

## Clause 56 Assessment (16-59 Lots)

All objectives and standards are applicable except Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3.

Clause 56.01 Subdivision Site and Context Description and Design Response		
Subdivision Site and Context Description (Clause 56.01-1)		
<p>The site and context description may use a site plan, photographs or other techniques and must accurately describe:</p> <p>In relation to the site:</p> <ul style="list-style-type: none"> <li>• Site shape, size, dimensions and orientation.</li> <li>• Levels and contours of the site.</li> <li>• Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.</li> <li>• The siting and use of existing buildings and structures.</li> <li>• Street frontage features such as poles, street trees and kerb crossovers.</li> <li>• Access points.</li> <li>• Location of drainage and other utilities.</li> <li>• Easements.</li> <li>• Any identified natural or cultural features of the site.</li> <li>• Significant views to and from the site.</li> <li>• Noise and odour sources or other external influences.</li> <li>• Soil conditions, including any land affected by contamination, erosion, salinity, acid sulphate soils or fill.</li> <li>• Any other notable features or characteristics of the site.</li> <li>• Adjacent uses.</li> <li>• Any other factor affecting the capacity to develop the site including whether the site is affected by inundation.</li> </ul> <p>An application for subdivision of 3 or more lots must also describe in relation to the surrounding area:</p> <ul style="list-style-type: none"> <li>• The pattern of subdivision.</li> <li>• Existing land uses.</li> <li>• The location and use of existing buildings on adjacent land.</li> </ul>	<p>A site and context description is provided in Section 3.2 and 3.3 of the attached planning report, whilst further details on the subject site are summarised in the land assessments discussed in Section 4.4 and provided in the Appendix.</p>	<p>✓</p>

<ul style="list-style-type: none"> <li>• Abutting street and path widths, materials and detailing.</li> <li>• The location and type of significant vegetation.</li> </ul> <p>An application for subdivision of 60 or more lots must also describe in relation to the surrounding area:</p> <ul style="list-style-type: none"> <li>• Location, distance and type of any nearby public open space and recreational facilities.</li> <li>• Direction and distances to local shops and community facilities.</li> <li>• Directions and walking distances to public transport routes and stops.</li> <li>• Direction and walking distances to existing neighbourhood, major and principal activity centres and major employment areas.</li> <li>• Existing transport routes, including freeways, arterial roads and streets connecting neighbourhoods.</li> <li>• Local street network including potential connections to adjacent subdivisions.</li> <li>• Traffic volumes and movements on adjacent roads and streets.</li> <li>• Pedestrian, bicycle and shared paths identifying whether their primary role is neighbourhood or regional access.</li> <li>• Any places of cultural significance.</li> <li>• Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.</li> <li>• Proximity of any fire threats.</li> <li>• Pattern of ownership of adjoining lots.</li> </ul> <p>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.</p>		
<p><b>Subdivision Design Response (Clause 56.01-2)</b></p>		
<p>The design response must explain how the proposed design:</p> <ul style="list-style-type: none"> <li>• Derives from and responds to the site and context description.</li> <li>• Responds to any site and context features for the area identified in a local planning policy or a Neighbourhood Character Overlay.</li> </ul>	<p>A design response addressing the requirements of Clauses 56.01-2 is provided in Section 4.5 of the attached planning report.</p>	<p>✓</p>

<ul style="list-style-type: none"> <li>• Responds to any relevant objective, policy, strategy or plan set out for the area in this scheme.</li> <li>• Meets the relevant objectives of Clause 56.</li> </ul> <p>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.</p> <p>An application for subdivision of 60 or more lots must also include a plan that meets the requirements of Standard C2. The plan must also show the:</p> <ul style="list-style-type: none"> <li>• Proposed uses of each part of the site.</li> <li>• Natural features of the site and identify any features proposed to be altered.</li> <li>• Proposed integrated water management system.</li> <li>• Proposed staging of the subdivision.</li> </ul>		
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### Clause 56.02 Policy Implementation

