

IMAGE AND CHARACTER										
	STANDARD	RESPONSE								
R 1	<p><i>Street trees must be planted on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding:</i></p> <table><tr><td><i>Interval</i></td><td><i>Tree Size</i></td></tr><tr><td>8 – 10 metres</td><td>Small trees (less than 10 metres)</td></tr><tr><td>10 – 12 metres</td><td>Medium trees (10 – 15 metres)</td></tr><tr><td>10 – 15 metres</td><td>Large trees (15 metres or greater)</td></tr></table>	<i>Interval</i>	<i>Tree Size</i>	8 – 10 metres	Small trees (less than 10 metres)	10 – 12 metres	Medium trees (10 – 15 metres)	10 – 15 metres	Large trees (15 metres or greater)	Detailed landscaping plans, where required, will be submitted to Council for approval in accordance with the relevant stage of subdivision.
<i>Interval</i>	<i>Tree Size</i>									
8 – 10 metres	Small trees (less than 10 metres)									
10 – 12 metres	Medium trees (10 – 15 metres)									
10 – 15 metres	Large trees (15 metres or greater)									
R 2	<p><i>Fences forward of the building line must not be more than 1.2m in height</i></p>	In addition to subdivision, this application seeks approval for the development of lots under 300sqm. Despite this, an application for fencing will not be made and therefore this standard is not applicable to the application at hand. Design guidelines are to be applied at building permit stage.								
R 3	<p><i>All public landscape areas must be planted and designed to the satisfaction of the responsible authority</i></p>	Detailed landscaping plans, where required, will be submitted to Council for approval in accordance with the relevant stage of subdivision.								
R4	<p><i>Garages fronting a street must be setback a minimum of one metre from the front building line and must be less than half the width of the lot to a maximum of six metres, unless otherwise agreed by the responsible authority.</i></p>									

G 1	<i>Street networks within subdivisions should be designed to maximise the number of connections and direct views to open space.</i>	The overall master plan is based on a primary connection through the site via Fongeo Drive with north-south connection to the land to the south (adjoining PSP). Fongeo Drive itself will directly abut the primary open space area for the Estate.
G 2	<i>A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the responsible authority.</i>	Detailed landscaping plans, where required, will be submitted to Council for approval in accordance with the relevant stage of subdivision.
G 3	<i>Dwellings on corner lots should:</i> <ul style="list-style-type: none"> - Provide positive address to both frontages; and - Restrict boundary fencing forward of the front wall of the dwelling to not more than 1.2m in height. 	Able to comply. This proposal seeks approval for subdivision only. Design guidelines will be implemented at building permit stage.
G 4	<i>Design of dwellings should add to the precinct character by providing an attractive street address that encourages passive surveillance and visual interest.</i>	Able to comply. This proposal seeks approval for subdivision only. Design controls to be applied at building permit stage.
G 5	<i>Where appropriate, the use of indigenous trees is encouraged along streets fronting wetlands.</i>	Detailed landscaping plans, where required, will be submitted to Council for approval in accordance with the relevant stage of subdivision.
HOUSING		
	STANDARD	RESPONSE
R 5	<i>Development must achieve a minimum average density of 15 dwellings per Net Developable Hectare (NDA) across the precinct.</i>	Whilst the application at hand pertains to Stages 1-4 of the development and will achieve 14.8 dwellings per NDH, the site as a whole will yield 17.5 dwellings per NDH. Taking this into consideration

		it is therefore determined the application complies with this standard.
R 6	<p><i>Lots must front or side:</i></p> <ul style="list-style-type: none"> - Conservation areas, wetlands and public open space - Connection roads - Local access streets 	All lots front or side to either a street or open space.
G 6	<p><i>Development should demonstrate how the proposed subdivision will deliver a variety of housing types and lot sizes.</i></p>	<p>The application is accompanied by a Density Plan which sets out the lot sizes according to categories which can be summarised as being:</p> <ul style="list-style-type: none"> - Conventional (<500 m²) - Medium (301-500m²) - High (>300m²).
C 1	<p><i>Subdivision permits that allow for the creation of lots less than 300 square metres. Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:</i></p> <ul style="list-style-type: none"> - Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for the approval to the satisfaction of the responsible authority. The plan must identify the lot that will include a restriction on title allowing the use of the Small Lot Housing Code incorporated pursuant to Clause 81 of the Wyndham Planning Scheme. - The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the responsible authority. 	<p>The application proposes 11 allotments less than 300m² as part of Stages 1-4. The Small Lot Housing Code applies to the site and the Plan of Subdivision will identify the lots as Type A or B housing.</p>
HERITAGE		
	STANDARD	RESPONSE
R 7	<p><i>Any heritage site or conservation area to be vested in the relevant authority must be done so in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to:</i></p> <ul style="list-style-type: none"> - Clearing of rubbish and weeds. - Essential repairs to and stabilisation of any structures. - Any fencing required to ensure the safety of the public. <p><i>Any works carried out must be consistent with any relevant Cultural Heritage Management Plan or</i></p>	<p>Detailed landscaping plans and an environmental management plan, where required, can be submitted to Council for approval in accordance with the relevant stage of subdivision / pursuant to condition(s) of the permit.</p>

