

Town Planning Report
Section 96A Planning Scheme
Amendment and Staged Subdivision
of Land

35 & 69-93 Hams Road
WAURN PONDS

Prepared by Taylors for
Echin Pty Ltd and
Waurn Ponds Unit Trust

November 2018

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1.0 Introduction

Taylor's Development Strategists have been engaged by Echin Pty Ltd and Waurn Ponds Trust to prepare this report to support an application for the concurrent planning scheme amendment and subdivision applications for the land at 35 & 69-93 Hams Road, Waurn Ponds (the "subject site").

This Report outlines the proposed development, provides an assessment against the provisions of the Greater Geelong Planning Scheme and expresses our recommendation for a permit and planning scheme amendment to be granted. Also submitted as part of the application are plans prepared by Taylor's (Masterplan package MP17), which should be reviewed concurrently with this Report.

This application seeks the following:

- Rezoning of land from the Farming Zone (FZ) to the General Residential Zone (GRZ)
- Rezone the land within the Barwon Water reserve (north of the Geelong/Warnambool Railway line) from FZ to Public Use Zone (PUZ)
- Introduction of a Design and Development Overlay (DDO) to inform the key built form outcomes for the land
- Multi-lot staged residential subdivision
- Removal of easements



Figure 1: Site Aerial Photograph October 2017 (Nearmap.com)

2.0 Subject Site and Surrounds

2.1 Subject Site

The sites are located on the south side of Hams Road bound by Ghazeeopore Road to the east, Baanip Boulevard/Warnambool to Melbourne railway line to the south and Geelong Ring Road to the west in Waurn Ponds (refer to Figure 2).



Figure 2: Subject Site Aerial Photograph October 2017 (Nearmap.com)

The sites are formally known as Lot 1 on Title Plan 077822K (Vol. 02714 Fol. 795), Lot 1 & 2 on Plan of Subdivision 716122U (Vol. 09702 Fol. 052) and Lot 4 on Plan of Subdivision 644553P (Vol. 09702 Fol. 052). A copy of these Titles has been submitted with the application.

The overall site is irregular in shape with a total approximate area of 23.86 hectares. At the north-east corner of the site is a Powercor owned Substation and traversing through the site is a tributary of Armstrong Creek.

2.2 Surrounding Area

To the north and northeast of the site are established residential areas. Residential land to the north of the site is known as Grange Park Estate and is zoned General Residential. While lots in the estate are generally larger, more recent subdivision (i.e. around Chablis Court) has seen lots created in the order of 250-350 square metres including dual occupancy development. In close proximity to Chablis Court is a five unit site, therefore modern development trend in Grange Park is to introduce smaller lots into the mix.

To the east of the site is currently vacant land zoned as Urban Growth Zone 3 (UGZ3) and is affected by the Armstrong Creek West PSP. The land has been identified as predominantly conventional and medium density housing. The Waurn Ponds train station is also located to the east of the site.

To the south of the site is currently zoned Special Use for quarrying, however is currently inactive other than for some light agricultural use. In a recent submission to the Geelong Settlement Strategy 2018 (adopted by Council on 9 October 2018), Boral have indicated that this land is redundant to their future needs for quarrying and could be rezoned for urban uses. The Officer response in the Council Meeting Minutes of 9 October was “the (Boral’s) land is well located” and “should be included as a future investigation area”. Taylors understands Council intends to undertake a future “logical inclusions” review of such land to include within the “permanent settlement boundary” hence it has been published in the Strategy as an “indicative” boundary.

Please see below for a Location Map and enclosed Subdivision Masterplan package MP17 by Taylors; A summary of the key attributes within close proximity to the subject site include:

- **North:** Existing residential development with a retarding basin draining south to the site, Deakin University, Waurn Ponds Plaza, Waurn Ponds Shopping Centre and Epworth Hospital.
- **East:** Waurn Ponds train station, existing residential development and land part of the Armstrong Creek West PSP that will be predominantly standard to medium residential development.
- **South and West:** Inactive land owned by Boral to the south and limestone quarrying land to the west, predominantly undergoing rehabilitation works.



Figure 3: Location Map (melway.com.au)

3.0 Proposed Amendment and Development

The proposal seeks to rezone land at 35 & 69-93 Hams Road, Waurm Ponds, remove an easement, remove a redundant overlay, introduce a DDO and seeks a permit for staged multi-lot subdivision of land for residential development, pursuant to Section 96A of the Planning and Environment Act.

3.1 Development Summary

This application proposes a multi-lot staged, subdivision of land for residential development with associated infrastructure, drainage and services. This Report should be read in conjunction with Taylors Urban Design Masterplan package MP17. Refer to the said Overall Subdivision Masterplan (MP17) for land uses, areas, percentages, etc.

Highlighted from MP17 are:

- A total of 258 conventional residential lots.
- 21 Hams Road 'interface' lots at an average of 850 square metres approx. (to comply with Council's Development Plan Overlay for former amendment C276)
- Two medium density 'superlot' sites.
- 0.90ha centrally located local park.
- Average 60 metre wide 'creek reserve' allocated for online water quality treatment and preservation of local biodiversity
- Retarding basins to service each property.
- Drainage links to service existing overland flows associated with Armstrong Creek.
- Sewer pump station for the development.

3.2 Proposed Amendment

This application seeks the following:

- Rezoning of land from the Farming Zone (FZ) to the General Residential Zone (GRZ)
- Rezone the land within the Barwon Water reserve (north of the Geelong/Warnambool Railway line) from FZ to Public Use Zone (PUZ)
- Introduction of a Design and Development Overlay (DDO) to inform the key built form outcomes for the land
- Removal of gas easement T23-07-34 partly in favour of Downer Group

The concurrent rezoning and a planning permit applications are deemed appropriate for the following reasons:

- The subject site has been designated as future urban land within Geelong's strategic planning documents for many decades and is within the "indicative permanent settlement boundary" in the recently adopted Geelong Settlement Strategy 2018. The previous rezoning attempt (Amendment C276) was delayed in part due to the incompleteness of Bannip Boulevard, which was opened in mid 2015. With the rezoning of land to the east at Armstrong Creek West to Urban Growth Zone, the time is right to rezone this land to facilitate residential supply within a strategically identified growth area of Greater Geelong proximate to the Waurm Ponds train station.