#### C1 Strategic Implementation Objective (Clause 56.02-1)

<ul style="list-style-type: none"> <li>• To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.</li> </ul>	<p>An application must be accompanied by a written statement that describes how the subdivision is consistent with and implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.</p>	<p>An assessment of the proposed subdivision against the relevant policy requirements and objectives of the Greater Geelong Planning Scheme, its zones and overlays, and other relevant strategic policy is provided in Section 5 of the attached planning report.</p>	<p>✓</p>
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### Clause 56.03 Livable and Sustainable Communities

<b>C5 Built Environment Objective (Clause 56.03-4)</b>			
<ul style="list-style-type: none"> <li>To create urban places with identity and character.</li> </ul>	<p>The built environment should:</p> <ul style="list-style-type: none"> <li>Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.</li> <li>Provide living and working environments that are functional, safe and attractive.</li> <li>Provide an integrated layout, built form and urban landscape.</li> <li>Contribute to a sense of place and cultural identity.</li> </ul>	<p>The proposed subdivision is generally in accordance with the subdivision and lot patterns of the surrounding urban area, contributing to the neighbourhood character of the local area, and accommodating a variety of dwelling densities which respond to the requirements of the diverse future population. The two (2) superlots will accommodate future medium density development, providing a mix of dwelling density and housing diversity within the local area.</p>	✓
	<p>An application should describe the identity and character to be achieved and the elements that contribute to the identity and character.</p>	<p>The character of the surrounding residential area is of a low scale, detached, single storey nature, and it is envisaged that this will continue to be the case for the majority of development in the proposed subdivision area.</p>	✓
<b>Clause 56.04 Lot Design</b>			
<b>C7 Lot Diversity and Distribution Objectives (Clause 56.04-1)</b>			
<ul style="list-style-type: none"> <li>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</li> <li>To provide higher housing densities within walking distance of activity centres.</li> </ul>	<p>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p>	<p>The policy relating to the City of Greater Geelong focuses on a need for diverse future housing arrangements that are sustainable and accommodate a range of needs and requirements for future residents. The proposed subdivision responds to this by predominantly providing lots that are generally in accordance with the wider residential area, whilst also providing medium density housing opportunities to respond to the needs of future residents.</p>	✓

<ul style="list-style-type: none"> <li>To achieve increased housing densities in designated growth areas.</li> <li>To provide a range of lot sizes to suit a variety of dwelling and household types.</li> </ul>	<p>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.</p>	<p>There is no prevailing average or preferred net residential density in existing urban areas, however the proposal provides densities which are appropriate within the wider residential area. The average lot size of the development is 539m<sup>2</sup> at a density of approximately 10 dwellings/ha, however this does not account for increased medium density development within the two (2) superlots.</p>	<p>✓</p>
	<p>A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> <li>Single dwellings.</li> <li>Two dwellings or more.</li> <li>Higher density housing.</li> <li>Residential buildings and Retirement villages.</li> </ul>	<p>As above, a variety of lot sizes have been provided to accommodate conventional and medium density developments in future, as well as the dwelling typologies specified in this standard.</p>	<p>✓</p>
	<p>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.</p>	<p>The site is located in close proximity to Bus Route 43 (Geelong to Deakin University, via Highton) on Thornhill Road and Route 42(Geelong to Deakin University, via Belmont) on South Valley Road, approximately 100m and 800m from the site respectively. There are no trains in the vicinity of the subject site, with the closest railway station being Waurm Ponds, approximately 3.8km south of the subject site.</p>	<p>✓</p>
	<p>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</p>	<p>The closest activity centres to the subject site are the Waurm Ponds Sub-Regional Centre and the Highton Neighbourhood Centre, both located approximately 2.5km from the subject site. The nearest commercial area to</p>	<p>✓ Complies with objective</p>

	<p>Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</p>	<p>the subject site is on South Valley Road, approximately 1.2km north-east of the subject site.</p> <p>Despite a lack of commercial services proximate to the subject site, proposed future higher density lot forms are supported by connections to necessary public transport and open space services, and are not adversely impacted by the absence of activity centres in the local area.</p>	
<p><b>C8 Lot Area and Building Envelope Objective (Clause 56.04-2)</b></p>			
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p>An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows:</p> <ul style="list-style-type: none"> <li>That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or</li> <li>That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</li> </ul>	<p>No lots are proposed which are less than 300m<sup>2</sup>, therefore this standard is not applicable. It is noted that future medium density development within the two (2) superlots may propose lots less than 300m<sup>2</sup>, however this will be subject to a future planning permit application.</p>	<p>NA</p>
	<p>Lots of between 300 square metres and 500 square metres should:</p> <ul style="list-style-type: none"> <li>Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</li> <li>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</li> </ul>	<p>Proposed lots between 300m<sup>2</sup> and 500m<sup>2</sup> are appropriately sized to accommodate the areas specified within this standard. It is envisaged that all proposed lots will be able to accommodate appropriate dwellings within their respective boundaries.</p>	<p>✓</p>

