APPLICATION FOR PLANNING PERMIT
1525 POUND ROAD, CLYDE NORTH
PROPOSED RESIDENTIAL SUBDIVISION (621 LOTS)

Pursuant to Clause 32.01 of the General Residential Zone a planning permit is required to subdivide land, and must meet the requirements of Clause 56 and:

- Must meet all of the objectives included in the clauses specified in the following table
- Should meet all of the standards included in the clauses specified in the following table

CLASS OF SUBDIVISION	OBJECTIVES AND STANDARDS TO BE MET
60 or more lots	All except 56.03-5

CLAUSE 56 (RESIDENTIAL SUBDIVISION) – ASSESSMENT SUMMARY:-

OBJECTIVES AND SUMMARY OF STANDARDS	APPLICANT'S ASSESSMENT *i.e. Explain how achieved/ Not achieved/ Variation required* *(If additional commentary is required, please use separate sheet)*
56.01 SUBDIVISION SITE AND CONTEXT DESCRIPTION AND DESIGN RESPONSE	
An application must be accompanied by: • A subdivision site and context description (56.01-1) • A design response (56.01-2)	**ACHIEVED** A subdivision site and context description and design response plan have been provided as part of this application, as well as a detailed written description within the accompanying Town Planning report, outlining the existing conditions of the subject site as well as its surrounding environs. The site is well located within an area with provision for open space, recreation and community facilities, shops and transport.

56.02 POLICY IMPLEMENTATION	
56.02-1 Strategic Implementation Objective *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.* **Standard C1** 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.	**ACHIEVED** The application has been accompanied by a written report in support of the proposed development. The report details the relevant policy framework that applies to the site and how the proposed development complies. In accordance with the relevant policies, the development reflects the desired outcomes of the Thompsons Road PSP (PSP 1053) and will not adversely impact on any natural or environmental qualities of the area. The proposed subdivision incorporates the key principles of urban design by offering a range of lot sizes consistent with the surrounding area and will offer residents the opportunity to build a variety of residential homes in different styles, sizes and materials. The subject site is within walking distance of proposed public transport and a number municipal reserves within the surrounding area. The proposal also provides for access to proposed shopping facilities. The proposal provides for access to pedestrian and cycles paths on the road network within and connecting the Sienna estate. These pathways accord with the requirements of relevant engineering standards.

56.03 LIVABLE AND SUSTAINABLE COMMUNITIES	
56.03-1 Compact and walkable neighbourhoods objectives *To create compact neighbourhoods that are oriented around 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.	**ACHIEVED** The layout of the subdivision and its relation to surrounding development is shown in the documentation accompanying the application and are determined to be consistent with the desired outcomes of the Thompsons Road PSP.

56.03-2 Activity centre objective *To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.* **Standard C3** 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 that are: • 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.	**ACHIEVED** Whilst no activity centre is contained within this subdivision its proximity to and relationship with such centres identified in PSP1053.

56.03-3 Planning for community facilities objective *To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities* **Standard C4** A subdivision should: • 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. School sites should: • Be integrated with the neighbourhood and located near activity centres. • Be located on walking and cycling networks. • Have a bus stop located along the school site boundary. • Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets. • Adjoin the public open space network and community sporting and other recreation facilities. • Be integrated with community facilities. • Be located on land that is not affected by physical, environmental or other constraints. Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne. Primary schools should be located on connector streets and not on arterial roads. New State Government school sites must meet the requirements of the Department of Education and Training and abut at least two streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.	**ACHIEVED** A number of community facilities are included within this subdivision. Further the proximity to and relationship with other facilities to be provided in this area is established in PSP 1053

56.03-4 Built environment objective *To create urban places with identity and character.* **Standard C5** The built environment should: • 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. An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.	**ACHIEVED** The subject site is located in an identified growth area, and is characterised by residential development. The proposed subdivision, in the context of the broader area, adjoins future residential development. The layout of the subdivision, including lot sizes and road network, is commensurate to the pattern of development identified for the area. The proposed subdivision accords with the desired outcomes of the PSP 1053 and provides for residential development which will contribute positively to the future community.
56.04 LOT DESIGN	
56.04-1 Lot diversity and distribution objectives *To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.* *To provide higher housing densities within walking distance of activity centres.* *To achieve increased housing densities in designated growth areas.* *To provide a range of lot sizes to suit a variety of dwelling and household types.* **Standard C7** A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.	**ACHIEVED** The proposed subdivision satisfies requirements for lot diversity with a variety of lot sizes. The proposal accords with this standard by providing lots varying between 240 sq m and 1122 sq m.