- The rezoning and development of the land will enable a logical and orderly extension of the Armstrong Creek West Precinct.
- Concurrent planning permits will ensure the site is subdivided generally in accordance with the proposed vision of the Development Plan Overlay and proposed Design and Development Overlay.
- The site is well located in proximity to existing services, infrastructure and transportation.
- Any potential constraints identified on or in close proximity to the land are adequately mitigated against to make the project viable.

3.3 Proposed Provisions

General Residential Zone

It is proposed to rezone the subject site (*excluding the Powercor substation owned by others*) from the Farming Zone to the General Residential Zone (GRZ). Applying the General Residential Zone to the land will allow the subdivision and development of the land for residential use and provide a range of lot sizes.

Public Use Zone 1

The rezoning of land within the Barwon Water reserve from the Farming Zone to the Public Use Zone (PUZ) ensures that land is maintained for the purposes of service and utility.

Design and Development Overlay

This application proposes a Design and Development Overlay (DDO) to inform and coordinate the development of the site in accordance with key built form outcomes identified by Council.

3.4 Relevant Agency Comments

Pursuant to the Greater Geelong Planning Scheme and the Planning and Environment Act 1987, the application has been referred to the following agencies for comment:

- City of Greater Geelong
- Department of Environment, Land, Water and Planning
- Department of Economic Development, Jobs, Transport and Resources
- Corangamite Catchment Management Authority
- Transport for Victoria
- Downer Group
- Powercor Australia
- Barwon Water
- Environmental Protection Authority

4.0 Planning Controls

4.1 Policy Planning Framework

The proposed amendment is consistent with the following Clauses of the Policy Planning Framework at State level:

- *Clause 11* – via delivery of new residential land and associated infrastructure, and through strengthening the Geelong Regional Centre.
- *Clause 11.09 Geelong (G21)* – via delivering new residential land that optimises planned infrastructure and consolidates growth within the regional city of Geelong.
- *Clause 12 Environmental and Landscape Values* – via existing waterway improvements and no net loss of native vegetation.
- *Clause 16 Housing* – via delivery of new residential land for a diverse range of housing with access to supporting infrastructure, services, employment and transport.
- *Clause 18 Transport* – via delivery of new residential land near existing and planned transport infrastructure.

The amendment is consistent with the following Clauses of the Policy Planning Framework at local level:

- *Clause 21.02 City of Greater Geelong Sustainable Growth Framework* – via providing a logical consolidation of development within an established and growing urban area
- *Clause 21.04 Municipal Framework Plan* – through delivering new residential land within an area identified as urban and adjacent to areas identified as urban growth areas.
- *Clause 21.06 Settlement and Housing* – although not mapped it is redundant farm land adjacent to existing residential land in an expanding urban environment with existing and planned supporting infrastructure
- *Clause 21.08 Development and Community Infrastructure* – via delivery of new residential land near existing and planned infrastructure and transportation
- *Clause 21.11 Armstrong Creek Urban Growth Area* – rezoning and development of the land will enable a logical and orderly extension of the Armstrong Creek West Precinct. The proposed development also continues the biodiversity corridor outlined within the framework plan.

4.2 Particular Provisions

The proposed development is consistent with the following particular provisions of the Greater Geelong Planning Scheme:

- *Clause 52.02 Easements, Restrictions and Reserves* – An application under Section 23 of the Subdivision Act 1988 for removal of easement T23-07-34 in principle agreement of Downer Group and AusNet with formal permission now requested.
- *Clause 52.17 Native Vegetation* – Taylors has engaged Practical Ecology to estimate the offset requirements for removal of native vegetation as proposed by the MP17 development. For further details refer to the Practical Ecology Report update October 2018.

- *Clause 56 Residential Subdivision* – An assessment against the provisions of Clause 56 as required by the General Residential Zone has been provided within Appendix A of this Report.

5.0 Strategic Justification

The amendment implements the objectives set out in section 4 of the Planning and Environment Act 1987, which are:

- *To provide for fair, orderly, economic and sustainable use and development of land.*

Development of the land for urban purposes will assist in consolidating the urban setting of the area and result in better use of local facilities. The subject land represents a logical and orderly extension of the Armstrong Creek West Precinct.

- *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*

The subject land contains a tributary of the significant waterway Armstrong Creek which provides important east-west habitat corridors and connectivity through the region. Works in this sensitive area will be minimised with an appropriate 'creek reserve' buffer applied from urban development.

- *To secure a pleasant, efficient and safe working, living, and recreational environment for all Victorians and visitors to Victoria.*

The application contains requirements that regulate the subdivision of land so as to create pleasant residential neighbourhoods in close proximity to jobs, services and recreational facilities.

- *To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.*

Drainage infrastructure will be upgraded to cater for urban development and allow for natural flows into retarding basins or wetlands; urban development is appropriately setback and acoustically treated from the power substation; and lots adjoining the Geelong/Warnambool Railway Corridor and Baanip Boulevard can have measures applied for noise reduction to future dwellings.

- *To balance the present and future interests of all Victorians.*

Providing for urban development in the area will ensure that the current landowners are able to develop land in a manner that will be functional and pleasant into the future, and in a manner which is beneficial to Geelong (G21) regional growth.

6.0 Amendment C276 Draft Development Plan Overlay

In response to Item 18 of Council's Request for Further Information letter dated 10 October 2017, below discusses the proposed response to the draft Development Plan Overlay Schedule proposed under Amendment C276.

Section 3.0 of the draft Development Plan Overlay set outs requirements for a development plan.

