that is a highly desirable place to live.

Create an inner city area linking the commercial centre, waterfront and transport hub that connects educational, cultural and business assets.

Encourage buildings to maximise the overall intensity of Central Geelong respecting heritage areas and protecting the amenity of public spaces.

Encourage high density housing development within Central Geelong.

Retain shared key views to Corio Bay from within Central Geelong and external vantage points.

Maintain and enhance public access to the waterfront.

West Fyans-Fyans Street

The West Fyans-Fyans Street Precinct is located 1.5 kilometre south of Central Geelong on the northern banks of the Barwon River. The area has a diverse range of land uses including industrial, commercial and residential together with buildings of historical significance and a strong visual relationship with the Barwon River corridor. The area has also been identified as a key housing development area with the potential to undergo substantial change and redevelopment over time.



Strategic directions

Facilitate a mixed use environment incorporating a complementary range of residential and employment activities including commercial, light manufacturing and service industrial uses, with good access to facilities and connections to open space.

Support a range of medium to high density residential development.

Encourage development that enhances streetscapes and provides visual interest, amenity and public safety.

Corio Norlane

Corio and Norlane, including the residential neighbourhood of North Shore, are established northern suburbs of Geelong with a rich industrial, manufacturing, migrant settlement and working class and community history that continue to this day.

Corio and Norlane provide affordable housing that is close to the Geelong CBD, Avalon Airport, Geelong Port and surrounding industrial land and the Geelong Ring Road Employment Precinct, with convenient access to Melbourne via road and rail.

Corio and Norlane are recognised in the G21 Regional Growth Plan as areas that should be targeted for infill and higher density housing.

Strategic directions

Support urban renewal to encourage an increase in the resident population.

Encourage the diversification of housing types.

Facilitate an increase in commercial and community activities.

Urban growth areas

The **Armstrong Creek Urban Growth Area (ACUGA)** is a key growth area for the G21 Region. At capacity, the ACUGA is expected to accommodate approximately 55,000 to 65,000 people. development in the ACUGA will provide a wide range of housing types and densities in an urban structure based on walkable neighbourhoods, public transport and mixed use activity centres. Areas of visual sensitivity along the Mount Duneed ridgeline and flood prone areas to the east of Barwon Heads Road will be protected from urban development. Rural land outside of the ACUGA will be maintained in productive agricultural parcels providing an attractive rural setting.

Strategic directions

Facilitate the orderly and controlled development of the ACUGA, generally in accordance with the *Armstrong Creek Urban Growth - Framework Plan* Incorporated Document.

Maintain the rural break between the ACUGA and Surf Coast Shire.

The **Northern and Western Geelong Growth Areas** will provide for significant population growth close to the existing urban area of Geelong, with the capacity to accommodate over 112,000 people. At capacity, the Northern Geelong Growth Area is anticipated to accommodate approximately 17,000 dwellings and 48,000 people. At capacity, the Western Geelong Growth Area is anticipated to accommodate approximately 23,00 dwellings and 64,500 people.

Strategic direction

Facilitate the creation of neighbourhoods where residents can live locally and meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip of their home.

Lara

Lara is a township designated for urban growth and is strategically located between Geelong and Melbourne with excellent road, rail, seaport and airport links.



The rural landscape setting is important to the character of the town.

The Hovells and Serendip Creek systems have a propensity to flood and in low lying areas are putting constraints on development.

Retail and commercial expansion is required to meet the needs of local residents and to reduce the high level of escape expenditure.

There is a strong reliance on the private motor car as a form of transport and active and public transport infrastructure and services need to be improved.

The Geelong Ring Road Employment Precinct, Avalon Airport and nearby land provide significant opportunities for employment and economic growth.

Strategic directions

Maintain a compact urban form and provide for sustainable communities.

Protect and enhance key environmental, cultural and landscape features, including the rural characteristics of Lara.

Facilitate an adequate supply of residential and commercial land, community and recreation services and infrastructure.

Facilitate an efficient and integrated movement network for all modes of transport.

Bellarine Peninsula

The Bellarine Peninsula comprises a series of contained townships separated by green breaks. It has experienced strong population growth in recent years driven by the scenic location, lifestyle opportunities and proximity to Geelong.

It is also highly valued for its tourism function, and agriculture and environmental attributes.

Managing urban growth on the Bellarine Peninsula will be critical to retaining its identity and attributes.

Strategic directions

Support and preserve the individual character, identity, role and function of each Bellarine Peninsula township.

Protect and enhance the rural and coastal environment and landscapes on the Bellarine Peninsula and maintain non-urban breaks between settlements.

Protect the Bellarine Peninsula as a productive rural area with highly significant landscapes.

Wandana

Wandana is a significant urban fringe location at the gateway to the Barrabool Hills. The area has a close relationship with Buckley Falls Park, one of the City's significant natural bushland reserves.

Strategic directions

Provide for the orderly, staged development of Wandana that responds to natural landscape features.

Safeguard the Barwon River ecosystem and enhance its recreational potential and the overall environmental integrity of the area.

Anakie

Anakie is a small rural township that fulfils a limited service role for the rural hinterland and visitors. There is a need to efficiently provide access to services and facilities while minimising impact on the agricultural and landscape qualities of the surrounding area.

Anakie is the gateway to a number of tourist destinations, however, Anakie is also in a high risk area for bushfire.



Strategic directions

Ensure development respects the compact nature and rural character of Anakie and does not impact upon surrounding natural environments or agricultural land.

Minimise the risks and impact of bushfire.

Support measures to increase tourism visitation to Anakie.

Moolap-Point Henry

Moolap-Point Henry is a key urban renewal site of 1200 hectares located five kilometres east of Central Geelong. The site is significant for its biodiversity, environmental assets, cultural heritage values and industrial history. The site is intended to be transformed into a mixed-use precinct with a mixture of residential, tourism, recreational, commercial and employment uses.