	<p>15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope.</p> <p>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.</p>		
	<p>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.</p> <p>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</p> <ul style="list-style-type: none"> <li>• The objectives of the relevant standards are met, and</li> <li>• 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.</li> </ul>	<p>All lots greater than 500m<sup>2</sup> can accommodate a rectangle measuring 10m x 15m. No building envelopes have been provided.</p>	<p>✓</p>

	<p>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:</p> <ul style="list-style-type: none"> <li>• The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and</li> <li>• 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.</li> </ul>	<p>No proposed lots which require a building envelope would be located adjacent to an existing lot which is not on the same plan of subdivision. Therefore, this standard is not applicable to the proposed subdivision.</p>	<p>NA</p>
	<p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> <li>• Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.</li> <li>• Existing or proposed easements on lots.</li> <li>• Significant vegetation and site features.</li> </ul>	<p>Building envelopes have not been provided, but can be required as a condition of an approved permit. All proposed lots can be sited to protect solar access, easements and significant landscape features, including vegetation.</p>	<p>✓</p>
<p><b>C9 Solar Orientation of Lots Objective (Clause 56.04-3)</b></p>			
<ul style="list-style-type: none"> <li>• To provide good solar orientation of lots and solar access for future dwellings.</li> </ul>	<p>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</p> <p>Lots have appropriate solar orientation when:</p>	<p>All proposed lots have been designed and oriented to gain the necessary solar access, as specified by this standard.</p>	<p>✓</p>

	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>		
<p><b>C10 Street Orientation Objective (Clause 56.04-4)</b></p>			
<ul style="list-style-type: none"> <li>• To provide a lot layout that contributes to community social interaction, personal safety and property security.</li> </ul>	<p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> <li>• Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads.</li> <li>• Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space.</li> <li>• Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.</li> </ul>	<p>The orientation and layout of the proposed subdivision has ensured the visibility and passive surveillance of all areas within the public realm, including streets and public open space areas. All lot frontages are adjacent to public areas and will be sited accordingly to ensure the safety of the local area.</p>	<p>✓</p>

	<ul style="list-style-type: none"> <li>• Providing roads and streets along public open space boundaries.</li> </ul>		
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**C11 Common Area Objectives (Clause 56.04-5)**

<ul style="list-style-type: none"> <li>• To identify common areas and the purpose for which the area is commonly held.</li> <li>• To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</li> <li>• To maintain direct public access throughout the neighbourhood street network.</li> </ul>	<p>An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</p> <ul style="list-style-type: none"> <li>• The common area to be owned by the body corporate, including any streets and open space.</li> <li>• The reasons why the area should be commonly held.</li> <li>• Lots participating in the body corporate.</li> <li>• The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</li> </ul>	<p>No common land is proposed as part of the proposed subdivision, therefore this standard is not applicable</p>	<p>NA</p>
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**Clause 56.05 Urban Landscape**

