

The following provides an assessment of the proposal against the relevant provisions of Clause 56 (ResCode). Objectives (A development must meet all these objectives)	Standard (Summary) (A development should meet all these standards)	Assessment
<p>Subdivision Site and Context Description and Subdivision Design Response. Clause 56.01-1 and Clause 56.01-2</p> <p>The Design Response Plan for the subject site can be found in Appendix H of the submission.</p> <p>The Site Analysis Plan (Appendix H) highlights the features, conditions and context which have driven the Design Response. The main highlights of the site include the change in topography over the site which will allow for views from the southern and south eastern elevated areas of the site. Low lying areas in the south east and north west corners will also allow for opportunities for drainage reserves.</p> <p>Existing easements, such as the desalination pipeline easement and the SPI High Voltage Powerline Easements, will also allow opportunities for informal open spaces and walking trails.</p> <p>There is limited existing vegetation at the site, no Time Stamped native vegetation was recorded within the subject subdivision plan area.</p> <p>The site is located at the north eastern quadrant corner of PSP 53 (See Site Context Plan Appendix H). The layout of the proposal has been shaped by the vision of the Draft PSP. The future residents of the subject site will benefit from planned and existing assets associated with these surrounding PSP areas such as the planned Clyde North Major Activity Centre to the south west, and the Local Town Centre at the subject site.</p>		

CLAUSE 56.02: Policy Implementation		
<p>Clause 56.02-1 Strategic implementation objective</p> <p><i>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.</i></p>	<p>Standard C1</p> <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>Objective and Standard Achieved</p> <p>The layout and design of the subdivision is generally consistent with the draft PSP. The PSP has been prepared cognisant of wider planning policies, including the State and Local Planning Policy Frameworks of the relevant Planning Schemes.</p> <p>The proposed design is consistent with the long term planning aspirations for the Clyde North locality and provides for the orderly extension to development that forms part of the Clyde North PSP area to the north of Thompsons Road.</p> <p>As envisaged in the Draft PSP the proposal provided space for Drainage Reserves, Unencumbered Passive Open Space areas, and residential areas. No Native vegetation was identified as part of the DSE time stamping process at the application site.</p> <p>The design of the road layout allows for suitable connections to future residential development to the south, for suitable interfaces to reserve areas, and for suitable connections to Smiths Lane, Thompsons Road, and land for and connections to the proposed North-South Arterial at the west of the site.</p> <p>Overall, the proposed development is consistent with the overarching policy set out in the Casey Planning Scheme and draft Thompsons Road PSP.</p>

CLAUSE 56.03:**Liveable & Sustainable Communities****Clause 56.03-1****Compact and walkable neighbourhoods objectives**

To create compact neighbourhoods that are oriented round easy walking distances to activity centres, schools and community facilities, public open space and public transport.

To allow easy movement through and between neighbourhoods for all people.

Standard C2

A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme.

An application for subdivision must include a plan of the layout of the subdivision that:

- Meets the objectives (if relevant to the class of subdivision specified in the zone) of:
 - Clause 56.03-2 Activity centres
 - Clause 56.03-3 Planning for community facilities
 - Clause 56.04-1 Lot diversity and distribution
 - Clause 56.06-2 Walking and cycling network
 - Clause 56.06-3 Public transport network
 - Clause 56.06-4 Neighbourhood street network
- Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or proposed railway station 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.

Objective and Standard Achieved

The subdivision seeks to implement the objectives of the draft PSP, which has been developed in accordance with the growth area planning requirements.

The development seeks to create a compact neighbourhood that has a permeable movement network. All allotments within this development are within proximity of:

- Existing and possible future public transport routes.
- Public open space.