Strategic direction

Facilitate the transformation of Moolap-Point Henry from an industrial area into a sustainable and integrated community.

Activity centres and retail

As Greater Geelong grows, it is critical to ensure the community has access to everyday services within a 20 minute drive from home. Retail centres should be encouraged to grow and transition over time into activity centres with an extended offer including uses other than retail. The Geelong Retail Centre Hierarchy has been established to articulate the role and function fulfilled by centres of different sizes. The hierarchy is as follows:

02.03-5 Built environment and sustainability

Built environment

Geelong's sense of place and identity is valued by its community. Council seeks to balance growth in the municipality while maintaining its identity by identifying areas for varying levels of change and by balancing the need for conservation and renewal. Medium density housing can have a greater impact on neighbourhood character than traditional detached housing. As housing density intensifies, it is important that housing makes a positive contribution to the neighbourhood. The protection of amenity and facilitation of environmentally sustainable and healthy development that will benefit and improve the community's quality of life is at the forefront of Council's built environment goals.

Strategic directions

Ensure that development enhances Geelong's sense of place and identity.

Support the design and provision of healthy, walkable neighbourhoods.

Encourage environmentally sustainable design in all development.

Encourage all development to provide high quality urban design and landscaping.

Heritage

Greater Geelong's rich heritage makes a significant contributions to its sense of place and identity. The cultural heritage of the region brings economic and cultural benefits to the community. The diversity of heritage places allows for interpretation of the region's development. It assists in understanding the City's foundation and growth from wool sales and exports, to gold discovery, through to expansion in industry and manufacturing. It also enables appreciation of individual house design and neighbourhoods that contribute to the character, image and sense of place of each of the City's heritage areas.

Strategic direction

Conserve and enhance individual heritage places and areas of pre- and post-contact heritage



significance.

02.03-6 Housing

To accommodate its growing population Council has identified Increased Housing Diversity Areas (IHDA). IHDAs are located around activity centres and transport hubs and have significant capacity to accommodate residential growth and increased housing diversity. These areas can provide for local shopping needs or are serviced by public transport. Development in these areas should encourage walking and discourage reliance on cars for all trips. The intensity of redevelopment will be highest around the activity centre core and lower at the edge of the IHDA.

For areas of heritage significance, new development should balance the preservation and restoration of the heritage place and other opportunities for housing.

Suburban detached family homes make up 85 per cent of current housing stock. Increasing the diversity of the City's housing stock over time will help cater for the growing trend of smaller households, the need for affordable housing, ageing in place and low maintenance housing, and strong demand for housing in high amenity locations.

In order to meet these demands, there is a need to provide for a range of housing types in both established and developing communities.

Strategic directions

Facilitate infill development to increase its housing supply contribution.

Support residential development where the density, mass and scale is complementary to the location, role and character of the specific IHDA.

Ensure housing diversity is achieved in established and growth area communities.

Increase the level of affordable and social housing in Greater Geelong.