**C12 Integrated Urban Landscape Objectives (Clause 56.05-1)**

<ul style="list-style-type: none"> <li>• 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</li> </ul>	<p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</p> <p>The landscape design should:</p> <ul style="list-style-type: none"> <li>• Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the</li> </ul>	<p>A Landscape Master Plan has been developed and is located at <b>Appendix D</b> of the attached planning report. The LMP responds to the requirements of this standard.</p>	<p>✓</p>
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<p>character in existing urban areas.</p> <ul style="list-style-type: none"> <li>• To incorporate natural and cultural features in the design of streets and public open space where appropriate.</li> <li>• To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</li> <li>• To provide for integrated water management systems and contribute to drinking water conservation.</li> </ul>	<p>area set out in this scheme.</p> <ul style="list-style-type: none"> <li>• Create attractive landscapes that visually emphasise streets and public open spaces.</li> <li>• Respond to the site and context description for the site and surrounding area.</li> <li>• Maintain significant vegetation where possible within an urban context.</li> <li>• Take account of the physical features of the land including landform, soil and climate.</li> <li>• Protect and enhance any significant natural and cultural features.</li> <li>• Protect and link areas of significant local habitat where appropriate.</li> <li>• 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.</li> <li>• Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment.</li> <li>• Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</li> <li>• Develop appropriate landscapes for the intended use of public open space including</li> </ul>		
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	<p>areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.</p> <ul style="list-style-type: none"> <li>• Provide for walking and cycling networks that link with community facilities.</li> <li>• Provide appropriate pathways, signage, fencing, public lighting and street furniture.</li> <li>• Create low maintenance, durable landscapes that are capable of a long life.</li> </ul>		
	<p>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>	<p>A maintenance plan has not been developed as part of this application, but can be required as a condition on an approved permit.</p>	<p>✓ Condition on Permit</p>

**C13 Public Open Space Provision Objectives (Clause 56.05-2)**


<ul style="list-style-type: none"> <li>• To provide a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space.</li> <li>• To provide a network of public open space that caters for a broad range of users.</li> <li>• To encourage healthy and active communities.</li> <li>• To provide adequate unencumbered land for public open space and integrate any encumbered</li> </ul>	<p>The provision of public open space should:</p> <ul style="list-style-type: none"> <li>• Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme.</li> <li>• Provide a network of well-distributed neighbourhood public open space that includes: <ul style="list-style-type: none"> <li>▪ Local parks within 400 metres safe walking distance of at least 95 percent of all dwellings. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide</li> </ul> </li> </ul>	<p>Public open space is provided as part of the proposed subdivision, in the form of encumbered drainage reserves and linear public open space (with shared path) abutting the eastern and western boundaries respectively. The western most reserve in particular provides linear connection to established reserves north of the subject site for greater amenity provision, including passive open space in Pepperdine Park and active open space in Tim Hill Reserve located approximately 200m and 1km north of the subject site respectively. The public open space provision in the vicinity of the subject site provides high level of amenity for future residents and meets the standards and objectives of this Clause. The contribution towards public open space (as required by Clause 52.01)</p>	<p>✓</p>
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<p>land with the open space network.</p> <ul style="list-style-type: none"> <li>• To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.</li> </ul>	<p>for their intended use and to allow easy adaptation in response to changing community preferences.</p> <ul style="list-style-type: none"> <li>▪ Additional small local parks or public squares in activity centres and higher density residential areas.</li> <li>▪ Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is:             <ul style="list-style-type: none"> <li>▪ Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space</li> <li>▪ Sufficient to incorporate two football/cricket ovals</li> <li>▪ Appropriate for the intended use in terms of quality and orientation</li> <li>▪ Located on flat land (which can be cost effectively graded)</li> <li>▪ Located with access to, or making provision for, a recycled or sustainable water supply</li> <li>▪ Adjoin schools and other community facilities where practical</li> <li>▪ Designed to achieve sharing of space between sports.</li> </ul> </li> </ul>	<p>will take the form of improvements within the western pipe reserve, as discussed within Section 2, 4.5 and 5.7.1 of the attached planning report.</p>	
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	<ul style="list-style-type: none"> <li>▪ Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.</li> </ul>		
	<p>Public open space should:</p> <ul style="list-style-type: none"> <li>• Be provided along foreshores, streams and permanent water bodies.</li> <li>• Be linked to existing or proposed future public open spaces where appropriate.</li> <li>• Be integrated with floodways and encumbered land that is accessible for public recreation.</li> <li>• Be suitable for the intended use.</li> <li>• Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences.</li> <li>• Maximise passive surveillance.</li> <li>• Be integrated with urban water management systems, waterways and other water bodies.</li> <li>• Incorporate natural and cultural features where appropriate.</li> </ul>	<p>The public open space proposed within the subject site is integrated with existing encumbered land and interconnects a number of public open space areas within the local area, improving the accessibility of the site to its surroundings.</p> <p>Public open space reserves are of a provision which allows retrofitting over time, depending on the required purpose of the land, and provides maximum passive surveillance opportunities with proposed lots.</p>	