Urban Design Master Plan

- *The location of all proposed land uses including but not limited to roads, public open space, drainage reserves, and other known authority reserves.*

Locations of all proposed land uses, roads, drainage reserves and other known authority reserves has been shown on MP17 also submitted with this Report.

- *Contours of land at 0.5m intervals.*

Survey level data by others provided to Taylors is only available at intervals of 250mm or 1.0 metre, therefore MP17 shows contours at 1.0 metre intervals. These intervals are shown in faint red and provide a clear indication of topography change. More intense contour data on the plan would look to “busy” and is not recommended.

- *The general subdivision layout including the location and distribution of lots showing a variety of lot sizes and densities to provide for a range of housing types. The layout is to maximise solar efficiency to as many lots as possible.*

The subdivision provides a range of lot sizes and types in the form of standard residential lots, conventional residential lots, higher density residential lots and medium density sites. The range of lot sizes and types will enable a variety of housing types to cater to local demand.

- *Residential lots of a minimum 750 square metres in area along the frontage to Hams Road to address the interface with the Grange Park Estate to the north.*

Residential lots with frontage to Hams Road are in the order of 800-1,007 square metres in area, with an average of approximately 870 square metres. While these lots are considered very large in the context of State Governments targets of 15+ dwellings per hectare for broad acre development, these lots will provide an appropriate interface to the existing larger lots in the Grange Park Estate residential area north of the site where lots are typically 700sq.m.+.

- *The location of access and connection points to the site on Hams Road and Ghazeepore Road.*

Access to the subject site is gained from Hams Road, as indicated on MP17. Two access points (one for each land owner) provide direct access to Hams Road and there is no direct vehicular access to Ghazeepore Road.

- *The retention of the designated natural west-east waterway (length and alignment, where practical), must be incorporated into the subdivision layout.*

The natural west-east waterway has been incorporated into the subdivision layout and is retained in its predominant alignment within the creek reserve.

- *Vegetated buffer zones at least 20 metres wide along each side of the designated waterway. The vegetated buffer zones must be set aside for ecological and recreational purposes.*

Taylors understands Officer requirements for the creek reserve have changed since the writing of the DPO, in that an average 60 metre wide ‘reserve’ is now required in lieu of a 40 metre wide dedicated vegetation buffer

being impractical given the proposed drainage works. Taylors Hydrology consultant Water Technology has held discussions with Council's drainage engineers and developed an online water quality treatment model consistent with Armstrong Creek West PSP downstream, which involves online treatment (i.e. earthworks for water treatment within the reserve). Earthworks will generally be minimised to dedicated retarding basins and a lowering of the channel in some locations, however these areas will be revegetated providing a vegetated buffer to compliment unaffected areas, which can be vegetated within a general cross section of 20 metres.

- *A linear open space reserve along the natural west-east waterway, incorporating the vegetated buffer zones, including a shared path located on one side of the waterway (the path may change sides, if necessary and appropriate) and above the 1 in 100 year flood extent. Logical connections to the Princes Freeway (Geelong Ring Road) shared path, the Hams Road underpass and to Ghazeepore Road must be provided.*

Where safe and practical the linear open space reserve can be used for passive recreation, however a shared path is proposed along the north side linking with the dedicated local park for passive recreation. The shared path can be constructed above the 1 in 100 year flood extent and link with existing recreation paths in the area (i.e Geelong Ring Road shared path with Hams Road underpass).

- *An urban design response to address the interface with:*
 - *the Powercor utility station;*
 - *the Princes Freeway (Geelong Ring Road) and Baanip Boulevard;*
 - *the Geelong-Warrnambool railway line – the recommendations included in the Marshall Day Acoustics Road traffic and Rail Noise Assessment report July 2013 should be incorporated.*

Refer to MP17 associated plan annotations and *Marshall Day Acoustic Report*, dated October 2018.

- *Designation of fencing design provisions in relation to the interface with public open space- permeable fence treatments must be provided to all lot boundaries with public open space areas, including walkway reserves.*

Private fencing onto Public Open Space areas has been avoided throughout the plan save for the Medium Density sites which are separated from the open space by a shared path. Fencing Controls can be imposed on medium density developments via future applications for development of these areas.

Road Network and Traffic Management Plan

- *An internal road layout that provides for a high level of permeability through, and access within, the development, for all vehicular and non-vehicular traffic and which responds to the topography of the site.*

The proposed internal road layout provides a high level of permeability throughout the site and responds to the topography and natural features of the site. Appropriate connections have been provided across the creek reserve. Refer to *Traffix Group Report*, October 2018.

- *Definition of the cross-sections, including where relevant, verge widths, nature strips, kerb and channel, pavement widths and pathways for all identified roads within and abutting the development, to meet the network traffic needs and be capable of incorporating any drainage elements (e.g. WSUD).*

Refer to detail provided by *Traffix Group* for internal and external roads.

Local area traffic management treatments to minimise vehicles from the development 'rat-running' or short cutting through Grange Park Drive and Brentwood Way to access Ghazeepore Road.

The local traffic management treatment proposed is no left turn into and no right turn out of Hams Road in to Grange Park Drive. For further discussion refer to *Traffix Group Report*, October 2018.

- *Vehicle access to the site to be limited to two access points on Hams Road only with no direct access to Ghazeepore Road.*

As per MP17, the access requirements are met.

- *The upgrading of the intersection at Hams Road and Ghazeepore Road.*

The intersection of Ghazeepore Road and Hams Road can be upgraded with a roundabout. For further discussion refer to *Traffix Group Report*, October 2018.

- *The upgrading and widening of Hams Road between the Hams Road court bowl and the intersection at Ghazeepore Road.*

Hams Road will be upgraded to a width of 20.12 metres. The ultimate treatment of Hams Road may not fit into the existing Council road reserve in which case existing vegetation may be lost. For further discussion refer to *Traffix Group Report*, October 2018.