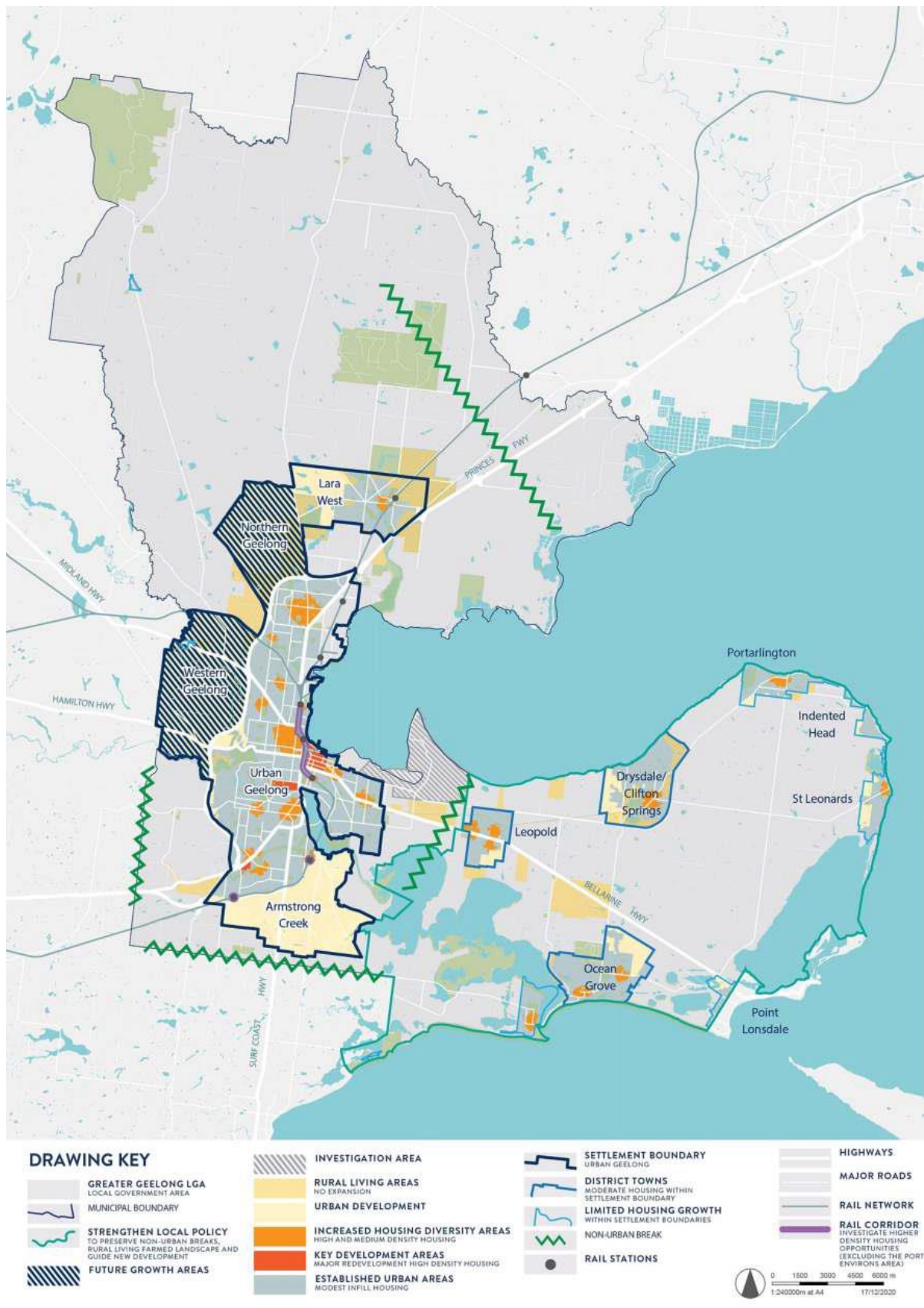
02.04 STRATEGIC FRAMEWORK PLANS

The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.

02.04-1 Municipal Framework Plan



02.04-3 Housing and settlement framework plan





11 SETTLEMENT

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Planning is to recognise the need for, and as far as practicable contribute towards:

Health, wellbeing and safety.

Diversity of choice.

Adaptation in response to changing technology.

Economic viability.

A high standard of environmental sustainability, urban design and amenity.

Climate change adaptation and mitigation.

Prevention of land, water, air and noise pollution.

Protecting, conserving and improving biodiversity, waterways and other natural resources.

Accessibility.

Land use and transport integration.

Waste minimisation and resource recovery.

Planning is to prevent environmental, human health and amenity problems created by siting incompatible land uses close together.

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.

11.01 VICTORIA 11.01-1S Settlement

Objective

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Strategies

Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.

Focus investment and growth in places of state significance in Metropolitan Melbourne and the major regional cities of Ballarat, Bendigo, Geelong, Horsham, Latrobe City, Mildura, Shepparton, Wangaratta, Warrnambool and Wodonga.

Support sustainable development of the regional centres of Ararat, Bacchus Marsh, Bairnsdale, Benalla, Castlemaine, Colac, Echuca, Gisborne, Hamilton, Kyneton, Leongatha, Maryborough, Portland, Sale, Swan Hill, Warragul/Drouin and Wonthaggi.

Ensure regions and their settlements are planned in accordance with their relevant regional growth plan.

Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.

Create and reinforce settlement boundaries.

Provide for growth in population and development of facilities and services across a regional or sub-regional network.

Plan for development and investment opportunities along existing and planned transport infrastructure.

Promote transport, communications and economic linkages between settlements through the identification of servicing priorities in regional land use plans.



Strengthen transport links on national networks for the movement of commodities.

Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:

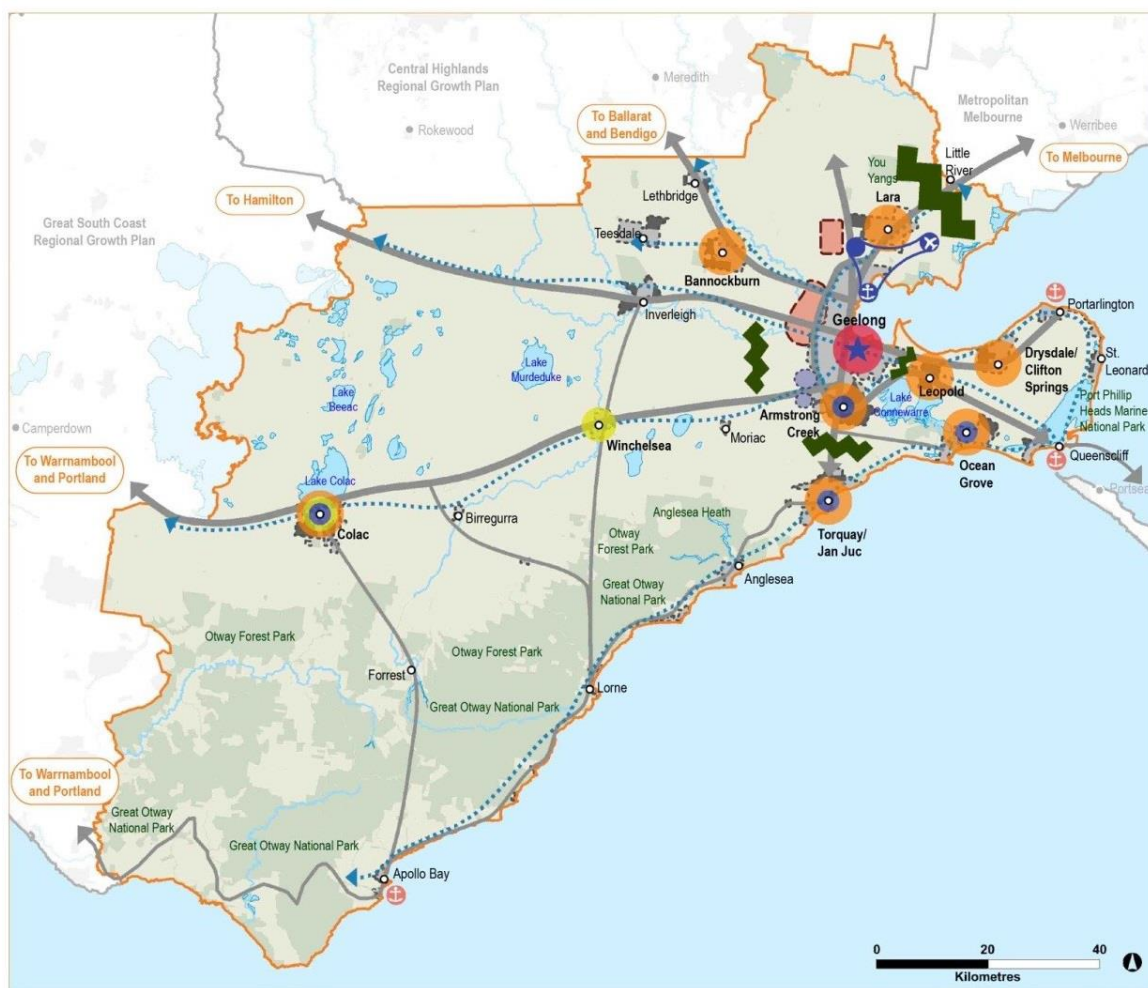
- Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.
- Developing settlements that will support resilient communities and their ability to adapt and change.
- Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.
- Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.
- Encouraging an integrated planning response between settlements in regions and in adjoining regions and states in accordance with the relevant regional growth plan.
- Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan.
- Improving transport network connections in and between regional cities, towns and Melbourne.
- Integrating the management of water resources into the urban environment in a way that supports water security, public health, environment and amenity outcomes.
- Minimising exposure to natural hazards, including increased risks due to climate change.
- Contributing to net zero greenhouse gas emissions through renewable energy infrastructure and energy efficient urban layout and urban design.
- Encourage a form and density of settlements that supports healthy, active and sustainable transport.
- Limit urban sprawl and direct growth into existing settlements.
- Promote and capitalise on opportunities for urban renewal and infill redevelopment.
- Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.
- Ensure retail, office-based employment, community facilities and services are concentrated in central locations.
- Ensure land that may be required for future urban expansion is not compromised.
- Support metropolitan and regional climate change adaption and mitigation measures.