**Clause 56.06 Access and Mobility Management**

**C15 Walking and Cycling Network Objectives (Clause 56.06-2)**

<ul style="list-style-type: none"> <li>• To contribute to community health and well being by encouraging walking</li> </ul>	<p>The walking and cycling network should be designed to:</p>	<p>The proposed subdivision area will provide key access opportunities for pedestrians in the north-west and south-east of the site, through the</p>	
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<p>and cycling as part of the daily lives of residents, employees and visitors.</p> <ul style="list-style-type: none"> <li>• To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</li> <li>• To reduce car use, greenhouse gas emissions and air pollution.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</li> <li>• Link to any existing pedestrian and cycling networks.</li> <li>• Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</li> <li>• 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.</li> <li>• Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</li> <li>• Ensure safe street and road crossings including the provision of traffic controls where required.</li> <li>• Provide an appropriate level of priority for pedestrians and cyclists.</li> <li>• Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</li> <li>• Be accessible to people with disabilities.</li> </ul>	<p>existing western drainage reserve and subdivision frontage. Both opportunities will improve the movement networks within the land and provide key pedestrian access within the local area, for both walking and cycling.</p>	
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**C17 Neighbourhood Street Network Objective (Clause 56.06-4)**

<ul style="list-style-type: none"> <li>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.</li> </ul>	<p>The neighbourhood street network must:</p> <ul style="list-style-type: none"> <li>Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle paths, footpaths and public transport routes.</li> <li>Provide clear physical distinctions between arterial roads and neighbourhood street types.</li> <li>Comply with the Roads Corporation’s arterial road access management policies.</li> <li>Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.</li> <li>Provide safe and efficient access to activity centres for commercial and freight vehicles.</li> <li>Provide safe and efficient access to all lots for service and emergency vehicles.</li> <li>Provide safe movement for all vehicles.</li> <li>Incorporate any necessary traffic control measures and traffic management infrastructure.</li> </ul>	<p>The proposed neighbourhood street network will provide a safe and accessible movement network for both pedestrians and vehicles, providing a clear distinction between the major roads within the local area and the access streets provided within the subdivision area. The street network will ultimately provide a logical and functional movement network for vehicles, providing efficient access throughout the local area.</p>	<p>✓</p>
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	<p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> <li>• Implement any relevant transport strategy, plan or policy for the area set out in this scheme.</li> <li>• Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.</li> <li>• Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</li> <li>• Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</li> <li>• Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</li> <li>• Provide an appropriate level of local traffic dispersal.</li> <li>• Indicate the appropriate street type.</li> <li>• Provide a speed environment that is</li> </ul>	<p>The proposed street network provides a logical layout within the subdivision area, incorporating the design principles specified within the standard to provide efficient vehicle movements within and external to the subject site.</p> <p>Refer to the Preliminary Transport Assessment provided at Appendix E of the attached planning report.</p>	
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	<p>appropriate to the street type.</p> <ul style="list-style-type: none"> <li>• Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).</li> <li>• Encourage appropriate and safe pedestrian, cyclist and driver behaviour.</li> <li>• Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.</li> <li>• Minimise the provision of culs-de-sac.</li> <li>• Provide for service and emergency vehicles to safely turn at the end of a dead-end street.</li> <li>• Facilitate solar orientation of lots.</li> <li>• Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</li> <li>• Contribute to the area's character and identity.</li> <li>• Take account of any identified significant features.</li> </ul>		
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**C18 Walking and Cycling Network Detail Objectives (Clause 56.06-5)**