- *The upgrading and widening of Ghazeepore Road between the Hams Road and Ghazeepore Road intersection and the Geelong-Warrnambool Railway Reserve.*

Upgrades and widening of Ghazeepore Road in this location as part of this application is not appropriate as direct access to Ghazeepore Road from the site is prohibited and the majority of interface land (i.e. Power substation) is owned by others.

- *Pedestrian/cycle crossing arrangements at Ghazeepore Road will be required to a level of safety and amenity provided at the intersection at Hams Road and Ghazeepore Road.*

A shared path will be provided in the ultimate upgrade of Hams Road, including incorporation into the roundabout at Hams and Ghazeepore Road. For further discussion refer to *Traffix Group Report*, October 2018.

The Road Network and Traffic Management Plan is to address all off-site traffic infrastructure requirements associated with the development of the site. The Road Network and Traffic Management Plan must be accompanied by a Road Safety Audit prepared by an appropriately qualified person and must address any safety issues raised in the Audit which arise as a consequence of the development of the land.

It is submitted the Road Safety Audit be imposed as a condition of permit by the responsible authority as necessary.

Flood, Stormwater and Drainage Management Plan

- *Reference to:*
 - *WSUD Engineering Procedures: Stormwater, CSIRO Publishing, 2005;*
 - *Clause 56-07 Integrated Water Management of the Greater Geelong Planning Scheme;*
 - *City of Greater Geelong Stormwater Management Plan, 2002;*
 - *Infrastructure Design Manual and related City of Greater Geelong Design Notes.*
- *A Drainage Feasibility Study.*
- *Water Quality Impact Report.*
- *A Floor/Hydraulic Analysis, including detailed information pertaining to the floor prone nature of the site. Any plans provided must identify the extent of flooding in a 1% AEP flood event for pre-development and post-development conditions.*
- *A single, integrated stormwater management system, which ensures that peak discharge rate, and pollutant load of stormwater leaving the site post-development is no greater than pre-development conditions and provides for discharge to the existing drainage system.*
- *Approximate size and location of all drainage system components, including any upgrades, modifications or reconstruction requirements of culverts/culvert crossings, both on and off-site.*
- *Arrangements for altering the drainage network within the Princes Freeway (Geelong Ring Road) road reserve to consolidate the overland flow path through the proposed development site within the waterway corridor.*
- *A Waterway Management Plan.*
- *The Flooding, Stormwater and Drainage Management Plan is to address all off-site drainage infrastructure requirements associated with the development of the site and be developed with due consideration of other land in the whole of the catchment containing this site.*

Taylors Hydrology consultant Water Technology in discussions with Council's drainage engineers has developed an online water quality treatment model consistent with the best practice standards of Armstrong Creek West PSP downstream, involving online treatment. For further discussion refer to *Water Technology Report*, October 2018.

Open Space and Landscape Masterplan

- *An open space contribution equal to 10% of the developable residential land or in-lieu cash payment or combination of both.*

The open space and landscape masterplan requirements are incorporated into the Overall Masterplan (MP17). As agreed with Officers, MP17 provides a local park of 0.90ha (5.1% of the site) with the balance of open space to be provided in part within the encumbered open space (creek reserve) and/or a cash settlement.

- *Encumbered land shall not be credited as Public Open Space including land set aside for plantation buffer treatments (unless it is demonstrated that the plantation buffers can be used for the purpose of*

open space), drainage reserves and land within the waterway defined as the bed and banks and the area generally required for the overland flow in the 1 in 100 year occurrence interval flows.

Taylors requests the shared path cross section within the “creek reserve” be included in the open space provision as land in-lieu (refer to MP17 overall Masterplan). The balance is to be settled at an agreed time between Council and the applicant.

- *The natural west-east waterway (linear open space reserve) will comprise the principle area of public open space on the site. The open space and landscape masterplan must:*
 - *Show the useable areas of public open space and the ability of the linear open space reserve to accommodate the waterway, vegetated buffer zones, stormwater management system, including drainage basins.*
 - *Show the location of the shared path and should include seating and resting points, wayfinding signage, linkages to Ghazeepore Road and the VicRoads shared path. The shared path is to provide a continuous link from the eastern end to the western end of the site.*
 - *Show areas of vegetation to be retained and new areas of planting.*

As per MP17, an unencumbered centrally located local park of 0.90ha is provided together with a shared path along the northern creek boundary. The proposed shared path links to existing shared paths/leisure trails in the area at the Geelong Ring Road and Ghazeepore Road ends.

- *The open space and landscape masterplan must consider the recommendations contained in the Practical Ecology Report Flora and Fauna and No Net Loss Analysis Recommendations April 2014.*

Practical Ecology (October 2018) has provided an update for the biodiversity assessment and vegetation offset proposal in response to MP17. The requirements of Clause 52.17 are addressed in the Report and appropriate offsets for Native Vegetation loss will be settled with the responsible authority.

- *The natural west-east waterway (linear open space reserve) shall have an active frontage on both sides to provide passive surveillance.*

As per MP17, lots on either side of the reserve are oriented to front the reserve for passive surveillance on both sides.

- *The extensive use, where possible, of local indigenous plant species throughout the development site and in particular within the waterway vegetated buffer.*

This will be addressed at Landscape Masterplan Stage and/or via condition of a permit for a Detailed Landscape Plan.

- *The Open Space and Landscape Masterplan is to ensure that areas set aside for useable public open space are clearly visible and accessible, providing safe and convenient land to serve the recreational needs of current and future residents in the locality. Passive surveillance to such areas shall accord with Crime Prevention Through Environmental Design (CPTED) principles.*

This will be addressed at Landscape Masterplan Stage and/or via condition of a permit for a Detailed Landscape Plan.

