Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To create livable and sustainable neighbourhoods and urban places with character and identity.

To achieve residential subdivision outcomes that appropriately respond to the site and its context for:

- *Metropolitan Melbourne growth areas*
- *Infill sites within established residential areas*
- *Regional cities and towns*

To ensure residential subdivision design appropriately provides for:

- *Policy implementation*
- *Livable and sustainable communities*
- *Residential lot design*
- *Urban landscape*
- *Access and mobility management*
- *Integrated water management*
- *Site management*
- *Utilities*

Pursuant to Clause 32.08-2 of the General Residential Zone, an application to subdivide land (3 - 15 lots) must meet the requirements of Clause 56 (except for Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6) of the Planning Scheme and:

- Must be accompanied by a site and context description and a design response.
- Must meet all of the objectives included in the clauses specified in the zone.
- Should meet all of the standards included in the clauses specified in the zone.

Clause & Objective	Standard	Assessment (Must meet objective. Should meet standard)
56.01 SUBDIVISION SITE AND CONTEXT DESCRIPTION AND DESIGN RESPONSE		
56.01-1 Subdivision site and context description	Site and context description may use a site plan, photographs or other techniques and must accurately describe: • In relation to site: – Site shape, size, dimensions and orientation. – Levels and contours of the site. – Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops. – The siting and use of existing buildings and structures. – Street frontage features such as poles, street trees and kerb crossovers. – Access points. – Location of drainage and other utilities.	Complies – refer to plan of features and re-establishment survey and Planning Report

	– Easements. – Any identified natural and cultural features of the site. – Significant views to and from the site. – Noise and odour sources or other external influences. – Soil conditions, including any land affected by contamination, erosion, salinity, acid sulphate soils or fill. – Any other notable features or characteristics of the site. – Adjacent uses. – Any other factor affecting the capacity to develop the site including whether the site is affected by inundation. • An application for subdivision of 3 or more lots must also describe in relation to the surrounding area: – The pattern of subdivision. – Existing land uses. – The location and use of existing buildings on adjacent land. – Abutting street and path widths, materials and detailing. – The location and type of significant vegetation. If in the opinion of the responsible authority a requirement of the site and context description is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.	
56.01-2 ***Subdivision design response***	The design response must explain how the proposed design: • Derives from and responds to the site and context description. • Responds to any site and context features for the area identified in a local planning policy or a Neighbourhood Character Overlay. • Responds to any relevant objective, policy, strategy or plan set out for the area in this scheme. • Meets the relevant objectives of Clause 56. The design response must include a dimensioned plan to scale showing the layout of the subdivision in context with the surrounding area. If in the opinion of the responsible authority this requirement is not relevant to the assessment of an application, it may waive or reduce the requirement.	Complies – refer to plan of features and re-establishment survey, plan of subdivision and Planning Report

56.04 **LOT DESIGN**		
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.	**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:	Complies - the proposed subdivision provides for future residential development at a density that is generally in accordance with established neighbourhood character, implements the objectives of the LPPF and is in accordance with the purposes of the GRZ

To provide higher housing densities within walking distance of neighbourhood 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.	• Single dwellings. • Two dwellings or more. • 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.	
56.04-2 ***Lot area and building envelope objective*** 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 envelope 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 this scheme. Lots of between 300 square metres and 500 square metres should: • Contain a building envelope that is consistent with a development of the lot approved under this scheme, or • If no development of the lot has been 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.	N/A – no lots less than 300sqm proposed Complies – refer to plan of subdivision Complies - refer to plan of subdivision

	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.	
56.04-3 ***Solar orientation of lots objective*** 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.	Complies – the long axis of all lots lie within the specified ranges
56.04-4 ***Street orientation objective*** To provide a lot layout that contributes to community social interaction, personal safety and property security.	**Standard C10** Subdivision should increase visibility and surveillance by: • Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. • Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space. • Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. • Providing roads and streets along public open space boundaries.	Does not comply with standard but achieves objective – while all proposed lots front roads and streets, it is not possible to efficiently subdivide the land in such a way that ensures future streets and houses look onto the proposed drainage reserve in the southern portion of the site on the west side of Elgin Street. The proposed subdivision provides a single sideage to the proposed drainage reserve. If required, visually permeable fencing can be provided along the interface to further improve personal safety
56.04-5 ***Common area objectives*** To identify common areas and the purpose for which the area is commonly held. To ensure the provision of	**Standard C11** 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	N/A – no common property proposed to be created

common area is appropriate and that necessary management arrangements are in place. To maintain direct public access throughout the neighbourhood and street network	streets and open spaces to be commonly held.	