11.01-1R Settlement - Geelong G21

Strategies

- Support the role of Central Geelong as a major regional city and revitalise and strengthen its role as Victoria's second city.
- Support the growth of Bannockburn, Colac, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove and Torquay/Jan Juc as district towns by building on existing and planned infrastructure and focussing growth along key road and rail networks.
- Plan for Colac and Winchelsea as new targeted growth nodes.
- Provide for long term growth options that build on existing infrastructure, including two further investigation areas north and west of Geelong.
- Reinforce the role of district towns in providing services to surrounding areas.
- Maintain a significant settlement break between the region and Melbourne.
- Provide for settlement breaks between towns to maintain their unique identities.
- Require a settlement boundary for all towns.
- Protect critical agricultural land by directing growth to towns.

Geelong G21 Regional Growth Plan



SETTLEMENT ROLE AND GROWTH

- Reinforce the role of Geelong as a regional city and Victoria's second largest city
 - Strengthen Central Geelong's role as a major regional city centre by supporting growth with a focus on identified infill housing opportunity areas and building on the region's health, education and research capabilities
 - Support planned growth and reinforce the role of district towns
 - Introduce new targeted growth nodes at Colac and Winchelsea
 - Identification of two Further Investigation Areas in Geelong
 - Identification of four key settlement breaks
 - Existing urban areas
 - Planned growth areas
 - Designation of settlement boundaries for all towns
 - Settlement
- Provide infrastructure and services for planned growth areas and infill development

MAJOR INFRASTRUCTURE

- An efficient and equitable public transport, road and freight network leveraged off existing infrastructure
- Airport
- Port of Geelong
- Minor port

EMPLOYMENT GROWTH

- Maintain productive agricultural areas
 - Development of a national transport and logistics precinct
 - Strengthen and protect the identified existing and planned employment areas
 - Future employment nodes
- Provide land and infrastructure for existing and future employment nodes

ENVIRONMENT

- Maintain and enhance natural assets and infrastructure
- Lakes and wetlands
- Rivers



11.01-1L-01 Settlement - Greater Geelong

Strategies

Maintain the non-urban breaks between Geelong and Melbourne (Wyndham), Geelong and the Surf Coast, urban Geelong and the Bellarine Peninsula, and the townships on the Bellarine Peninsula. Direct the majority of future housing needs to urban Geelong (urban infill, Armstrong Creek and the Northern and Western Geelong Growth Areas).
 Ensure urban development occurs within designated settlement boundaries.
 Maintain the extent of the rural hamlets of Breamlea and Ceres to current Township zoned land.
 Reduce the share of new housing development on the Bellarine Peninsula.
 Discourage land use and development outside the Lara settlement boundary that would prejudice the following:

Retention of the rural landscape setting including views to the You Yangs.
 Protection of agricultural land, particularly to the north of Lara and aquaculture or intensive agricultural production activities adjacent and complementary to Avalon Airport.
 Protection of buffers to the Geelong Ring Road Employment Precinct.
 Protection of opportunities for a potential intermodal transport facility.
 Protection of the current and future operations and development of Avalon Airport including associated or compatible uses.

11.02 MANAGING GROWTH

11.02-1S Supply of urban land

Objective

To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Strategies

Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.
 Ensure that sufficient land is available to meet forecast demand.
 Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.
 Planning for urban growth should consider:
 Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
 Neighbourhood character and landscape considerations.
 The limits of land capability and natural hazards and environmental quality.
 Service limitations and the costs of providing infrastructure.
 Monitor development trends and land supply and demand for housing and industry.
 Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.
 Restrict rural residential development that would compromise future development at higher densities.



11.03-4S Coastal settlement

Objective

To plan for sustainable coastal development.

Strategies

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

11.03-6S Regional and local places

Objective

To facilitate integrated place-based planning.

Strategies

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

11.03-6L-01 Bellarine Peninsula

Policy application

This policy applies to land shown on the following maps forming part of this clause:

St Leonards Structure Plan Map

Portarlington Structure Plan Map

Indented Head Structure Plan Map

Ocean Grove Structure Plan Map

Leopold Structure Plan Map

Barwon Heads Structure Plan Map

Drysdale/Clifton Springs Structure Plan Map

Jetty Road Urban Growth Plan Map



Point Lonsdale Structure Plan Map

Objectives

To ensure development responds to the identity and preferred character of the individual township in which it is located.