As detailed in the Design Response Plan in Appendix H

Appendix H comprises the Indicative Development Plan which meets the relevant objectives of:

- Clause 56.04-1 Lot diversity and distribution

By having a range of standard and medium density lots

- Clause 56.06-2 Walking and cycling network

By proposing a walkable neighbourhoods and access to bike

		<div>paths which will like destination areas.</div> <div><ul style="list-style-type: none">• Clause 56.06-3 Public transport network.</div> <div>By providing an improved arterial road network capable of supporting bus links.</div> <div><ul style="list-style-type: none">• Clause 56.06-4 Neighbourhood street network</div> <div>By proposing a street network which will promotes the safe movement of vehicles, pedestrians and cyclists. All street types are clearly identified, street section are contained in appendix H.</div> <div>The Design Response Plan (Appendix H) shows the layout of the subdivision in relation to the surrounding area and how the design connects with the planned surrounding neighbourhoods.</div> <div>The development is designed to be accessible for people with disabilities</div>
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		By providing footpaths which meet Council Standard in terms of designed gradients.	
Clause 56.03-2 Activity centre objective <i>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.</i>	Standard C3 <p>A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme.</p> <p>Subdivision should be supported by activity centres that are:</p> <ul style="list-style-type: none"> • Accessible by neighbourhood and regional walking and cycling networks. • Served by public transport that is connected to the regional public transport network. • Located at public transport interchange points for the convenience of passengers and easy connections between public transport services. • Located on arterial roads or connector streets. • Of appropriate size to accommodate a mix of uses that meet local community needs. • Oriented to support active street frontages, support street-based community interaction and pedestrian safety. 	Objective and Standard Achieved <p>There are no commercial activities proposed in the application area. The northern part of the site contains proposed commercial activities, however that is subject to a separate application.</p>	

<p>Clause 56.03-3 Planning for community facilities objective</p> <p><i>To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.</i></p>	<p>Standard C4</p> <p>A subdivision should:</p> <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. 	<p>Objective and Standard Achieved</p> <p>The Key Community Facilities planned as part of the subdivision include:</p> <ul style="list-style-type: none"> • Drainage Reserves 6.298ha • Passive Open Spaces areas 2.701ha <p>The above is consistent with the designations of the draft PSP both in terms of the size of the areas set aside for community facilities, as well as their location and spatial relationship to each other.</p> <p>Further to this, the subdivision will allow for residents to conveniently access the proposed facilities within the PSP area and beyond the boundaries through well connected cycling and walking paths and potential public transport routes.</p>
<p>Clause 56.03-4 Built environment objective</p> <p><i>To create urban places with identity and character.</i></p>	<p>Standard C5</p> <p>The built environment should:</p> <ul style="list-style-type: none"> • Implement any relevant urban design strategy, plan or policy for the area set out in this scheme. • Provide living and working environments that are functional, safe and attractive. • Provide an integrated layout, built form and urban landscape. • Contribute to a sense of place and cultural identity. 	<p>Objective and Standard Achieved</p> <ul style="list-style-type: none"> • Lot sizes – support new dwellings at standard residential density. • Higher density at higher amenity areas. • Integration between built form and community areas and reserves. • Character to be established will be of a standard required from that responds to the physical environment. • Contributes to sense of place and

	An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.	cultural identity with a subdivision that responds to the topography of the site. The design provides open space reserves which will ultimately improve the amenity for future residents.
Clause 56.03-5 Neighbourhood character objective <i>To design subdivisions that respond to neighbourhood character.</i>	Standard C6 Subdivision should: <ul style="list-style-type: none"> • Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme. • Respond to and integrate with the surrounding urban environment. • Protect significant vegetation and site features. 	Objective and Standard Achieved The subdivision design accords with the draft PSP future urban structure to allow for integration with the future adjoining residential development as well as neighbouring PSP areas. The layout will set lot size and orientation that will allow for varying dwelling forms to be established that will set a distinctive character.