Cultural Heritage Management Plan

- *A Cultural Heritage Management Plan (CHMP) should be prepared to inform the Development Plan. The CHMP should be prepared in accordance with the recommendations contained in the Benchmark Heritage Management Cultural Heritage Assessment April 2014.*

Cultural Heritage Management Plan (#14600) for MP17 was lodged with Wathaurung Aboriginal Corporation on 31 October 2018 by Benchmark Heritage. Representatives from Taylors, Water Technology and Benchmark Heritage attended a meeting at the offices of the Wathaurung at the beginning of October where in principle agreement was given to the development of the site in accordance with MP17.

Fauna Assessment

- *A detailed Fauna Assessment to determine the use of habitat on site by significant fauna species, assess potential habitat and the provision of measures required to mitigate impacts arising from the development, where required.*

Practical Ecology (October 2018) has provided an update for the biodiversity assessment including Flora and Fauna in response to MP17. In reference to part 5.1 *Environment Protection and Biodiversity Conservation Act, 1999, Flora and Fauna Guarantee Act, 1988*, Practical Ecology have stated there are no requirements relevant to the current proposal. However as identified by Officers in the RFI dated 10 October 2017, the existing dams within the creek reserve have been retained in their natural state as they have previously been identified as frog habitat.

Environmental Assessment

- *An Environmental Assessment that must include:*
- *Assessment of the land by a suitably qualified environmental professional detailing the level and location of any contamination including from the former cattle dipping spray race adjoining the electrical substation. The assessment is to be peer reviewed by a suitably qualified environmental professional approved by the Responsible Authority. If the Responsible Authority is satisfied that significant levels of contamination have been found:*
- *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or*
- *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for sensitive use.*

Any planning permit must contain whatever conditions are reasonably necessary to give effect to the requirements of the certificate or statement as the case may be.

An Environmental Assessment has been conducted by Tonkin & Taylor Pty Ltd, dated January 2018. This Report provides an assessment of potential contamination of the site and surrounds. It has been identified that the site formerly appears to have been used primarily for grazing. The assessment identifies that there were no historical activities associated with potential contamination within the site. The Report also highlights that

is unlikely that contaminants would have been transported to the site from surrounding uses. Consequently the Report indicates further investigations for site contamination are unwarranted.

Acoustic Survey

- *An Acoustic Survey must be undertaken to determine the extent of noise arising from the Baanip Boulevard and the potential impact on sensitive land uses within the development site. The acoustic survey must include recommendations and conclusions about the extent of any works necessary to mitigate noise impacts.*

Marshall Day previously conducted a Noise Assessment at the site in relation to the Baanip Boulevard extension and Powercor power substation. The Report provides recommendations for mitigating future dwellings against above average noise level exposure on particular lots, with an October 2018 update incorporating MP17.

Staging Plan

- *A Staging Plan must be prepared to show the stages by which the development of the land will proceed. The staging plan must identify the infrastructure required to facilitate development.*

Indicative staging is shown on MP17. A final staging plan can be provided as a condition of permit.

External Works Delivery Plan

- *An External Works Delivery Plan must identify all external works identified in the other plans and include the timing of provision and relevant provision trigger (e.g. dates or events such as lot numbers) of off-site works for all relevant plans that comprise part of the Development Plan.*

An external works delivery plan can be provided as a condition of a permit.

7.0 Conclusion

The concurrent application for a planning scheme amendment and subdivision of land at 35 & 69-93 Hams Road, Waurn Ponds is considered to have a high level of compliance with the Planning Policy Framework, Particular Provisions and proposed Zones and Overlays and of the Greater Geelong Planning Scheme. In conclusion, the proposal implements the objectives set out in section 4 of the Planning and Environment Act 1987:

- Development of the land for urban purposes will assist in consolidating the urban setting of the area and result in better use of local facilities.
- The subject land represents a logical and orderly extension of the Armstrong Creek West Precinct.
- The integrity of Armstrong Creek will be preserved with a dedicated part encumbered open space/creek reserve and local park to servicing future urban drainage requirements and provide recreational opportunities respectively.
- Drainage infrastructure will be upgraded to cater for urban development and allow for natural flows into retarding basins or wetlands; urban development is appropriately setback from the power substation; and the Geelong/Warnambool Railway Corridor and Baanip Boulevard traversing the south of the subject site, have appropriate acoustic treatments against associated noise sources.
- The application contains requirements that regulate the subdivision of land so as to create pleasant residential neighbourhoods in close proximity to jobs, services and recreational facilities.
- Providing for urban development in the area will ensure that the current landowners are able to develop land in a manner that will be functional and pleasant into the future, and in a manner which is beneficial to Geelong (G21) regional growth.

It is therefore submitted that a permit should be issued for the proposal.

Taylors Pty Ltd

November 2018

Appendix A - Clause 56 Assessment

56.01 'Subdivision Site and Context Description and Design Response'

An application must be accompanied by:

- A subdivision site and context description; and
- A subdivision design response.

56.02 'Policy Implementation'

This Report acts as the written response to all objectives, policy, strategy or plan for the area set out in the Greater Geelong Planning Scheme to satisfy Standard C1.

Liveable and Sustainable Communities

Clause 56.03; 1-4

Standard/Applicable Number of Lots		Complies / Does Not Comply / Partial Compliance
C2 Compact and Walkable Neighbourhoods Objectives	An application for subdivision must include a plan of the layout of the subdivision that: <ul style="list-style-type: none"> ▪ Meets relevant objectives. ▪ Shows the appropriate street walking distance around existing or proposed public transport and shows the estimated number of dwellings within those distances. ▪ Shows the layout of the subdivision in relation to the surrounding area. ▪ Is designed to be accessible for people with disabilities. 	Complies
Comments: <ul style="list-style-type: none"> ▪ Refer to Masterplan MP17 drawing set submitted with the Application documentation, specifically the Site Analysis and Design Response Plans. ▪ The subdivision has been designed to provide walkability in and around the creek reserve and connectivity from the Geelong Ring Road shared trail through to Ghazeepore Road. 		
C3 Activity Centre Objective	A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme. Subdivision should be supported by activity centres	Complies
Comments: <ul style="list-style-type: none"> ▪ The proposed subdivision of the land will enable a logical and orderly extension of the Armstrong Creek West Precinct. ▪ The subject site is within close proximity to planned local activity centres within the Armstrong Creek West Precinct, existing Waurm Ponds sub-regional centre and Geelong regional centre. 		
C4 Planning for Community facilities objective	A subdivision should: <ul style="list-style-type: none"> ▪ Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme. ▪ Locate community facilities on sites that are in or near activity centres and public transport. 	Complies
Comments: <ul style="list-style-type: none"> ▪ The subdivision forms a logical extension of the Armstrong Creek West Precinct and is well located in proximity to existing and planned community facilities. 		
C5 Built Environment Objective	An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.	Complies
Comments:		