Standard C7 continued Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme. A range and mix of lot sizes should be provided including lots suitable for the development of: • Single dwellings. • Two dwellings or more. • Higher density housing. • Residential buildings and Retirement villages. Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station. Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.	

56.04-2 Lot area and building envelopes objective *To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.* **Standard C8** An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows: • That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or • That a dwelling may be constructed on each lot in accordance with the requirements of this scheme Lots of between 300 square metres and 500 square metres should: • Contain a building envelope that is consistent with a development of the lot approved under this scheme, or • If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope. If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve. Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope.	**ACHIEVED** The proposal includes lots less than 300 square metres. The development of these lots will be in accordance with the prescribed Small Lot Code. The lots proposed which are greater than 300m^2 contain sufficient dimensions and each can provide a building envelope and a rectangle measuring 10 metres by 15 metres, as prescribed by this standard.

Standard C8 continued A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless: • The objectives of the relevant standards are met, and • The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act. Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope: • The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and • The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement. Lot dimensions and building envelopes should protect: • Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. • Existing or proposed easements on lots. • Significant vegetation and site features.	

56.04-3 Solar orientation of lots objective *To provide good solar orientation of lots and solar access for future dwellings.* **Standard C9** Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation. Lots have appropriate solar orientation when: • The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south • Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary; the long axis of the lots should be within 30 degrees east and 20 degrees west of north. • Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.	**ACHIEVED** All lots will provide for adequate solar access for future dwellings. Detail of housing development of each lot is not known at this stage.
56.04-4 Street orientation objective *To provide a lot layout that contributes to community social interaction, personal safety and property security.* **Standard C10** Subdivision should increase visibility and surveillance by: • Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. • Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space. • Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. • Providing roads and streets along public open space boundaries.	**ACHIEVED** All lots are proposed to front a constructed road. The road network, and layout of lots, has been designed to accord with the objective.

56.04-5 Common area objectives *To identify common areas and the purpose for which the area is commonly held.* *To ensure the provision of common area is appropriate and that necessary management arrangements are in place.* *To maintain direct public access throughout the neighbourhood street network.* **Standard C11** An application to subdivide land that creates common land must be accompanied by a plan and a report identifying: • The common area to be owned by the body corporate, including any streets and open space. • The reasons why the area should be commonly held. • Lots participating in the body corporate. The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.	**ACHIEVED** The proposed development does not create any common property areas. The application proposes a residential lot subdivision which accords with the with the desired outcomes of the PSP 1053

56.05 URBAN LANDSCAPE	
56.05-1 Integrated urban landscape objectives *To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.* *To incorporate natural and cultural features in the design of streets and public open space where appropriate.* *To protect and enhance native habitat and discourage the planting and spread of noxious weeds.* *To provide for integrated water management systems and contribute to drinking water conservation.* **Standard C12** An application for subdivision that creates streets or public open space should be accompanied by a landscape design. The landscape design should: • Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. • Create attractive landscapes that visually emphasise streets and public open spaces. • Respond to the site and context description for the site and surrounding area. • Maintain significant vegetation where possible within an urban context.	**ACHIEVED** The area of the proposed development on the subject site does not contain any native vegetation and is considered appropriate for residential development. The proposed development will be appropriately landscaped in order to prevent the spread of noxious weeds.

Standard C12 continued • Take account of the physical features of the land including landform, soil and climate. • Protect and enhance any significant natural and cultural features. • Protect and link areas of significant local habitat where appropriate. • Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space. • Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment. • Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. • Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. • Provide for walking and cycling networks that link with community facilities. • Provide appropriate pathways, signage, fencing, public lighting and street furniture. • Create low maintenance, durable landscapes that are capable of a long life. • The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.	