To provide attractive and sustainable industrial, commercial, retail, agricultural and tourism development in designated locations, to service the wider Bellarine community.

General strategies

Support the district towns of Ocean Grove, Drysdale/Clifton Springs and Leopold to fulfil their role as service hubs for the Bellarine Peninsula.

Ensure all other townships provide retail, commercial and community uses and facilities that serve the daily needs of the community.

Retain the land surrounding each town as rural breaks and for its agricultural and scenic values.

Drysdale/Clifton Springs strategies

Contain urban development within the defined settlement boundary identified on the Drysdale/Clifton Springs Structure Plan map.

Support the development of the Jetty Road Urban Growth Area and other areas identified for residential development on the Structure Plan map.

Reinforce the Drysdale town centre as the primary retail centre including the development of an additional supermarket on the south side of Murradoc Road.

Provide for the expansion of the Drysdale town centre to the east along Murradoc Road.

Locate future service business or industrial development in the identified precinct along Murradoc Road extending to the Drysdale Bypass.

Design development opposite or close to the Drysdale Bypass to minimise back fencing as viewed from the Bypass.

Co-locate and integrate future education, community and recreation facilities to enhance their accessibility and to maximise joint use wherever possible.

Develop the Council owned Palmerston Street site and the Drysdale Regional Community and Cultural Hub for community and recreation purposes.

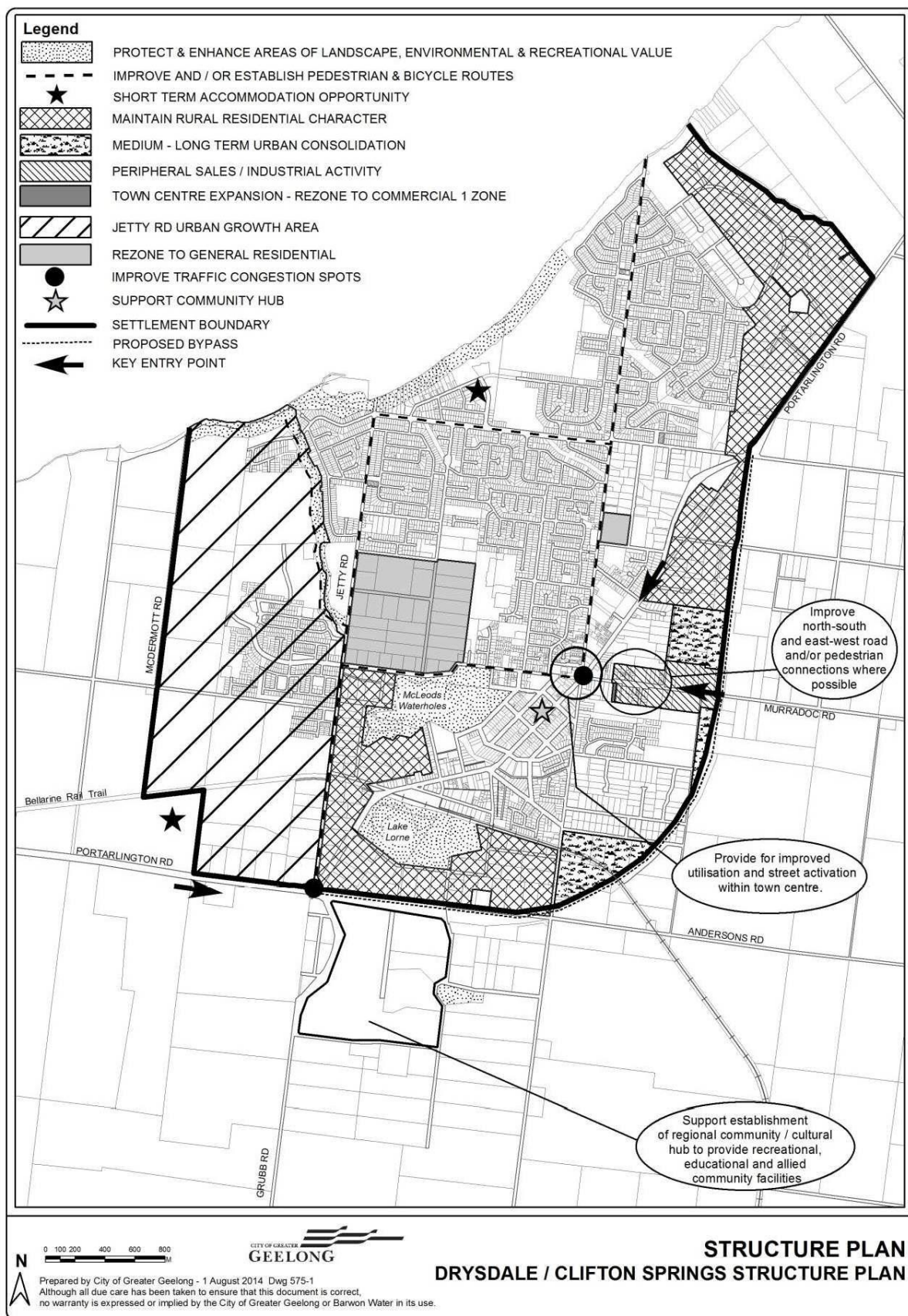
Locate development of short-term tourist accommodation at the Curlewis Golf Course at the eastern end of the course close to the Jetty Road Urban Growth Area.

Facilitate additional bicycle and pedestrian opportunities throughout the townships including new footpaths and bicycle lanes.

Support the creation of consolidated parking areas in the town centre.



Drysdale/Clifton Springs Structure Plan Map





M – Plan Response

The planning policy framework identifies Drysdale/Clifton Springs as a district town with the subject site located within the settlement boundary.