	<i>Conservation Management Plan.</i>	A Cultural Heritage Management Plan has been prepared and approved and all salvage works have been completed. The site contains no areas of heritage significance.
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OPEN SPACE		
	STANDARD	RESPONSE
	<i>The open space network must:</i>	
R 8	<ul style="list-style-type: none"> - <i>Provide flexible recreational opportunities that allow for the anticipated ranged of passive recreational needs of the community.</i> - <i>Maximise the amenity and value of encumbered open space, in particular wetlands and conservation open spaces.</i> 	<p>The overall master plan provides for a range of open space areas, including both passive recreation areas and encumbered wetland areas. The wetland areas have been designed to maintain existing EVC areas as well as providing drainage function for the proposed subdivision.</p> <p>Detailed landscaping plans and an environmental management plan, where required, can be submitted to Council for approval in accordance with the relevant stage of subdivision / pursuant to condition(s) of the permit.</p>
R 9	Open space delivery must be in accordance with the Draft Wyndham Open Space Classifications.	
R 10	<i>Parks and open spaces must contain extensive planting of large canopy scale trees, native, indigenous and exotic, that are suitable for urban environments, the local climate, soil conditions, and to the satisfaction of the responsible authority.</i>	Detailed landscaping plans, where required, will be submitted to Council for approval in accordance with the relevant stage of subdivision.
R 11	<i>Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.</i>	Detailed landscaping plans, where required, will be submitted to Council for approval in accordance with the relevant stage of subdivision.
R 12	<i>If local parks interface with a waterway corridor or encompass remnant native vegetation, the design</i>	Not applicable to Stage 1

	<i>of that open space must demonstrate integration of the relevant environmental and waterway values.</i>	subdivision.
R 13	<i>All parks must be located, designed and developed generally in accordance with the relevant description in Table X unless otherwise approved by the responsible authority. The area of the park may vary so long as it remains inside within the area range for its size category. Where a park is smaller than outlined in the table, the land must be added to another park. Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation.</i>	The provision of open space within Stage 1 is in accordance with the Future Urban Structure plan accompanying the PSP.
R 14	<i>Design and layout of wetland, conservation areas, and any other encumbered open space must maximise the potential for integration of recreation uses where this does not conflict with the primary function of the land.</i>	Not applicable to subdivision Stages 1-4.
R 15	<i>An appropriate mix of infrastructure in parks must be provided in accordance with Appendix X – Draft Wyndham Open Space Classifications.</i>	
R 16	<p>Land designated for passive recreation purposes must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the responsible authority.</p> <p>Further to the public open space contribution required by Clause 52.01 of the Wyndham Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>For the purposes of Clause 52.01 a local park or town square in this PSP is public open space. A contribution must be made as follows:</p> <ul style="list-style-type: none"> - <i>Where a public open space shown on the lot in Plan X of this precinct structure plan is equal to 3% of the lot's NDA that land must be transferred to Council at no cost to Council</i> - <i>Where a public open space shown on the lot in Plan X of this precinct structure plan is equal to 3% or less than 3% of the lot's NDA:</i> <ul style="list-style-type: none"> » the relevant land must be transferred to Council at no cost to Council » a cash contribution must be made to Council to bring total public open space contribution to a value equal to 3% of NDA 	The applicant intends to maintain the open space areas for a period of 2 years prior to handover to the responsible authority. Maintenance of open space areas will be set out as per the detailed landscaping plans submitted for approval.
R 17	<i>Where a public open space shown on the land in Plan X of this precinct structure plan is greater than 3% of the lot's NDA, the relevant land must be transferred to Council at no cost to Council. In this case Council will compensate the landowner, at a time to be agreed, for the amount of land provided in excess of 3% but no greater than difference between 3% and the amount of land shown as local park</i>	A minimum of 3% of the lot's NDA will be dedicated public open space and transferred to Council at no cost to Council. Any public open space