56.05 **URBAN LANDSCAPE**		
56.05-1 ***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. • 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.	N/A – no new streets are proposed to be created. Requirements for the upgrade of Elgin Street will be confirmed via the application process. Public open space is proposed to be created but its function is only as a drainage reserve.

56.06 ACCESS AND MOBILITY MANAGEMENT		
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. • 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.	Requirements for the upgrade of Elgin Street and Newcombe Street and the provision (if any) of walking and cycling infrastructure will be confirmed via the application process
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, cycle paths, footpaths and public transport routes. • Provide clear physical distinctions between arterial roads and neighbourhood street types. • Comply with the Roads Corporation'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	Complies – proposed upgrades to the existing street network includes the widening and extension of the current carriageway of Elgin Street south to conform with an "Access Lane" category as defined in Clause 56.06 of the Greater Geelong Planning Scheme.

	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.	
56.06-5 **Walking and cycling network detail objectives** To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities. To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.	**Standard C18** Footpaths, shared paths, cycle paths and cycle lanes should be designed to: • Be part of a comprehensive design of the road or street reservation. • Be continuous and connect. • Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. • Accommodate projected user volumes and mix. • Meet the requirements of Table C1. • Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound. • Provide appropriate signage. • Be constructed to allow access to lots without damage to the footpath or shared path surfaces. • Be constructed with a durable, non-skid surface. • Be of a quality and durability to ensure: – Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. – Discharge of urban run-off. – Preservation of all-weather access. – Maintenance of a reasonable, comfortable riding quality. – A minimum 20 year life span. • Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.	Complies – proposed upgrades to the existing street network respond to the existing design of the road network in the immediate vicinity and will appropriate accommodate anticipated volumes.

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 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 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.	Complies – all proposed streets meet the requirements of Table C1.

	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.	
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.	N/A – no vehicle access to arterial roads proposed

56.07 **INTERGRATED WATER MANAGEMENT**		
56.07-1 **Drinking water supply objectives** To reduce the use of 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. • Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.	Complies Potable drinking water will be reticulated to the boundary of all lots within the subdivision to the satisfaction of Barwon Region Water Corporation
56.07-2 **Reused and recycled water objectives** 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 Recycled water is not available in Drysdale and Barwon Water has no plans to make it available

56.07-3 **Waste water management objective** To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.	**Standard C24** Waste water systems must be: • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. • Consistent with any relevant approved domestic waste water management plan. Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant sewerage authority.	Complies A reticulated waste water system will be provided to ensure connection to sewer is available for all lots within the subdivision to the satisfaction of Barwon Region Water Corporation
56.07-4 **Urban run-off management objectives** 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. • 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 d_a V_{ave} < 0.35 m2/s (where, d_a = average depth in metres and V_{ave} = 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	Complies Addressing storm water quality requires that site runoff is treated to achieve current best practice pollutant removal targets. It is anticipated that these requirements of council will be able to be met through making a contribution payment directly towards council's local treatment schemes. Addressing storm water quantity requires that site runoff is detained to the predevelopment runoff for a nominal 5 year storm frequency. It is anticipated that this would be provided in the form of a detention volume and can take a number of forms including installation of a below ground tank, oversized pipe or the provision of a rainwater tank to any dwelling constructed on the lots.

	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.	

56.08 **SITE MANAGEMENT**		
56.08-1 **Site management objectives** 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 reuse of materials from the site and recycled materials in the construction of subdivisions where practical.	**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 anticipated that any Planning Permit granted will include conditions requiring the preparation and compliance with a Construction Management Plan, detailing how the site will be managed prior to and during the construction period

56.09 **UTILITIES**		
56.09-1 **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 Where appropriate, services will be run through shared trenching

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 agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.	Complies A point of supply for reticulation of electricity to each lot within the subdivision will be provided to the satisfaction of Powercor Australia Limited. N/A Telecommunications systems will be provided to the requirements of Telstra Reticulated gas will be provided in accordance with the requirements of the relevant gas supply agency
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.	Complies Fire hydrants will be provided in accordance with the specific requirements as detailed by the CFA via the referrals process.
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.	Complies Public lighting will be provided as part of the street design