CLAUSE 56.04: Lot Design		
<p>Clause 56.04-1 Lot diversity and distribution objectives</p> <p><i>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</i></p> <p><i>To provide higher housing densities within walking distance of activity centres.</i></p> <p><i>To achieve increased housing densities in designated growth areas.</i></p> <p><i>To provide a range of lot sizes to suit a variety of dwelling and household types.</i></p>	<p>Standard C7</p> <p>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p> <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>A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> • Single dwellings. • Two dwellings or more. • Higher density housing. • Residential buildings and Retirement villages. <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>Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</p>	<p>Objective and Standard Achieved</p> <p>The layout of the proposed development utilises a range of housing densities, to provide for the needs of differing groups of people.</p> <p>The lots are provided as part of this development of varying dimensions to provide a diversity of built form and price point.</p> <p>All lots will be capable of accommodating a single and/or double storey housing product and will incorporate building envelopes where necessary to ensure desirable design outcomes across the subdivision.</p> <p>The subdivision provides for a range and mix of lot sizes that provide for a vast variety of designed single dwellings.</p> <p>The development also includes 10 super-lots which all offer opportunities for higher density housing.</p> <p>The subdivision ensures that most proposed dwellings will be located no more than 400 metre street walking distance from an existing or possible future bus route.</p>

Clause 56.04-2 Lot area and building envelopes objective	Standard C8	Objective and Standard Achieved
<p><i>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.</i></p>	<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"> • That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or • That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. <p>Lots of between 300 square metres and 500 square metres 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 • If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope. <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>	<p>All allotments less than 300m² have been designed to accommodate and to achieve:</p> <ul style="list-style-type: none"> • Appropriate solar access (where possible). • An appropriate area of secluded private open space • Safe vehicle access and adequate on-site parking • Access to a full range of utilities. <p>The development lots of less than 300m² proposed as part of this application will be consistent with the requirements of ResCode and/ Small Lot Code. Or will be subject to separate planning permit applications.</p> <p>Conventional density allotments are capable of containing a rectangle measuring 10 metres by 15 metres.</p> <p>Lots between 300m² and 500m² are able to contain the appropriate building envelopes as required by the objective.</p> <p>Lots greater than 500m² will be able to contain a rectangle measuring 10 metres by 15 metres and will contain a building envelope.</p>

	<ul style="list-style-type: none"> • The objectives of the relevant standards are met, and • The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act. <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"> • The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and • The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement. • Lot dimensions and building envelopes should protect: • Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. • Existing or proposed easements on lots. • Significant vegetation and site features. 	
<p>Clause 56.04-3 Solar orientation of lots objective</p> <p><i>To provide good solar orientation of lots and solar access for future dwellings.</i></p>	<p>Standard C9</p> <p>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation. Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> • 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 	<p>Objective and Standard Achieve</p> <p>At least 70% of allotments have been designed to satisfy the solar orientation standard.</p>

	<p>30 degrees south.</p> <ul style="list-style-type: none"> • Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north. • Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street. 	
<p>Clause 56.04-4 Street orientation objective</p> <p><i>To provide a lot layout that contributes to community social interaction, personal safety and property security.</i></p>	<p>Standard C10</p> <p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> • Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. • Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space. • Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. • Providing roads and streets along public open space boundaries. 	<p>Objective and Standard Achieved</p> <p>A number of features are proposed in the subdivision to enable the creation of a safe community of both person and property and to promote interaction between residents including:</p> <ul style="list-style-type: none"> • Lots have primary frontage to a road or open space. • The open space will incorporate high quality design and offer an opportunity for residents to play, relax and interact together. • Pedestrian links to open space facilities will reduce car dependence and ultimately increase social interaction and improve the health and well-being of residents.
<p>Clause 56.04-5 Common area objectives</p>	<p>Standard C11</p> <p>An application to subdivide land that creates common land must</p>	<p>Not applicable</p>