56.05-2 Public open space provision objectives To provide a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space. To provide a network of public open space that caters for a broad range of users. To encourage healthy and active communities. To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network. To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods **Standard C13** The provision of public open space should: • Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme. • Provide a network of well-distributed neighbourhood public open space that includes: o Local parks within 400 metres safe walking distance of at least 95 percent of all dwellings. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for their intended use and to allow easy adaptation in response to changing community preferences. o Additional small local parks or public squares in activity centres and higher density residential areas.	**ACHIEVED** Public open space is provided in accordance with the requirements of the with the desired outcomes of the PSP 1053.

Standard C13 continued ○ Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is: ○ Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space ○ Sufficient to incorporate two football/cricket ovals ○ Appropriate for the intended use in terms of quality and orientation ○ Located on flat land (which can be cost effectively graded) ○ Located with access to, or making provision for, a recycled or sustainable water supply ○ Adjoin schools and other community facilities where practical ○ Designed to achieve sharing of space between sports. ○ Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings. Public open space should: • Be provided along foreshores, streams and permanent water bodies. • Be linked to existing or proposed future public open spaces where appropriate. • Be integrated with floodways and encumbered land that is accessible for public recreation. • Be suitable for the intended use.	

56.06 ACCESS AND MOBILITY MANAGEMENT	
56.06-1 Integrated mobility objectives *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.* *To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.* *To contribute to reduced car dependence, improved energy efficiency, improved transport efficiency, reduced greenhouse gas emissions and reduced air pollution.* **Standard C14** An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of: • Clause 56.06-2 Walking and cycling network. • Clause 56.06-3 Public transport network. • Clause 56.06-4 Neighbourhood street network.	**ACHIEVED** The proposed subdivision accords with the with the desired outcomes of the PSP 1053. The layout of the subdivision and its relation to future surrounding development is shown in the documentation accompanying the application. It provides for integrated vehicular and pedestrian movement

56.06-2 Walking and cycling network objectives *To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.* *To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.* *To reduce car use, greenhouse gas emissions and air pollution.* **Standard C15** The walking and cycling network should be designed to: • Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. • Link to any existing pedestrian and cycling networks. • Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. • Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces. • Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. • Ensure safe street and road crossings including the provision of traffic controls where required. • Provide an appropriate level of priority for pedestrians and cyclists. • Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. • Be accessible to people with disabilities.	**ACHIEVED** The proposed subdivision will connect into the proposed surrounding road network and will provide for the provision of a pedestrian network throughout the development. Road reserve widths have been selected to accommodate footpaths, which will be designed to provide safe and accessible pedestrian access.

56.06-3 Public transport network objectives *To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.* *To encourage maximum use of public transport.* **Standard C16** The public transport network should be designed to: • 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.	**ACHIEVED** The proposed subdivision accords with the with the desired outcomes of the PSP 1053. The layout of the subdivision and its relation to future surrounding development is shown in the documentation accompanying the application. It provides accessibility to maximise the use of public transport.

56.06-4 Neighbourhood street network objective *To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.* **Standard C17** The neighbourhood street network must: • Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle paths, footpaths and public transport routes. • Provide clear physical distinctions between arterial roads and neighbourhood street types. • Comply with the Roads Corporation's arterial road access management policies. • Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. • Provide safe and efficient access to activity centres for commercial and freight vehicles. • Provide safe and efficient access to all lots for service and emergency vehicles. • Provide safe movement for all vehicles. • Incorporate any necessary traffic control measures and traffic management infrastructure. The neighbourhood street network should be designed to: • Implement any relevant transport strategy, plan or policy for the area set out in this scheme. • Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.	**ACHIEVED** The development provides for part of a local road network providing access to the proposed residential lots and connecting into the proposed neighbourhood street network. The road widths will be to the satisfaction of the Responsible Authority, and streetscape treatments such as lighting, trees, and paths will be provided to the satisfaction of the Responsible Authority and in accordance with future detailed plans. The development will provide direct, safe and easy movement in and around the area for vehicles, pedestrians and the like.