<ul style="list-style-type: none"> <li>• To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</li> <li>• To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</li> </ul>	<p>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> <li>• Be part of a comprehensive design of the road or street reservation.</li> <li>• Be continuous and connect.</li> <li>• Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</li> <li>• Accommodate projected user volumes and mix.</li> <li>• Meet the requirements of Table C1.</li> <li>• 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.</li> <li>• Provide appropriate signage.</li> <li>• Be constructed to allow access to lots without damage to the footpath or shared path surfaces.</li> <li>• Be constructed with a durable, non-skid surface.</li> <li>• Be of a quality and durability to ensure: <ul style="list-style-type: none"> <li>▪ Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</li> </ul> </li> </ul>	<p>The pedestrian and shared movement network proposed within the subject site introduces shared travel paths which integrate with the existing pedestrian network, providing an effective outcome which services the wider local area. Ultimately, the subdivision area integrates seamlessly with the existing pedestrian and street network, and proposes upgrades to these areas where appropriate. Refer to the Preliminary Transport Assessment at <b>Appendix E</b> of the attached planning report.</p>	<p style="text-align: center;">✓</p>
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	<ul style="list-style-type: none"> <li>▪ Discharge of urban run-off.</li> <li>▪ Preservation of all-weather access.</li> <li>▪ Maintenance of a reasonable, comfortable riding quality.</li> <li>▪ A minimum 20 year life span.</li> <li>• 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.</li> </ul>		
<b>C19 Public Transport Network Detail Objectives (Clause 56.06-6)</b>			
<ul style="list-style-type: none"> <li>• To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</li> <li>• To provide public transport stops that are accessible to people with disabilities.</li> </ul>	<p>Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.</p>	<p>No arterial roads or public transport services are proposed within the subdivision area, therefore this standard is not applicable.</p>	<p>NA</p>
	<p>Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.</p>	<p>As above.</p>	<p>NA</p>
	<p>The design of public transport stops should not impede the movement of pedestrians.</p>	<p>As above.</p>	<p>NA</p>
	<p>Bus and tram stops should have:</p>	<p>As above.</p>	<p>NA</p>

	<ul style="list-style-type: none"> <li>• Surveillance from streets and adjacent lots.</li> <li>• Safe street crossing conditions for pedestrians and cyclists.</li> <li>• Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</li> <li>• Continuous hard pavement from the footpath to the kerb.</li> <li>• Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.</li> <li>• Appropriate signage.</li> </ul>		
	<p>Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.</p>	<p>As above.</p>	<p>NA</p>

**C20 Neighbourhood Street Network Detail Objective (Clause 56.06-7)**

<ul style="list-style-type: none"> <li>• To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe</li> </ul>	<p>The design of streets and roads should:</p> <ul style="list-style-type: none"> <li>• Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of</li> </ul>	<p>The treatment of the proposed street network will comply with the requirements specified in the standards. Street blocks are less than the specified maximum size, and streets are comprised of the specified widths and treatments throughout the subdivision.</p>	<p>✓</p>
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<p>neighbourhood street system for all users.</p>	<p>Table C1, the requirements of the relevant fire authority and roads authority must be met.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</li> <li>• Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</li> <li>• Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.</li> <li>• Provide a safe environment for all street users applying speed control measures where appropriate.</li> <li>• Ensure intersection layouts clearly indicate the travel path and</li> </ul>	<p>The access lane within the proposed subdivision provide a width of 10m, comfortably complying with the 5.5m width requirements of Table C1. Additionally, all other proposed roadways comply with the requirements of Table C1.</p>	
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	<p>priority of movement for pedestrians, cyclists and vehicles.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Ensure streets are of sufficient strength to: <ul style="list-style-type: none"> <li>• Enable the carriage of vehicles.</li> <li>• Avoid damage by construction vehicles and equipment.</li> </ul> </li> <li>• Ensure street pavements are of sufficient quality and durability for the: <ul style="list-style-type: none"> <li>▪ Safe passage of pedestrians, cyclists and vehicles.</li> <li>▪ Discharge of urban run-off.</li> <li>▪ Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</li> </ul> </li> <li>• Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</li> <li>• Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</li> </ul>		
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	<ul style="list-style-type: none"> <li>• Provide pavement edges, kerbs, channel and crossover details designed to:             <ul style="list-style-type: none"> <li>▪ Perform the required integrated water management functions.</li> <li>▪ Delineate the edge of the carriageway for all street users.</li> <li>▪ Provide efficient and comfortable access to abutting lots at appropriate locations.</li> <li>▪ Contribute to streetscape design.</li> </ul> </li> <li>• Provide for the safe and efficient collection of waste and recycling materials from lots.</li> <li>• Be accessible to people with disabilities.</li> <li>• 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.</li> </ul>		
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	<p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> <li>• The street hierarchy and typical cross-sections for all street types.</li> <li>• Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.</li> <li>• Water sensitive urban design features.</li> <li>• Location and species of proposed street trees and other vegetation.</li> <li>• Location of existing vegetation to be retained and proposed treatment to ensure its health.</li> <li>• Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</li> </ul>	<p>Street details will be provided as part of the engineering functional layout plans (FLP). The FLPs will be prepared following the issue of a planning permit, however all streets will comply with the relevant standards.</p>	<p>✓</p>
<p><b>C21 Lot Access Objective (Clause 56.06-8)</b></p>			
<ul style="list-style-type: none"> <li>• To provide for safe vehicle access between roads and lots.</li> </ul>	<p>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.</p>	<p>No vehicle access is proposed abutting arterial roads, therefore this standard is not applicable.</p>	<p>NA</p>