<p><i>To identify common areas and the purpose for which the area is commonly held.</i></p> <p><i>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</i></p> <p><i>To maintain direct public access throughout the neighbourhood street network.</i></p>	<p>be accompanied by a plan and a report identifying:</p> <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. 	<p>No common land is created as a result of this subdivision.</p>
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CLAUSE 56.05: Urban Landscape		
<p>Clause 56.05-1 Integrated urban landscape objectives</p> <p><i>To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</i></p> <p><i>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</i></p> <p><i>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</i></p> <p><i>To provide for integrated water management systems and contribute to drinking water</i></p>	<p>Standard C12</p> <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"> • Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. • Create attractive landscapes that visually emphasise streets and public open spaces. • Respond to the site and context description for the site and surrounding area. • Maintain significant vegetation where possible within an urban context. • Take account of the physical features of the land including landform, soil and climate. • Protect and enhance any significant natural and cultural features. • Protect and link areas of significant local habitat where appropriate. • Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space. • Promote the use of drought tolerant and low maintenance 	<p>Objective and Standard Achieved</p> <p>The proposed subdivision has been designed to ensure:</p> <ul style="list-style-type: none"> • The roads are of a sufficient width to contain a treed and green residential neighbourhood. • The open space can be used for active and passive activities as well as planted areas offering amenity, conservation and shade. <p>A landscape plan for the road reserves and public open space is provided for review, this landscape plan includes species details and height of trees at planting, a maintenance schedule that sets out maintenance responsibilities, requirements and costs.</p> <p>The landscape design will also include any street furniture in accordance with Casey standards.</p> <p>Vegetation is proposed to be native and indigenous where appropriate.</p> <p>The Landscape Master Plan seeks to create a development with a unique identity and sense of place and to provide a high level of</p>

<p><i>conservation.</i></p>	<p>plants and avoid species that are likely to spread into the surrounding environment.</p> <ul style="list-style-type: none"> • Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. • Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. • Provide for walking and cycling networks that link with community facilities. • Provide appropriate pathways, signage, fencing, public lighting and street furniture. • Create low maintenance, durable landscapes that are capable of a long life. <p>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>	<p>amenity for residents.</p> <p>The streetscapes define the road hierarchy of the site and convey a distinctive character with the use of both deciduous and evergreen trees.</p> <p>The Landscape Master Plan can be found in Appendix H.</p>
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<p>Clause 56.05-2 Public open space provision objectives</p> <p><i>To provide a variety of open spaces with links to other open spaces and regional parks where possible.</i></p> <p><i>To ensure that public open space of appropriate quality and quantity is provided in convenient locations to meet the recreational and social needs of the community.</i></p> <p><i>To support active and healthy communities.</i></p>	<p>Standard C13</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 150 metres to 300 metres 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. 	<p>Objective and Strategy Achieved</p> <p>The proposed subdivision provides appropriate open space for the needs of residents within the development and beyond. The open space will offer residents easily accessible recreational opportunities and follow the vision of the Draft PSP.</p> <p>Appropriate linkages will ultimately be formed as the balance of the area is developed to other open spaces (informal and formal) in the region offering future residents a variety of recreational opportunities to help achieve a healthy lifestyle and an active community.</p> <p>The existing natural and cultural features will be retained and incorporated as part of the design of the open space.</p>
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	<ul style="list-style-type: none">• Include publicly owned plazas or parks in activity centres where appropriate.• Land provided for public open space should be:<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.	
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CLAUSE 56.06: Access and Mobility Management		
<p>Clause 56.06-1 Integrated mobility objectives</p> <p><i>To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.</i></p> <p><i>To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.</i></p> <p><i>To contribute to reduced car dependence, improved energy efficiency, reduced greenhouse gas emissions and reduced air pollution.</i></p>	<p>Standard C14</p> <p>An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <p>Clause 56.06-2 Walking and cycling network.</p> <p>Clause 56.06-3 Public transport network.</p> <p>Clause 56.06-4 Neighbourhood street network.</p>	<p>Objective and Standard Achieved</p> <p>This application for a subdivision includes plans of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none"> • Clause 56.06-2 Walking and cycling network. • Clause 56.06-3 Public transport network. • Clause 56.06-4 Neighbourhood street network. <p>Refer to Appendix H for Design Response Plan, Indicative Development Plan and Road Network Plan.</p>
<p>Clause 56.06-2 Walking and cycling network objectives</p> <p><i>To contribute to community health and well being by encouraging walking and cycling as part of the daily</i></p>	<p>Standard C15</p> <p>The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. 	<p>Objective and Standard Achieved</p> <p>Pedestrian and shared paths will be generally provided in accordance with the requirements of the draft PSP. The paths form part of and link to an existing wider pedestrian and cycle</p>