Standard C17 continued • Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. • Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. • Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles. • Provide an appropriate level of local traffic dispersal. • Indicate the appropriate street type. • Provide a speed environment that is appropriate to the street type. • Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). • Encourage appropriate and safe pedestrian, cyclist and driver behaviour. • Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. • Minimise the provision of culs-de-sac. • Provide for service and emergency vehicles to safely turn at the end of a dead-end street. • Facilitate solar orientation of lots. • Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. • Contribute to the area's character and identity. • Take account of any identified significant features.	

56.06-5 Walking and cycling network detail *To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.* *To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.* **Standard C18** Footpaths, shared paths, cycle paths and cycle lanes should be designed to: • Be part of a comprehensive design of the road or street reservation. • Be continuous and connect. • Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. • Accommodate projected user volumes and mix. • Meet the requirements of Table C1. • Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound. • Provide appropriate signage.	**ACHIEVED** The proposed subdivision will provide road reservations suitable to accommodate footpaths. The footpaths will be designed and constructed in accordance with the requirements of the Council, and further details can be provided as part of landscape and engineering plans required as a condition of permit. The pedestrian network connects with the existing road system and will allow for connection into the future pedestrian network which will eventually surround this development.

Standard C18 continued • Be constructed to allow access to lots without damage to the footpath or shared path surfaces. • Be constructed with a durable, non-skid surface. • Be of a quality and durability to ensure: - Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. - Discharge of urban run-off. - Preservation of all-weather access. - Maintenance of a reasonable, comfortable riding quality. - A minimum 20 year life span. • Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.	
56.06-6 Public transport network detail objectives *To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.* *To provide public transport stops that are accessible to people with disabilities.* **Standard C19** 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.	**ACHIEVED** The proposed subdivision allows for access to public transport services envisaged to occur in the future. The development will have access to public transport facilities to be located within the area of the development.

Standard C19 continued Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers. The design of public transport stops should not impede the movement of pedestrians. Bus and tram stops should have: • 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. Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.	

56.06-7 Neighbourhood street network detail objective *To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.* **Standard C20** The design of streets and roads should: • Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. • Provide street blocks that are generally between 120 metres and 240 metres in length and 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.	**ACHIEVED** The roads proposed accord with the layout and design requirements of Council and will be constructed in a suitable manner to provide for a safe and accessible neighbourhood environment. Particular construction details in accordance with recognised standards can be provided as a condition of permit.

Standard C20 continued
• Ensure streets are of sufficient strength to:
  - Enable the carriage of vehicles.
  - Avoid damage by construction vehicles and equipment.
• Ensure street pavements are of sufficient quality and durability for the:
  - Safe passage of pedestrians, cyclists and vehicles.
  - Discharge of urban run-off.
  - Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.
• Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.
• Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.
• Provide pavement edges, kerbs, channel and crossover details designed to:
  - Perform the required integrated water management functions.
  - Delineate the edge of the carriageway for all street users.
  - Provide efficient and comfortable access to abutting lots at appropriate locations.
  - Contribute to streetscape design.
• Provide for the safe and efficient collection of waste and recycling materials from lots.
• Be accessible to people with disabilities.	

Standard C20 continued • Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met. A street detail plan should be prepared that shows, as appropriate: • The street hierarchy and typical cross-sections for all street types. • Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. • Water sensitive urban design features. • Location and species of proposed street trees and other vegetation. • Location of existing vegetation to be retained and proposed treatment to ensure its health. • Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.	
56.06-8 Lot access objective *To provide for safe vehicle access between roads and lots.* **Standard C21** • Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority. • Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets. • The design and construction of a crossover should meet the requirements of the relevant road authority. **(Refer Table C1 Design of roads and neighbourhood streets)**	**ACHIEVED** All lots will have access to a road constructed to a required standard. The design and construction of crossovers will be in accordance with the requirements of the Responsible Authority, and details of construction can be included as a condition of permit.