	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.	There are no proposed lots which are less than 300m <sup>2</sup> or have frontages less than 7.5m, therefore this standard is not applicable.	NA
	The design and construction of a crossover should meet the requirements of the relevant road authority.  Table C1 sets out requirements for the design of roads and neighbourhood streets.	All crossovers will meet the requirements of the relevant road authority.	✓

### Clause 56.07 Integrated Water Management

#### C22 Drinking Water Supply Objectives (Clause 56.07-1)

<ul style="list-style-type: none"> <li>To reduce the use of drinking water.</li> <li>To provide an adequate, cost-effective supply of drinking water.</li> </ul>	<p>The supply of drinking water must be:</p> <ul style="list-style-type: none"> <li>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</li> <li>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.</li> </ul>	The supply of drinking water will be designed and constructed in accordance with the requirements, and provided to the boundary of all lots, to the satisfaction of the relevant water authority.	✓
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#### C23 Reused and Recycled Water Objective (Clause 56.07-2)

<ul style="list-style-type: none"> <li>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</li> </ul>	<p>Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none"> <li>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority,</li> </ul>	The supply of reused and recycled water will be designed, constructed and managed in accordance with the requirements, and provided to the boundary of all lots, to the satisfaction of the relevant water authority, EPA and DHS.	✓
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	<p>Environment Protection Authority and Department of Human Services.</p> <ul style="list-style-type: none"> <li>• Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li> </ul>		
<b>C24 Waste Water Management Objective (Clause 56.07-3)</b>			
<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<p>Waste water systems must be:</p> <ul style="list-style-type: none"> <li>• Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.</li> <li>• Consistent with any relevant approved domestic waste water management plan.</li> </ul>	<p>Waste water systems will be designed, constructed and managed in accordance with the requirements, consistent with the relevant approved domestic waste water management plan, and provided to the boundary of all lots, to the satisfaction of the relevant water authority and EPA.</p>	✓
	<p>Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	<p>As above.</p>	✓
<b>C25 Urban Run-off Management Objectives (Clause 56.07-4)</b>			
<ul style="list-style-type: none"> <li>• To minimise damage to properties and inconvenience to residents from urban run-off.</li> <li>• To ensure that the street operates adequately during major storm events</li> </ul>	<p>The urban stormwater management system must be:</p> <ul style="list-style-type: none"> <li>• Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li> <li>• Designed and managed in accordance with the</li> </ul>	<p>The urban stormwater management system will be design and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</p> <p>The proposed stormwater drainage system will be seamlessly integrated with the existing stormwater drainage infrastructure in the local area, and</p>	✓

<p>and provides for public safety.</p> <ul style="list-style-type: none"> <li>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</li> </ul>	<p>requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</p> <ul style="list-style-type: none"> <li>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.</li> <li>Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.</li> </ul>	<p>will accommodate flood modelling events specified within the standards.</p>	
	<p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p>	<p>As above.</p>	<p>✓</p>
	<p>For storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</p> <ul style="list-style-type: none"> <li>Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</li> <li>Ponding on roads should not occur for longer than</li> </ul>	<p>As above.</p>	<p>✓</p>