Standard/Applicable Number of Lots	Complies / Does Not Comply / Partial Compliance
<ul style="list-style-type: none"> The creek reserve that centres the subdivision provides a sense of character and place. The tributary of Armstrong Creek is set to be preserved to the maximum extent and be accompanied by open space and appropriate leisure facilities for the enjoyment of local residents. 	

Lot Design

Clause 56.04; 1-5

Standard/Applicable Zone and Number of Lots	Complies / Does Not Comply / Partial Compliance
<p>C7 Lot Diversity and Distribution Objective</p> <p>Lot sizes and mix should achieve the average net residential density specified in any applicable zone or overlay. A range and mix of lot sizes should be provided including lots suitable for development of:</p> <ul style="list-style-type: none"> Single Dwellings Two or more Dwellings Higher Density Housing Res Buildings or Retirement Villages. <p>Lots should be located within appropriate distances of public transport and activity centres.</p>	Complies
<p>Comments:</p> <ul style="list-style-type: none"> The proposed subdivision provides density and lot sizes that are responsive to the surrounding area and provides opportunities for housing diversity. The proposed subdivision has an overall density of 15 dwellings/NDHa, reflecting the target density of similar areas within the Armstrong Creek West Precinct. The proposed subdivision provides lot sizes capable of meeting min. garden area requirements. The site is well serviced by existing and planned infrastructure and services. 	
<p>C8 Lot Area and Building Envelopes Objective</p> <p>Lots less than 300 sqm should:</p> <ul style="list-style-type: none"> Be consistent or contain a building envelope that is consistent with development approved under this scheme, or That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. <p>Lots between 300 – 500 sqm should:</p> <ul style="list-style-type: none"> Contain a building envelope that is consistent with a development of the lot approved under this scheme; or Contain a building envelope capable of containing a 10 m by 15 m rectangle, or 9m by 15 m if envelope along boundary. <p>Lots greater than 500 sqm should be able to contain a rectangle 10 m by 15 m, and may contain a building envelope</p>	Complies
<p>Comments:</p> <ul style="list-style-type: none"> All lots between 300 – 500sqm are capable of containing a building envelope of 10m by 15m. Medium density sites will either apply Small Lot Housing Code or be developed in accordance with Clause 55. 	
<p>C9 Solar Orientation of Lots Objective</p> <p>Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> Long axis is within range or North 20 degrees west to north 30 degrees east, or east 20 degrees north to east 20 degrees south. Lots between 300 and 500 sqm are proposed to contain dwellings that are built on 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 the each lot to the street. 	Complies
<p>Comments:</p>	

Standard/Applicable Zone and Number of Lots		Complies / Does Not Comply / Partial Compliance
<ul style="list-style-type: none"> The proposed lots are appropriately dimensioned and orientated for good solar access to future dwellings constructed on the land. 		
C10 Street Orientation Objective	Subdivision should increase visibility and surveillance by: <ul style="list-style-type: none"> Ensuring all lots front roads and streets Lots less than 300 square metres and lots for 2 or more dwellings are around activity centres and open space Ensuring Street and houses should look onto open space, avoiding side and rear of lots along open space boundaries. Providing roads along public open space boundaries 	Complies
Comments: <ul style="list-style-type: none"> The subdivision is designed to ensure lots front roads within the subdivision. Roads are provided to front the public open space where practicable. Terrace lots are designed to front open space and provide for passive surveillance. 		
C11 Common Area Objective	An application to subdivide land that creates common land must be accompanied by a plan and a report identifying: <ul style="list-style-type: none"> The common area to be owned by the body corporate, including any streets and open space. The reasons why the area should be commonly held. Lots participating in the body corporate. The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held. 	Complies
Comments: <ul style="list-style-type: none"> Owners Corporation land will be subject to a private agreement set by the developer. 		

Urban Landscape

Clause 56.05; 1-2

Standard/Applicable Zone and Number of Lots		Complies / Does Not Comply / Partial Compliance
<p>C12 Integrated urban landscape Objective</p>	<p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design. Landscape Design should implement any relevant plan, policy or strategy for this area. The Landscape Plan must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>	<p>Complies</p>
<p>Comments:</p> <ul style="list-style-type: none"> A Landscape Plan can be required as a Condition of any permit issued for this development. 		
<p>C13 Public Open Space Provision Objective</p>	<p>The provision of public open space should:</p> <ul style="list-style-type: none"> Implement any relevant open space plan, strategy or policy for the area set out in this scheme. Provide a network of well-distributed regional and local open space that includes: <ul style="list-style-type: none"> Regional public open space where appropriate, including along foreshores, streams and permanent water bodies. Regional parks of at least 3 hectares, combining passive and active use, within 2 kilometres of all dwellings. Large local parks of at least 1 hectare for active and passive use, within 500 metres safe walking distance from all dwellings. Small local parks within 150m to 300m safe walking distance of all dwellings, where appropriate. Include land used for drainage control or stream and floodway purposes if generally available for recreational use. Be integrated with urban water management systems including watercourses and water bodies. Incorporate natural and cultural features where appropriate. Encourage shared use of active open space. Adjoin schools and other community facilities where practical. Meet the social, cultural, recreational and sporting needs of the community including different age groups and abilities. Be linked to existing or proposed future public open spaces where appropriate. Include publicly owned plazas or parks in activity centres where appropriate. <p>Land provided for public open space should be:</p> <ul style="list-style-type: none"> Of a quality, quantity and character that makes it fit for its potential functions. Located so that every lot in the subdivision is within 500 metres street walking distance of existing or proposed public open space. Related to the street and lot layout in a manner that promotes personal safety and surveillance of users of the public open space from streets along public open space boundaries. Of an area and dimensions to allow easy adaptation to different uses in response to changing community sport and recreational preferences. 	<p>Complies</p>