	<p>on Plan X.</p> <p>Refer to the Property Specific Land Budget for detailed individual property open space land areas and percentages specified by this precinct structure plan.</p> <p>The responsible authority may alter the distribution of public open space as shown in this precinct structure plan provided the relevant vision and objectives of this precinct structure plan are met.</p> <p>A subdivider may provide addition public open space in a subdivision to the satisfaction of the responsible authority.</p> <p>There is on onus on Council, the responsible authority or any other party to provide compensation for public open space provided above that required by Clause 52.01 and this precinct structure plan.</p>	above 3% of the lot's NDA will be compensated by Council.
R 18	The layout (including design and width) of drainage infrastructure, including open channels, wetlands and retarding basins must be to the satisfaction of the responsible authority.	The layout of drainage infrastructure will occur to the satisfaction of the responsible authority, achieving a high level of compliance.
R 19	Where passive open space is to be co-located with conservation areas, there must be clear separation/delineation.	Not applicable.
R 20	Strategic revegetation must be provided along wetlands with a particular emphasis on enhancing native vegetation whilst maximising public use and enjoyment.	Not applicable.
G 7	Passive parks should cater for a broad range of users and support both structured and informal recreation activities.	The proposed areas of passive open space will allow for a broad range of uses by a diverse future community. The spaces will support both structured and informal recreation activities.
C 2	<p>Conditions for subdivision or building and works permits where land is required for public open space:</p> <p>Land required for public open space as a local or district park, as set out in the Lincoln Heath South Structure Plan or the Lincoln Heath South Development Contributions Plan must be transferred to or vested in Council at no cost to Council unless the land is funded by the Lincoln Heath South Development Contributions Plan.</p>	Any development contributions will be specified via a Section 173 Legal Agreement with Council. Any land for use as public open space which is not funded by development contributions will be transferred to or vested in Council at no cost to Council.

Biodiversity and Threatened Species

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	STANDARD	RESPONSE
R 21	<i>Development within the Conservation Area must be in accordance with Figure X and the relevant Conservation Management Plan (CMP) to the satisfaction of the Department of Environment & Primary Industries. R 22 The following planning and design guidelines must be met on land identified as remnant patches to be protected on Plan X:</i>	Not applicable.
R 22	<ul style="list-style-type: none"> • Any construction stockpiles and machinery must be placed away from areas supporting native vegetation, fill and drainage lines to the satisfaction of the responsible authority • All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to Construction Techniques for Sediment Pollution Control (EPA 1991) • Only indigenous plants of local provenance may be used in revegetation works of designated biodiversity reserves • Prior to commencement of any works during the construction phase, a highly visible vegetation protection fence must be erected at least 2 metres from areas of native vegetation which have been identified to be protected in the NVPP referred to in the Schedule to Clause 52.16, unless otherwise agreed to in writing by the Secretary of the Department of Sustainability and Environment and to the satisfaction of the responsible authority • Water run-off must be designed to ensure that native vegetation to be protected is not compromised. 	<p>It is expected that any adverse impacts on native vegetation, fill and drainage lines, and soil erosion will be minimised by the appropriate management of the site during and after construction as applicable.</p> <p>An application is being made to the Department of Environment for a non-controlled action. Once a response from the Department has been received a more thorough assessment against this standard will be possible.</p>
R 23	<p>The following planning and design guidelines must be met:</p> <ul style="list-style-type: none"> • Protect and maintain significant vegetation within open space areas • Erect protective fencing around native vegetation to be protected prior to commencement and during the construction phase, in accordance with Plan X • Position pedestrian and cycle routes so as not to interfere with the preservation and management of native vegetation • Ensure that development is appropriately setback from native vegetation identified for protection on Plan X using roads to separate development from areas to be protected. 	Any native vegetation present on the site will be protected and maintained through a variety of measures to the satisfaction of the Responsible Authority.
G 8	<i>Landscaping adjacent to retained indigenous vegetation and wetlands should be complementary to conservation objectives and should use indigenous planting where appropriate.</i>	Not applicable.
G 9	<i>If trails are created through a conservation area they should be designed to minimise impacts to the vegetation and promote passive, low impact use.</i>	Not applicable.
G 10	<i>Interpretive signage on thoroughfares adjoining conservation areas should be provided for educational purposes.</i>	Not applicable.
G 11	<i>Design, baffle and locate adjoining lighting to prevent light spill and glare adjacent to Growling Grass Frog wetlands.</i>	Not applicable.

C 3	<p><i>Kangaroo Management Plan</i></p> <p><i>A permit granted for subdivision of land north of the rail reserve must include the following conditions:</i></p> <ul style="list-style-type: none"> <i>• Before the certification of the plan of subdivision, a Kangaroo Management Plan must be approved by the Secretary to the Department of Environment and Primary Industries. Once approved, the plan will be endorsed by the Responsible Authority and form part of the permit.</i> <i>• The endorsed Kangaroo Management Plan must be implemented to the satisfaction of the responsible authority.</i> 	Not applicable.
C 4	<p>Environmental Management Plans</p> <p>A planning permit for subdivision, buildings, or works on land shown as a conservation area must include the following condition:</p> <ul style="list-style-type: none"> • The subdivision, buildings or works must not commence until an Environmental Management Plan for the relevant works has been approved to the satisfaction of the Department of Environment and Primary Industries, unless otherwise agreed by the Department of Environment and Primary Industries. 	
C 5	<p>Salvage and Translocation</p> <p>The Salvage and Translocation Protocol for Melbourne's Growth Corridors (Department of Environment and Primary Industries, 2014) must be implemented in the carrying out of development to the satisfaction of the Secretary to the Department of Environment and Primary Industries.</p>	The proposal will comply with the Salvage and Translocation Protocol for Melbourne's Growth Corridors where applicable.
Bushfire management		