<p><i>lives of residents, employees and visitors.</i></p> <p><i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i></p> <p><i>To reduce car use, greenhouse gas emissions and air pollution.</i></p>	<ul style="list-style-type: none"> • Link to any existing pedestrian and cycling networks. • Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. • Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces. • Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. • Ensure safe street and road crossings including the provision of traffic controls where required. • Provide an appropriate level of priority for pedestrians and cyclists. • Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. • Be accessible to people with disabilities. 	<p>network providing access to:</p> <ul style="list-style-type: none"> • The open space network. • Community infrastructure <p>All pedestrian and shared paths will be constructed to accommodate persons of limited mobility.</p> <p>Cycle routes are provided along the key roads, as well as through the open space areas.</p> <p>The walking network as indicated on the permit plan is designed to:</p> <ul style="list-style-type: none"> • Link to existing and future pedestrian networks. • Provide safe, walkable distances to existing and future community facilities such as public transport stops, commercial areas, and public open spaces, both within and outside of the permit plan area. • Provide an interconnected and continuous network of safe, efficient and convenient footpaths based primarily on the network of neighbourhood streets and public open spaces and shared paths as indicated in the PSP. • Ensure safe street crossings. • Provide an appropriate level of priority for pedestrians.
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		<ul style="list-style-type: none"> • Have natural surveillance along streets and open space and from abutting dwellings and are designed for personal safety and security particularly at night. • Be accessible to people with disabilities.
<p>Clause 56.06-3 Public transport network objectives</p> <p><i>To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.</i></p> <p><i>To encourage maximum use of public transport.</i></p>	<p>Standard C16</p> <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 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. • Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide: • Safe and direct movement between activity centres without complicated turning manoeuvres. • Direct travel between neighbourhoods and neighbourhood activity centres. • A short and safe walk to a public transport stop from most dwellings. 	<p>Objective and Standard Achieved</p> <p>The main east-west and north south connector streets will be potential bus routes as per the draft PSP.</p> <p>This will ensure that all lots within the proposed subdivision will be within walking distance of planned and potential bus routes.</p> <p>Further details of proposed bus routes will be provided in the PSP.</p>

<p>Clause 56.06-4 Neighbourhood street network objective</p> <p><i>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.</i></p>	<p>Standard C17</p> <p>The neighbourhood street network must:</p> <ul style="list-style-type: none"> • Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle paths, footpaths and public transport routes. • Provide clear physical distinctions between arterial roads and neighbourhood street types. • Comply with the Roads Corporation's arterial road access management policies. • Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. • Provide safe and efficient access to activity centres for commercial and freight vehicles. • Provide safe and efficient access to all lots for service and emergency vehicles. • Provide safe movement for all vehicles. • Incorporate any necessary traffic control measures and traffic management infrastructure. <p>The neighbourhood street network should be designed to:</p>	<p>Objective and Standard Achieved</p> <p>The neighbourhood street network will generally be constructed in accordance with the PSP.</p> <p>The road dimensions within the proposed subdivision are sufficient to comfortably accommodate the key components of the neighbourhood street network including appropriate sized carriageways, traffic calming methods, on street parking, landscaping, drainage, public transport and pedestrian/cycle paths where required.</p> <p>All carriageways will be constructed to accommodate emergency vehicles and where appropriate, service vehicles.</p> <p>The neighbourhood street network:</p> <ul style="list-style-type: none"> • Takes into account the existing and soon to be constructed mobility network of neighbourhood streets, cycle and walking paths, footpaths and public transport routes. • Provides clear physical distinctions