Standard/Applicable Zone and Number of Lots	Complies / Does Not Comply / Partial Compliance
Comments: <ul style="list-style-type: none"><li data-bbox="183 324 1452 416">The proposed development provides open space throughout the reserve (including a 0.3ha local park) that integrates the existing west-east creek, provides ecological and recreational use, provides pedestrian connections and a sense of place.	

Access and Mobility Management

Clause 56.06; 1-8

Standard/Applicable Zone and Number of Lots		Complies / Does Not Comply / Partial Compliance
C14 Integrated Mobility Objective	<p>An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none"> ▪ 56.06-2 Walking and Cycling Network. ▪ 56.06-3 Public Transport Network. ▪ 56.06-4 Neighbourhood Street Network. 	Complies
<p>Comments:</p> <ul style="list-style-type: none"> ▪ MP17 illustrates the proposed neighbourhood street network. Cross sections have been endorsed by Taylors Traffic Engineer Traffix Group. ▪ The subdivision meets the listed objectives, with the reasoning outlined below. 		
C15 Walking and Cycling Network Objective	<p>The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"> ▪ Implement any relevant strategy plan or policy for the area. ▪ Link to any existing pedestrian or cycling networks. ▪ Provide safe walkable distances to activity centres, community facilities, public transport stops and open space. ▪ Ensure safe street crossings. 	Complies
<p>Comments:</p> <ul style="list-style-type: none"> ▪ The subdivision provides a walking and cycling network in accordance with the Development Plan Overlay proposed under Amendment C276. The network provides permeability throughout the site, and connections from the Geelong Ring Road to Ghazeepore Road. 		
C16 Public Transport Network Objective	<p>The public transport network should be designed to:</p> <ul style="list-style-type: none"> ▪ Implement any relevant public transport strategy, plan or policy for the area set out in this scheme. ▪ Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority. ▪ Provide for the public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne. <p>Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide:</p> <ul style="list-style-type: none"> ▪ Safe and direct movement between activity centres without complicated turning manoeuvres. ▪ Direct travel between neighbourhoods and neighbourhood activity centres. ▪ A short, safe walk to a public transport stop from most dwellings. 	Complies
<p>Comments:</p> <ul style="list-style-type: none"> ▪ The subject site is well located within close proximity to existing and planned public transport networks, including bus routes along Ghazeepore and Sugargum Road, and Waurn Pods trains station. 		
C17 Neighbourhood Street Network Objective	<p>The neighbourhood street network must:</p> <ul style="list-style-type: none"> ▪ Take into account the existing street network. ▪ Provide clear distinction between arterial roads and neighbourhood streets. ▪ Comply with Vicroads arterials roads management policy. ▪ Provide an appropriate speed environment and movement priority for pedestrians and cyclists and for accessing public transport. ▪ Provide safe and efficient access to activity centres for commercial and freight vehicles. 	Complies

Standard/Applicable Zone and Number of Lots		Complies / Does Not Comply / Partial Compliance
	<ul style="list-style-type: none"> ▪ 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. <p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> ▪ Implement any relevant transport strategy, plan or policy. ▪ Include arterial roads at intervals of approximately 1.6 km that have adequate reservation widths to accommodate long term movement demand. ▪ Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. ▪ Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. ▪ Provide an interconnected and continuous network of streets 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. ▪ Provide a street environment that appropriately manages movement demand. ▪ 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 cul-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. 	
<p>Comments:</p> <ul style="list-style-type: none"> ▪ The proposed subdivision design provides a safe and efficient street network and integrated well with the surrounds. The proposed street network responds to the existing network and provides local traffic measures. ▪ The subdivision is accessed from Hams Road, through three access points appropriately distributed along the Hams Road frontage. ▪ The proposed development has been designed to orientate each of the lots towards the existing or proposed adjoining street network. The proposed lots provide for safe and efficient access to the existing roads in the area, with appropriate setbacks from intersections retained to ensure safe access/egress from each of the proposed lots. ▪ Refer to the Traffic Group Traffic Response for further analysis. 		
<p>C18 Walking and Cycling Network Detail Objective</p>	<p>Footpaths, shared paths, cycle lanes should be designed to:</p> <ul style="list-style-type: none"> ▪ Be part of a comprehensive design of the road or street reservation. ▪ Meet the requirements of Table C1. ▪ Provide appropriate signage. 	<p>Complies</p>
<p>Comments:</p> <ul style="list-style-type: none"> ▪ Hams Road ultimate upgrade will include a shared path linking to exiting shared path to west and established residential area and train station to east. 		