As such, the subdivision of the land with seven lots will aid in Council's strategy which seeks to reinforce the township as a service hub whilst the layout will continue the existing development pattern within the locale.

Additionally, the site is located within an area which is designated for residential zoning as per the structure plan. As such, the proposal will be consistent with this aspect of the structure plan.

15 BUILT ENVIRONMENT AND HERITAGE

Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.

Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.

Planning should protect places and sites with significant heritage, architectural, aesthetic, natural, scientific and cultural value.

Planning should incorporate measures to protect culturally significant heritage places in locations exposed to climate related hazards.

Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.

Planning should promote excellence in the built environment and create places that:

- Are enjoyable, engaging, and comfortable to be in.

- Support human health and community wellbeing.

- Accommodate people of all abilities, ages and cultures.

- Contribute positively to local character and sense of place.

- Reflect the particular characteristics and cultural identity of the community.

- Enhance the function, amenity and safety of the public realm.

Planning should promote development that is environmentally sustainable and minimise detrimental

impacts on the built and natural environment.

Planning should facilitate development that:

- Is adapted and resilient to climate related hazards.

- Supports the transition to net zero greenhouse gas emissions.

- Minimises waste generation and supports resource recovery.

- Conserves potable water.

- Supports the use of, and access to, low emission forms of transport.

- Protects and enhances natural values.

- Minimises off-site detrimental impacts on people and the environment.

15.01 BUILT ENVIRONMENT

15.01-1S Urban design

Objective



To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Strategies

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

15.01-3S Subdivision design

Objective

To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

Strategies

In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:

Creating compact neighbourhoods that have walkable distances between activities.

Developing activity centres in appropriate locations with a mix of uses and services and access to public transport.

Creating neighbourhood centres that include services to meet day to day needs.

Creating urban places with a strong sense of place that are functional, safe and attractive.

Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.

Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.

Protecting and enhancing habitat for native flora and fauna, and providing opportunities for people to experience nature in urban areas.

Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.

Reduce car dependency by allowing for:

- Convenient and safe public transport.
- Safe and attractive spaces and networks for walking and cycling.
- Subdivision layouts that allow easy movement within and between neighbourhoods.
- A convenient and safe road network.

Minimising exposure of sensitive uses to air and noise pollution from the transport system.

Being accessible to people with disabilities.



Creating an urban structure that:

- Responds to climate related hazards.
 - Incorporates integrated water management, including sustainable irrigation of open space.
 - Minimises peak demand on the electricity network.
 - Supports energy efficiency and solar energy generation through urban layout and lot orientation.
 - Supports waste minimisation and increased resource recovery.
- Providing utilities and services that support the uptake of renewable energy technologies, such as microgrids and energy storage systems, including batteries.

15.01-4S Healthy neighbourhoods

Objective

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

Strategies

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

15.01-5S Neighbourhood character

Objective

To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Strategies

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

15.01-5L Neighbourhood character

Objectives

To manage the impact of urban change on existing neighbourhoods.

To protect areas with a significant garden character.

**Strategies**

Support medium density housing that respects the existing neighbourhood character in the General Residential Zone areas.

Design development on the periphery of the Residential Growth Zones to be responsive to and respectful of the neighbourhood character in any adjoining residential zones.

Retain existing vegetation wherever possible, particularly vegetation that contributes to the municipality's tree canopy.

Avoid gated communities.

M – Plan Response

Through careful site planning, the layout of the subdivision sought has been chosen to easily integrate with the existing development pattern which exists in this part of Clifton Springs. This part of Clifton Springs is characterised by lots with a width of 14 to 16 metres and the existing design response seeks to repeat this development pattern, in order to easily merge with the existing neighbourhood character.

Additionally, the design of the subdivision will allow for easy access to both Ada Street and Allara Court whilst the orientation of the lots will afford a good level of solar and daylight.



M-Plan Response

Neighbourhood Character & Urban Design Response

The proposal, with careful site planning, is one which is a desirable candidate for a residential subdivision in the form sought, particularly as the design response has sought to provide each lot to have easy access to both Allara Court and Ada Street. Whilst substantial development potential exists, the drivers of the design response ensure that the proposal is respectful of the existing neighbourhood character whilst seeking to provide for minimal off site impacts to adjoining owners and occupiers and an excellent level of solar access. In order to achieve these ends the proposal includes the following design aspects:

- The subject site is located within the township of Clifton Springs, whilst the lots within the immediate surrounds appear to have been initially developed in the later post war period. Many of the sites which characterise this part of Clifton Springs include frontages to the street whilst medium density housing sites are becoming more prevalent within the immediate and wider area. The current proposal seeks to allow Lot 1 to retain access to the Allara Court, whilst the remaining lots are all designed with a frontage to Ada Street. This type of lot arrangement will easily merge within the existing neighbourhood and therefore the proposed subdivision will meld with the morphology of the neighbourhood.

Furthermore, the current proposal allows the Lot 2 to 7 to have a frontage to Ada Street and therefore will allow for the construction of a dwelling in a form and shape typical for this part of Clifton Springs. The provision of a lot a lot with a typical frontage width will allow for the residential built form pattern to continue in this part of the neighbourhood and will therefore minimise the disruption to this part of the streetscape, thus retaining the continuity of built form, whilst the generous proportions of lots will allow for a dwelling size to easily comply with the siting and design requirements of the building regulations and to easily merge with the existing neighbourhood character.

Infrastructure, Services and Transport

- The site is provided with reticulated power, water and sewerage. Furthermore, the site is located within a reasonable distance from transport infrastructure such as Bus Route 61. Furthermore the site is also located within close proximity to the future Drysdale Bypass which will provide access to Geelong and the greater Bellarine area with the site also within close proximity to the main township of Drysdale.

It is considered that the proposal has found a balance between the need to incorporate neighbourhood character, whilst still providing diversity in the housing stock with a well-designed two lot subdivision. It is considered that potential off-site amenity impacts can be minimised as the overall proposal responds well to the site and surrounding area.