	<ul style="list-style-type: none"> • Implement any relevant transport strategy, plan or policy for the area set out in this scheme. • Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand. • Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. • Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. • Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles. • Provide an appropriate level of local traffic dispersal. • Indicate the appropriate street type. Provide a speed environment that is appropriate to the street type. • Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). • Encourage appropriate and safe pedestrian, cyclist and driver behaviour. 	<p>between streets types.</p> <ul style="list-style-type: none"> • Provides an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. • Provides safe and efficient access to all lots for service and emergency vehicles. • Provides safe movement for all vehicles. • Will incorporate necessary traffic control measures and traffic management infrastructure where required. <p>The neighbourhood street network is designed to:</p> <ul style="list-style-type: none"> • Ensure streets align between developments currently under construction and future developments to the north for direct and efficient movement of pedestrians, cyclists and other motor vehicles, • Allows for the realignment of Pound Road into a new North-South arterial Road. • Provides an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists and other vehicles.
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	<ul style="list-style-type: none"> • Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. • Minimise the provision of cul-de-sacs. • 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. 	<ul style="list-style-type: none"> • Provide an appropriate level of local traffic dispersal. • Indicate the appropriate street types. • Provide a speed environment that is appropriate to the street type. • Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists and other motor vehicles). • Encourage appropriate and safe pedestrian, cyclist and driver behaviour. • Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. • Facilitates solar orientation of lots. • Facilitates the provision of the walking, integrated water management systems, utilities and planting of trees. • Contributes to the area's emerging character and identity.
<p>Clause 56.06-5 Walking and cycling network detail objectives</p> <p><i>To design and construct footpaths, shared path</i></p>	<p>Standard C18</p> <p>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> • Be part of a comprehensive design of the road or street 	<p>Objective and Standard Achieved</p> <p>The pedestrian and shared paths in the subdivision will generally be constructed in accordance with the PSP which details key components of the pedestrian and cycle</p>

<p><i>and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</i></p> <p><i>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</i></p>	<p>reservation.</p> <ul style="list-style-type: none"> • Be continuous and connect. • Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. • Accommodate projected user volumes and mix. • Meet the requirements of Table C1. • Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound. • Provide appropriate signage. • Be constructed to allow access to lots without damage to the footpath or shared path surfaces. • Be constructed with a durable, non-skid surface. • Be of a quality and durability to ensure: <ul style="list-style-type: none"> - Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. - Discharge of urban run-off. - Preservation of all-weather access. - Maintenance of a reasonable, comfortable riding quality. - A minimum 20 year life span. • Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities. 	<p>network and typical road cross-sections.</p> <p>All pedestrian and shared paths will be constructed to a high quality standard and will be accessible by persons of limited mobility.</p> <p>Footpaths will be designed to:</p> <ul style="list-style-type: none"> • Be part of a comprehensive design of the street reservation. • Be continuous and connect. • Provide for street crossings for pedestrians and cyclists and kerb crossovers for access to lots. • Accommodate projected user volumes and mix. • Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound. • Provide appropriate signage. • Be constructed to allow access to lots without damage to the footpath or shared path surfaces. • Be of the required quality and durability to meet ResCode Standards:
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<p>Clause 56.06-6 Public transport network detail objectives</p> <p><i>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</i></p> <p><i>To provide public transport stops that are accessible to people with disabilities.</i></p>	<p>Standard C19</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 roads 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. • Appropriate signage. <p>Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground</p>	<p>Objective and Standard Achieved</p> <p>Bus stops will be provided in accordance with the Department of Transport requirements and the PSP. The potential public transport routes are designated along the main east west and north south running streets.</p> <p>The bus route will be designed to be accessible to people with limited mobility.</p>
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	surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.	
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<p>Clause 56.06-7 Neighbourhood street network detail objective</p> <p><i>To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.</i></p>	<p>Standard C20</p> <p>The design of streets and roads should:</p> <ul style="list-style-type: none"> • Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. • Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed. • Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs. • Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users. • Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay. • Provide a safe environment for all street users applying speed control measures where appropriate. • Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles. • Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners. 	<p>Objective and Strategy Achieved</p> <p>The road design will provide an accessible and safe neighbourhood street system for all users.</p> <p>The proposed road reservation widths are generally wide enough to accommodate appropriately sized carriageways, traffic calming devices, parking, landscaping, drainage, public transport, and pedestrian/cycleway requirements, for the different category roads as specified in Table C1.</p> <p>Corner splays will be used within the subdivision where sufficient sight lines across corners cannot be achieved.</p> <p>A Road Hierarchy Plan and a Street Cross-section Plan can be found in Appendix H.</p>
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	<ul style="list-style-type: none"> • Ensure streets are of sufficient strength to: <ul style="list-style-type: none"> - Enable the carriage of vehicles. - Avoid damage by construction vehicles and equipment. • Ensure street pavements are of sufficient quality and durability for the: <ul style="list-style-type: none"> - Safe passage of pedestrians, cyclists and vehicles. - Discharge of urban run-off. - Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. • Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. • Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span. • Provide pavement edges, kerbs, channel and crossover details designed to: • Perform the required integrated water management functions. • Delineate the edge of the carriageway for all street users. • Provide efficient and comfortable access to abutting lots at appropriate locations. • Contribute to streetscape design. • Provide for the safe and efficient collection of waste and recycling materials from lots. • Be accessible to people with disabilities. • A street detail plan should be prepared that shows, as 	
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	<p>appropriate:</p> <ul style="list-style-type: none"> • The street hierarchy and typical cross-sections for all street types. • Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. • Water sensitive urban design features. • Location and species of proposed street trees and other vegetation. • Location of existing vegetation to be retained and proposed treatment to ensure its health. • Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. 	
<p>Clause 56.06-8 Lot access objective</p> <p><i>To provide for safe vehicle access between roads and lots.</i></p>	<p>Standard C21</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 300m² or less in area and lots with a</p>	<p>Objective and Standard Achieved</p> <p>The proposed road network is accordance with the PSP.</p> <p>No lots will have direct access onto Arterial Roads. Lots of 300m² or less will be provided with rear access, except in cases where the</p>