	1 hour after the cessation of rainfall.		
	<p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none"> <li>• Provision must be made for the safe and effective passage of stormwater flows.</li> <li>• All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</li> <li>• Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria <math>d_a V_{ave} &lt; 0.35 \text{ m}^2/\text{s}</math> (where, <math>d_a</math> = average depth in metres and <math>V_{ave}</math> = average velocity in metres per second).</li> </ul>	As above.	✓
	<p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> <li>• Ensure run-off is retarded to a standard required by the responsible drainage authority.</li> <li>• 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.</li> </ul>	As above.	✓

	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>		
	Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.	As above.	✓

### Clause 56.08 Site Management

#### C26 Site Management Objectives (Clause 56.08-1)

<ul style="list-style-type: none"> <li>• To protect drainage infrastructure and receiving waters from sedimentation and contamination.</li> <li>• To protect the site and surrounding area from environmental degradation or nuisance prior to and during</li> </ul>	<p>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:</p> <ul style="list-style-type: none"> <li>• Erosion and sediment.</li> <li>• Dust.</li> <li>• Run-off.</li> <li>• Litter, concrete and other construction wastes.</li> <li>• Chemical contamination.</li> </ul>	A construction management plan has not been provided as part of this application, but can be required as a condition on an approved permit.	✓ Condition on Permit
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<p>construction of subdivision works.</p> <ul style="list-style-type: none"> <li>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</li> </ul>	<ul style="list-style-type: none"> <li>Vegetation and natural features planned for retention.</li> </ul>		
	<p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</p>	<p>Recycled material will be used for the construction of the subdivision area, where appropriate.</p>	<p>✓</p>
<p><b>Clause 56.09 Utilities</b></p>			
<p><b>C27 Shared Trenching Objectives (Clause 56.09-1)</b></p>			
<ul style="list-style-type: none"> <li>To maximise the opportunities for shared trenching.</li> <li>To minimise constraints on landscaping within street reserves.</li> </ul>	<p>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</p>	<p>Shared trenching will be utilised throughout the subdivision area, where appropriate.</p>	<p>✓</p>
<p><b>C28 Electricity, Telecommunications and Gas Objectives (Clause 56.09-2)</b></p>			
<ul style="list-style-type: none"> <li>To provide public utilities to each lot in a timely, efficient and cost effective manner.</li> <li>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</li> </ul>	<p>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.</p>	<p>The supply of electricity will be designed in accordance with the requirements, and provided to the boundary of all lots, to the satisfaction of the relevant electricity supply agency.</p>	<p>✓</p>
	<p>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</p>	<p>Renewable energy initiatives will be implemented within the subdivision, where appropriate.</p>	<p>✓</p>

	<p>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.</p> <p>The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p>	<p>The telecommunication system will be designed in accordance with the requirements, consistent with an approved advanced telecommunications infrastructure strategy, and provided to the boundary of all lots, to the satisfaction of the relevant electricity supply agency.</p>	<p>✓</p>
	<p>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.</p>	<p>The supply of gas will be designed in accordance with the requirements, and provided to the boundary of all lots, to the satisfaction of the relevant gas supply agency.</p>	<p>✓</p>
<p><b>C29 Fire Hydrants Objective (Clause 56.09-3)</b></p>			
<ul style="list-style-type: none"> <li>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</li> </ul>	<p>Fire hydrants should be provided:</p> <ul style="list-style-type: none"> <li>A maximum distance of 120 metres from the rear of the each lot.</li> <li>No more than 200 metres apart.</li> </ul>	<p>Fire hydrants will be provided in accordance with the specified standard throughout the proposed subdivision area.</p>	<p>✓</p>
	<p>Hydrants and fire plugs must be compatible with the relevant fire service</p>	<p>Fire hydrants will be provided in accordance with the specified</p>	<p>✓</p>

	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.	standard throughout the proposed subdivision area.	
<b>C30 Public Lighting Objectives (Clause 56.09-4)</b>			
<ul style="list-style-type: none"> <li>• To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</li> <li>• To provide pedestrians with a sense of personal safety at night.</li> <li>• To contribute to reducing greenhouse gas emissions and to saving energy.</li> </ul>	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 will be provided in accordance with the specified standard throughout the proposed subdivision area.	✓
	Public lighting should be designed in accordance with the relevant Australian Standards.	Public lighting will 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.	Public lighting will be provided in accordance with the specified standard throughout the proposed subdivision area.	✓