Two lot subdivision – Clause 56

Clause 56.03-5 Neighbourhood Character

To design subdivisions that respond to neighbourhood character

Standard C6

Subdivision should:

- Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme;

- Respond to and integrate with the surrounding urban environment;

- Protect significant vegetation and site feature

The size of the land will allow for the construction of a dwelling on lots 2 to 7 which can be designed in accordance with the siting and design requirements of the building regulations and to be consistent with the existing neighbourhood character, whilst the design of lot 1 will easily integrate with Allara Court.

The size of the land will allow for the landscaping to occur on the site due to the spaciousness which is afforded to the sites whilst the width of lots 2 to 7 at 14.20 metres will reinforce the development pattern which exists in this part of Clifton Springs.

Clause 56.04-1 Lot diversity and distribution objectives

To achieve housing densities that support compact and walkable neighbourhoods and the efficient

provision of public transport services.

To provide higher housing densities within walking distance of activity centres.

To achieve increased housing densities in designated growth areas.

To provide a range of lot sizes to suit a variety of dwelling and household types.

Standard C7

A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.

Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.

A range and mix of lot sizes should be provided including lots suitable for the development of:

Single dwellings.

Two dwellings or more.

The structure plan for Clifton Springs identifies the land to be located within an area which is to rezoned to general residential. As the land is now zoned General Residential, it appears that the re zoning of the land has subsequently occurred.

Therefore, any subsequent subdivision as per the current proposal is generally in accordance with the objectives for this part of Clifton Springs, as the type of development proposed is anticipated for this precinct.

Furthermore, planning policy projects population growth for the overall municipality and region. Therefore, the addition of six extra additional lots on the site will aid Council's strategy to meet this future demand for housing.



Higher density housing. Residential buildings and Retirement villages. Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station. Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.	
---	--

Clause 56.04-2 Lot area and building envelopes objectives To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.	
Standard C8 An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows: -That the lots are consistent or contain building envelopes that is consistent with a development approved under this scheme, or -That a dwelling may be constructed on each lot in accordance with the requirements of the scheme; Lots of between 300 square metres and 500 square metres should:	Whilst no specific building envelopes have been prepared for these lots, each of the lots can be easily designed with a dwelling which can easily meet the siting and design requirements of building regulations. It is notable to mention, as the lots 2 to 7 are located on the northern side of the street, amenity impacts on to adjoining sites outside of the subdivision will be minimal at best.



-Contain a building envelope that is consistent with a development of the lot approved under this scheme contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope

If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.

Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope.

A building envelope may specify or incorporate any relevant siting and design requirement.

Any requirement should meet the relevant standards of Clause 54, unless:

- The objectives of the relevant standards are met, and
- The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act.

Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:

- The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and



-The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement.

-Lot dimensions and building envelopes should protect:

-Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.

-Existing or proposed easements on lots.

-Significant vegetation and site features.

Clause 56.04-3

To provide good solar orientation of lots and solar access for future dwellings.

Standard C9

Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation. Lots have appropriate solar orientation when:

-The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south.

-Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north.

-Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.

The proposed lot configuration and the associated building envelopes will provide each lot a high level of solar access.

Lots 2 to 7, have been designed with the rear of the lots facing north. As such, it would be anticipated that the secluded open spaces for each of the lots would be facing north and on this basis, would allow for excellent solar access to prevail in any emerging development pattern on this subdivision.


Clause 56.04-5 - Common area objective

To identify common areas and the purpose for which the area is commonly held.

To ensure the provision of common area is appropriate and that necessary management arrangements are in place.

To maintain direct public access throughout the neighbourhood street network.

Standard C10

An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:

-The common area to be owned by the body corporate, including any streets and open space.

-The reasons why the area should be commonly held.

-Lots participating in the body corporate.

-The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.

Complies

No areas of common property are included as part of the application.

Clause 56.05 Integrated urban landscape objectives

To provide attractive and continuous landscaping in streets and public open spaces that contribute

to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.

To incorporate natural and cultural features in the design of streets and public open space where appropriate.

To protect and enhance native habitat and discourage the planting and spread of noxious weeds.

To provide for integrated water management systems and contribute to drinking water conservation.



Standard C12 An application for subdivision that creates streets or public open space should be accompanied by a landscape design. The landscape design should: Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. Create attractive landscapes that visually emphasise streets and public open spaces. Respond to the site and context description for the site and surrounding area. Maintain significant vegetation where possible within an urban context. Take account of the physical features of the land including landform, soil and climate. Protect and enhance any significant natural and cultural features. Protect and link areas of significant local habitat where appropriate. Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space. Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment.	N/A – As the proposal does not create any street or public open space.
--	---



Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. Provide for walking and cycling networks that link with community facilities. Provide appropriate pathways, signage, fencing, public lighting and street furniture. Create low maintenance, durable landscapes that are capable of a long life. The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.	
---	--

56.06-2 Walking and cycling network objectives

To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.

To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.

To reduce car use, greenhouse gas emissions and air pollution.

Standard C15

The walking and cycling network should be designed to:

Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.

The design of the subdivision is such that each of the lots have easy access to the frontages of the respective streets.



Link to any existing pedestrian and cycling networks. Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces. Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. Ensure safe street and road crossings including the provision of traffic controls where required. Provide an appropriate level of priority for pedestrians and cyclists. Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. Be accessible to people with disabilities.	As such, lots 2 to 7 all have a frontage to Ada Street. As such this will aid in pedestrian movement to and from the site.
---	---

Clause 56.06-4 Neighbourhood street network objective

To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network

Standard C17

The neighbourhood street network must:

Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes.

Provide clear physical distinctions between arterial roads and neighbourhood street types.

N/A – As no public roads as part of the application.



Comply with the Head, Transport for Victoria's arterial road access management policies.

Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.

Provide safe and efficient access to activity centres for commercial and freight vehicles.