	<p>frontage of 7.5 metres 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>sites front onto proposed parks.</p> <p>Proposed crossovers for allotments will be constructed in accordance with Casey City Council requirements.</p>
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CLAUSE 56.07: Integrated Water Management		
Clause 56.07-1 Drinking water supply objectives <i>To reduce the use of drinking water.</i> <i>To provide an adequate, cost-effective supply of drinking water.</i>	Standard C22 The supply of drinking water must be: <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 all lots in the subdivision to the satisfaction of the relevant water authority. 	Objective and Standard Achieved All lots will be connected to the local water supply to the satisfaction of the relevant water authority. The supply of drinking water will be designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.
Clause 56.07-2 Reused and recycled water objective <i>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</i>	Standard C23 Reused and recycled water supply systems must be: <ul style="list-style-type: none"> Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services. Provided to the boundary of all lots in the subdivision where required by the relevant water authority. 	Objective and Standard Achieved There is potential for reused and recycled water supply systems will be provided to the boundary of all lots where required by the relevant water authority. Where required, recycled water supply systems will be suitable for toilet flushing and garden watering. However the Water Authority is yet to confirm the requirement for and/ or availability of recycled water as outlined in the Servicing Report contained in Appendix D.

<p>Clause 56.07-3 Waste water management objective</p> <p><i>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.</i></p>	<p>Standard C24</p> <p>Waste water 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 Environment Protection Authority. Consistent with any relevant approved domestic waste water management plan. Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority. 	<p>Objective and Standard Achieved</p> <p>Reticulated waste water systems will be provided to the boundary of all lots in the subdivision where required by the relevant water authority (refer to the Servicing Strategy Appendix D).</p> <p>South East Water is the responsible authority for the provision of sewerage facilities to service the site.</p>
<p>56.07-4 Urban run-off management objectives</p> <p><i>To minimise damage to properties and inconvenience to residents from urban run-off.</i></p> <p><i>To ensure that the street operates adequately during major storm events and provides for public safety.</i></p> <p><i>To minimise increases in</i></p>	<p>Standard C25</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. Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed. Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management 	<p>Objective and Standard Achieved</p> <p>The urban stormwater management system will be designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority, being Melbourne Water and in accordance with the recommendations in the Neil Cragie report prepared for the PSP for the MPA.</p> <p>It will also be designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental</p>