Standard/Applicable Zone and Number of Lots		Complies / Does Not Comply / Partial Compliance
<p>C19 Public Transport Network Detail Objective</p>	<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>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>The design of public transport stops should not impede the movement of pedestrians.</p> <p>Bus and tram stops should have:</p> <ul style="list-style-type: none"> ▪ Surveillance from streets and adjacent lots. ▪ Safe street crossing conditions for pedestrians and cyclists. ▪ Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the road authority. ▪ Continuous hard pavement from the footpath to the kerb. ▪ Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage. 	<p>Complies</p>
<p>Comments:</p> <ul style="list-style-type: none"> ▪ No new public transport route or bus stops are proposed as part of the design as the subdivision is adequately supported by routes and stops on Ghazeepore and Sugargum Roads and Waurn Ponds train station. Traffic treatments proposed discourage bus use of Hams Road and much of the site is in a walkable catchment of Waurn Ponds train station. 		
<p>C20 Neighbourhood Street Network Detail Objective</p>	<p>The design of streets and roads should:</p> <ul style="list-style-type: none"> ▪ Meet the requirements of Table C1. Where this is not met, the requirements of the relevant fire and roads authority must be met. ▪ Provide street blocks between 120m – 240m and 60m – 120m in width. ▪ Provide a minimum 5m x 5m corner splay at junctions with arterial roads and minimum 3m x 3m corner splay at other junctions unless site conditions do not permit. 	<p>Complies</p>
<p>Comments:</p> <ul style="list-style-type: none"> ▪ The subdivision is designed to cater for low traffic volumes through the local streets and to slow traffic through the use of on-street parking availability. ▪ The design provides an adequate street network to safely and efficiently serve the subdivision. ▪ Appropriate splays are proposed on the corners of the allotments to ensure appropriate visibility is retained at intersection around the subject site. ▪ Access to the proposed lots is appropriately located to ensure safe vehicles movements into and out of the subject land. ▪ Refer to the Traffix Group Response and cross sections for further analysis. 		
<p>C21 Lot Access Objective</p>	<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>Vehicle access to lots of 300sqm or less in area and lots with a frontage of 7.5m or less should be provided via rear or side access lanes, places or streets.</p> <p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p>	<p>Complies</p>
<p>Comments:</p> <ul style="list-style-type: none"> ▪ No lots front arterial roads. The site has no direct access to the Geelong Ring Road or Baanip Boulevard. 		

Standard/Applicable Zone and Number of Lots	Complies / Does Not Comply / Partial Compliance
<ul style="list-style-type: none"> Crossovers to the proposed lots will be designed to the relevant requirements of the road authority. Refer to the Traffic Group Response for further analysis. 	

Integrated Water Management

Clause 56.07; 1-4

Standard/Applicable Zone and Number of Lots	Complies / Does Not Comply / Partial Compliance
<p>C22 Drinking Water Supply Objective</p> <p>The supply of drinking water must be:</p> <ul style="list-style-type: none"> Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. Provided to the boundary of lots in the subdivision to the satisfaction of the relevant water authority. 	Complies
<p>Comments:</p> <ul style="list-style-type: none"> The subdivision has adequate supply and is expected to be subject to standard conditions relating to reticulated water supply, recycled water and sewer services. 	
<p>C23 Reused and recycled water Objective</p> <p>Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none"> Designed and constructed and managed in accordance with the requirements of the relevant water authority, EPA and DHS. Provided to the boundary of all lots in the subdivision where requires by the relevant water authority. 	Complies
<p>Comments:</p> <ul style="list-style-type: none"> Provision will be made for recycled water as available and required by the water authority. 	
<p>C24 Waste water management Objective</p> <p>Wastewater systems must be:</p> <ul style="list-style-type: none"> Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the EPA. Consistent with any relevant approved domestic wastewater management plan. Reticulated waste water systems must be provided to the boundary of all lots. 	Complies
<p>Comments:</p> <ul style="list-style-type: none"> The subdivision is expected to be subject to standard conditions relating to reticulated water supply, recycled water and sewer services. 	
<p>C25 Urban run- off management Objective</p> <p>The urban stormwater management system must be:</p> <ul style="list-style-type: none"> Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. 	Complies
<p>Comments:</p> <ul style="list-style-type: none"> The proposed subdivision will be served by an urban stormwater management system that will be designed in accordance with the requirements of the relevant drainage authority. 	

Site Management

Clause 56.08-1

Standard/Applicable Zone and Number of Lots	Complies / Does Not Comply / Partial Compliance
<p>C26 Site Management Objective</p> <p>A subdivision application must describe how the site will be managed prior to and during the construction period and may set out the requirements for managing:</p> <ul style="list-style-type: none"> Erosion and sediment. Dust Run off Litter, concrete and other construction wastes. 	Complies

Standard/Applicable Zone and Number of Lots		Complies / Does Not Comply / Partial Compliance
	<ul style="list-style-type: none">▪ 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.	
Comments: <ul style="list-style-type: none">▪ The proposed subdivision construction is to be managed to the satisfaction of the relevant authorities and it would be expected that a Condition requirement for an Environment/Construction Management Plan to be provided would be included should a Permit issue for the proposal.		

Utilities

Clause 56.09; 1-4

Standard/Applicable Zone and Number of Lots		Complies / Does Not Comply / Partial Compliance
C27 Shared trenching Objective	Reticulated service for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.	Complies
Comments: <ul style="list-style-type: none"> Where possible, the use of shared trenching throughout the proposed subdivision will be implemented. 		
C28 Electricity, tele - communication s and gas Objective	Systems must be designed in accordance with the requirements of the relevant electricity, telecommunications and gas authority and be provided to the boundary of each of the lots in the subdivision.	Complies
Comments: <ul style="list-style-type: none"> Electricity and telecommunications are to be designed to the requirements of the relevant authority and will be provided to the boundary of each of the lots within the subdivision. 		
C29 Fire Hydrants Objective	Fire Hydrants should be provided: <ul style="list-style-type: none"> A maximum distance of 120 m from the rear of each lot. No more than 200m apart. Hydrants and fire plugs must be compatible with the relevant fire service equipment. 	Complies
Comments: <ul style="list-style-type: none"> Fire Hydrants can be provided at the direction of the Country Fire Authority. 		
C30 Public Lighting Objective	Public lighting should be provided to streets, footpaths, public telephones, p/trans stops and other spaces that are likely to be used at night. Public lighting should be designed in accordance with the relevant Australian Standards. Public lighting should be consistent with any strategy plan or policy for the use of energy efficient fittings.	Complies
Comments: <ul style="list-style-type: none"> Public lighting will be provided in accordance with the standards of the responsible authority. 		