Provide safe and efficient access to all lots for service and emergency vehicles.

Provide safe movement for all vehicles.

Incorporate any necessary traffic control measures and traffic management infrastructure.

The neighbourhood street network should be designed to:

Implement any relevant transport strategy, plan or policy for the area set out in this scheme.

Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.

Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.

Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.

Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.

Provide an appropriate level of local traffic dispersal.

Indicate the appropriate street type.



Provide a speed environment that is appropriate to the street type. Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). Encourage appropriate and safe pedestrian, cyclist and driver behaviour. Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. Minimise the provision of culs-de-sac. Provide for service and emergency vehicles to safely turn at the end of a dead-end street. Facilitate solar orientation of lots. Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. Contribute to the area's character and identity. Take account of any identified significant features.	
---	--

Clause 56.06-7 Neighbourhood street network detail objective

To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.

Standard C20 The design of streets and roads should: Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Provide street blocks that are generally between 120 metres and 240 metres in length and	N/A
--	-----



generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.

Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.

Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.

Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.

Provide a safe environment for all street users applying speed control measures where appropriate.

Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.

Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.

Ensure streets are of sufficient strength to:

- Enable the carriage of vehicles.
- Avoid damage by construction vehicles and equipment.

Ensure street pavements are of sufficient quality and durability for the:

- Safe passage of pedestrians, cyclists and vehicles.
- Discharge of urban run-off.
- Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.

Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.

Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.

Provide pavement edges, kerbs, channel and crossover details designed to:

- Perform the required integrated water management functions.
- Delineate the edge of the carriageway for all street users.
- Provide efficient and comfortable access to abutting lots at appropriate locations.
- Contribute to streetscape design.

Provide for the safe and efficient collection of waste and recycling materials from lots.

Be accessible to people with disabilities.

Meet the requirements of Table C1.

Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.

A street detail plan should be prepared that shows, as appropriate:

The street hierarchy and typical cross-sections for all street types.

Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.

Water sensitive urban design features.

Location and species of proposed street trees and other vegetation.



Location of existing vegetation to be retained and proposed treatment to ensure its health. Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.	
--	--

Clause 56.06-8 Lot Access objective

To provide for safe vehicle access between roads and lots.

Standard C21

Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.

Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.

The design and construction of a crossover should meet the requirements of the relevant road authority.

Complies

Ada Street and Allara Court are designated as local streets. Access to the site from Allara Court is to remain the same whilst access to the proposed lots 2 to 7 can be easily accommodated through direct access to the street via separate vehicle crossovers for each lot.

Complies

The crossovers can be designed to meet the requirements of Geelong City Council.

Clause 56.07-1 Drinking Water supply

To reduce the drinking water

To provide an adequate, cost effective supply of drinking water.

Standard C22

The supply of drinking water must be:

- Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.

Complies

Each lot has access to the water supply, and the connection of water to the site will be in accordance with the requirements of the relevant water authorities.



-Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.

Clause 56.07-2 Reused and recycled water objective

To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.

Standard C23

Reused and recycled water supply systems must be:

-Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.

-Provided to the boundary of all lots in the subdivision where required by the relevant water authority.

N/A

56.07-4 Urban run-off management

To minimise damage to properties and inconvenience to residents from urban run-off.

To ensure that the street operates adequately during major storm events and provides for public safety.

To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.

Standard C25

The urban stormwater management system must be:

- Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.
-Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.

Complies

The site has sufficient area and capacity to allow for the provision of stormwater services in accordance with the relevant authorities and in accordance with the Best Practice Environment Management Guidelines.

-Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended.

-Designed to ensure that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.

The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.

For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:

- Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.
- Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.

For storm events greater than 20% AEP and up to and including 1% AEP standard:

- Provision must be made for the safe and effective passage of stormwater flows.
- All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.
- Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $da Vave < 0.35 \text{ m}^2/\text{s}$ (where, da = average depth in metres and $Vave$ = average velocity in metres per second).

The design of the local drainage network should:

- Ensure run-off is retarded to a standard required by the responsible drainage authority.
- Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.



-Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner. -Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs. Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.	
---	--

Clause 56.08-1 Site Management

-To protect drainage infrastructure and receiving waters from sedimentation and contamination.

-To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.

-To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.

Standard C26

A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing:

- Erosion and sediment.
- Dust.
- Run-off.
- Litter, concrete and other construction wastes.
- Chemical contamination.
- Vegetation and natural features planned for retention.
- Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.

Complies

It is envisaged as the site is already connected to services and that substantial works are unlikely to be required in order to accommodate the proposed subdivision of the land.

Clause 56.09 Shared Trenching objective

To maximise the opportunities for shared trenching



To minimise constraints on landscaping within street reserves.

Standard C27

Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.

Complies

The site has access to reticulated services and sufficient land is available on site to allow for the provision of these services should the site not be connected.

56.09-2 Electricity, telecommunications and gas objectives

To provide public utilities to each lot in a timely, efficient and cost effective manner.

To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.

Standard C28

The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.

Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.

The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.

Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply

Complies

Each of the lots will be connected to electricity and telecommunications in accordance with the requirements of the relevant authorities.

Whilst the proposal, does not include the provision of renewable energy, any dwelling on the site can be easily designed to accommodate renewable energy sources such as solar.



agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.

Clause 56.09-3 Fire hydrants objective

To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.

Standard C29

Fire hydrants should be provided:
A maximum distance of 120 metres from the rear of the each lot.
No more than 200 metres apart.
Hydrants and fire plugs must be compatible with the relevant fire service equipment.
Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.

Where additional fire hydrants are necessary, they can be easily accommodated in the subdivision design.

Clause 56.09-4 Public lighting objective

To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.

To provide pedestrians with a sense of personal safety at night.

To contribute to reducing greenhouse gas emissions and to saving energy.

Standard C30

Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.

Public lighting should be designed in accordance with the relevant Australian Standards.

Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.

N/A