56.07 INTEGRATED WATER MANAGEMENT	
56.07-1 Drinking water supply objectives *To reduce the use of drinking water.* *To provide an adequate, cost-effective supply of drinking water.* **Standard C22** The supply of drinking water must be: • Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority • Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority	**ACHIEVED** All lots will be connected to a reticulated water supply in accordance with the requirements of the relevant water authority.
56.07-2 Reused and recycled water objective *To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.* **Standard C23** Reused and recycled water supply systems must be: • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and • Department of Human Services. • Provided to the boundary of all lots in the subdivision where required by the relevant water authority.	**ACHIEVED** All lots will be connected to water supply in accordance with the requirements of the relevant water authority.

56.07-3 Waste water management objective *To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.* **Standard C24** Waste water systems must be: • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. • Consistent with any relevant approved domestic waste water management plan. Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.	**ACHIEVED** All lots will be connected to a drainage system in accordance with the requirements of the relevant servicing authority.

56.07-4 Urban run-off management objectives *To minimise damage to properties and inconvenience to residents from urban run-off.* *To ensure that the street operates adequately during major storm events and provides for public safety.* *To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.* **Standard C25** The urban stormwater management system must be: • Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. • Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed. • Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended. • Designed to ensure that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts. The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.	**ACHIEVED** All lots will be suitably drained in accordance with the requirements of the responsible authority. Details of stormwater management and drainage infrastructure can be provided at a later stage, and required as a condition of permit.

Standard C25 (continued) For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard: • Stormwater flows should be contained within the drainage system to the requirements of the relevant authority. • Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. For storm events greater than 20% AEP and up to and including 1% AEP standard: • Provision must be made for the safe and effective passage of stormwater flows. • All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority. • Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria da Vave < 0.35 m2/s (where, da = average depth in metres and Vave = average velocity in metres per second). The design of the local drainage network should: • Ensure run-off is retarded to a standard required by the responsible drainage authority. • Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge. • Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner.	

Standard C25 (continued) • Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs. Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.	
56.08 SITE MANAGEMENT	
56.08-1 Site management objectives *To protect drainage infrastructure and receiving waters from sedimentation and contamination.* *To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.* *To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.*	**ACHIEVED** The subdivision will be constructed in accordance with all relevant legislative requirements, and will seek to minimise impacts to the surrounding areas through dust, litter and other matters. A construction management plan can be required as a condition of permit, if required.
Standard C26 A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing: • Erosion and sediment. • Dust. • Run-off. • Litter, concrete and other construction wastes. • Chemical contamination. • Vegetation and natural features planned for retention. Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.	

56.09 UTILITIES	
55.09-1 Shared trenching objectives *To maximise the opportunities for shared trenching.* *To minimise constraints on landscaping within street reserves.* **Standard C27** Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.	**ACHIEVED** All lots will be connected to reticulated services and land will be allocated for the provision of underground services in a manner that maximises opportunities for shared trenching. All easements will be provided in accordance with the requirements of and to the satisfaction of relevant servicing authorities.
56.09-2 Electricity, telecommunications and gas objectives *To provide public utilities to each lot in a timely, efficient and cost effective manner.* *To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.* **Standard C28** • The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority. • Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged. • The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority. • Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.	**ACHIEVED** The provision of public utilities will be provided in accordance with the requirements of, and to the satisfaction of, the relevant servicing authority.

56.09-3 Fire hydrants objective *To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.* ***Standard C29*** Fire hydrants should be provided: • A maximum distance of 120 metres from the rear of the each lot. • No more than 200 metres apart. Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.	**ACHIEVED** The provision of fire hydrants will be provided in accordance, and at the request of the fire authority.
56.09-4 Public lighting objective *To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.* *To provide pedestrians with a sense of personal safety at night.* *To contribute to reducing greenhouse gas emissions and to saving energy.* **Standard C30** Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles. Public lighting should be designed in accordance with the relevant Australian Standards. Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.	**ACHIEVED** The provision of public lighting and other street furniture elements, will be provided in accordance with the requirements of the responsible authority, and can be included as a condition of any permit granted.