<p><i>stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</i></p>	<p>Guidelines (Victorian Stormwater Committee 1999) as amended.</p> <ul style="list-style-type: none"> 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. <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>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</p> <p>Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</p> <p>Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</p> <p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none"> Provision must be made for the safe and effective passage of stormwater flows. All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority. Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35$ m²/s (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second). <p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> Ensure run-off is retarded to a standard required by the 	<p>Management Guidelines (Victorian Stormwater Committee 1999).</p> <p>The stormwater management system will be integrated with the overall PSP including the street and public open space networks and landscape design.</p> <p>Provision will be made for the safe and effective passage of stormwater flows. All new lots will be free from inundation.</p> <p>The design of the local drainage network will:</p> <ul style="list-style-type: none"> Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, run-off will be directed to the front of the lot and discharged into the street drainage system or legal point of discharge. Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner. Include water sensitive urban design features. Where such features are provided, an application will describe maintenance responsibilities, requirements and costs. <p>A Drainage Strategy is included C.</p>
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	<p>responsible drainage authority.</p> <ul style="list-style-type: none">• Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.• Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner.• Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.• Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.	
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CLAUSE 56.08: Site Management		
<p>Clause 56.08-1 Site management objectives</p> <p><i>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</i></p> <p><i>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</i></p> <p><i>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</i></p>	<p>Standard C26</p> <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"> • Erosion • Dust • Run-off. • Litter, concrete and other construction wastes. • Chemical contamination. • Vegetation and other natural features planned for retention. <p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</p>	<p>Objective and Standard Achieved</p> <p>A Construction Management Plan (provided as a Condition of any issuing Permit) will be prepared by the contractor to ensure how the site will be managed prior to and during the construction period and that environmental impacts are minimised during the construction phase. The plan will ensure that requirements of the Cultural Heritage Management Plan are taken into consideration.</p> <p>Recycled material will be used for the construction of streets, shared paths and other infrastructure where practicable.</p>

CLAUSE 56.09: Utilities		
<p>Clause 56.09-1 Shared trenching objectives</p> <p><i>To maximise the opportunities for shared trenching.</i></p> <p><i>To minimise constraints on landscaping within street reserves.</i></p>	<p>Standard C27</p> <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>Objective and Standard Achieved</p> <p>Reticulated services for water, gas, electricity and telecommunications will be provided in shared trenching where appropriate to minimise construction costs and land allocation for underground services.</p>
<p>Clause 56.09-2 Electricity, telecommunications and gas objectives</p> <p><i>To provide public utilities to each lot in a timely, efficient and cost effective manner.</i></p> <p><i>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</i></p>	<p>Standard C28</p> <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>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</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. 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>Objective and Standard Achieved</p> <p>The electricity supply system will be designed in accordance with the requirements of SP Ausnet and be provided to the boundary of all lots in the subdivision to their satisfaction.</p> <p>The demand on the electricity supply will be minimised by:</p> <ul style="list-style-type: none"> • Providing allotments with good solar orientation • Encouraging the construction of dwellings that achieve a five star energy efficiency rating. <p>The telecommunication system will be designed in accordance with the</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>requirements of the relevant telecommunications authority and will be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure. The telecommunications system will be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>Broadband services will be provided as a part of the telecommunications network and will be made available to each lot subject to entering into a supply agreement</p> <p>A gas supply system will be designed in accordance with the requirements of Envestra and be provided to the boundary of all lots in the subdivision to their satisfaction.</p>
Clause 56.09-3 Fire hydrants objective To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.	Standard C29 Fire hydrants should be provided: <ul style="list-style-type: none"> • A maximum distance of 120 metres from the rear of each lot. • No more than 200 metres apart. • Hydrants and fire plugs must be compatible with the relevant fire service equipment. 	Objective and Standard Achieved Fire hydrants will be installed to satisfy this standard. They will be provided a maximum distance of 120 metres from the rear of the each lot and no more than 200 metres apart. Hydrants and fire plugs will be compatible with the relevant fire service equipment. Plans can be submitted as a condition of any subsequent permit.

56.09-4 Public Lighting objective	Standard C30	Objective and Standard Achieved
<p>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</p> <p>To provide pedestrians with a sense of personal safety at night.</p> <p>To contribute to reducing greenhouse gas emissions and to saving energy.</p>	<p>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.</p> <p>Public lighting should be designed in accordance with the relevant Australian Standards.</p> <p>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</p>	<p>Public lighting will be provided to the proposed streets in accordance with the functional layout plans and Council requirements. The lighting will also be designed in accordance with the relevant Australian Standards</p>