	STANDARD	RESPONSE
R 24	<i>A subdivision must provide defensible space between a fire threat edge identified and a dwelling to the satisfaction of the Country Fire Authority (CFA).</i>	The subject site is mapped as being a Bushfire Prone Area, however this is not translated into any requirement under the Bushfire Management Overlay. It is therefore understood that this is a requirement to be dealt with at Building Permit stage.
R 25	<i>Before the commencement of works for any stage of subdivision a Site Management Plan that addresses bushfire risk during, and where necessary, after construction must be submitted to and approved by the CFA. The plan must specify, amongst other things:</i> <ul style="list-style-type: none"> <i>• The staging of development and the likely bushfire risks at each stage</i> <i>• An area of land between the development edge and non-urban areas consistent with the separation distances specified in AS3959-2009, where bushfire risk is managed</i> <i>• The measures to be undertaken by the developer to reduce the risk from fire within any surrounding rural or undeveloped landscape and protect residents and property from the threat of fire</i> <i>• How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.</i> <i>The plan must be carried out to the satisfaction of the CFA. R</i>	Not applicable.
R 26	<i>Provide a road network that enables at least two safe egress routes away from the fire hazard.</i>	Not applicable.
R 27	<i>For the purposes of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</i> <i>Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or:</i> <ul style="list-style-type: none"> <i>• A minimum of 5.4m in trafficable width where cars may park on one side only.</i> <i>• A minimum of 3.5m width with no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays at least 20m long, 6m wide, and located not more than 200m apart.</i> <i>• Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width.</i> <i>• The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°).</i> <i>• The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point.</i> <i>• Dips in a road must have no more than a 1 in 8 grade (12.5% or 7.1°) entry and exit angle.</i> <i>Constructed dead end roads more than 60m in length from the nearest intersection must have a turning circle with a minimum radius of 8 m (including roll-over curbs if they are provided).</i>	Not applicable.
R 28	<i>Planting in streets and public spaces within defensible space must be designed to take into account</i>	Not applicable.

	<i>impact on fire risk.</i>	
R 29	<p><i>Before the commencement of works for a stage of subdivision a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the responsible authority and the CFA. The CMP must specify, amongst other things:</i></p> <ul style="list-style-type: none"> <i>- Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire</i> <i>- A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas</i> <i>- How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.</i> 	Not applicable.
R 30	<p>A Construction or Engineering Plan required under a subdivision permit must show:</p> <ul style="list-style-type: none"> • The location of static water supplies for fire fighting purposes that are: • Accessible to fire fighting vehicles • Have sufficient volume to support effective fire fighting or • Strategically positioned fire hydrants installed on the potable water supply system in addition to the fire hydrants installed on the recycled water supply system (where present) and • Water supply design, connections and flow rates All to the satisfaction of the CFA. 	Not applicable.
G 12	Where a lot capable of accommodating a dwelling is proposed up slope or on flat land and adjacent to a fire threat edge identified on Plan 6 in this Precinct Structure Plan, a plan of subdivision must provide for defensible space in the form of a 19 metre wide road reserve between the edge of the fire threat and the lot on which a dwelling may be developed. A restriction on a plan of subdivision registered under the Subdivision Act 1988 must specify that a dwelling constructed on land within 60 metres of a fire threat edge shown on Plan 6 in this Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.	Not applicable.

G 13	<p>Where a lot capable of accommodating a dwelling is proposed down slope and adjacent to a fire threat identified on the Bushfire Management Plan in this Precinct Structure Plan, provide for defensible space comprising a road reserve of at least 19 metres width between the edge of the fire threat and the lot on which a dwelling may be developed plus the additional width of defensible space specified below. The additional defensible space may be on public or private land:</p> <table><tr><td>Down slope (degrees)</td><td>Total >5-</td><td>Additional defensible (m)</td><td>defensible space (m) >0-5</td></tr><tr><td></td><td></td><td></td><td>3</td></tr><tr><td>>0-5</td><td></td><td>3</td><td>22</td></tr><tr><td>>5-10</td><td></td><td>6</td><td>25</td></tr><tr><td>>10-15</td><td></td><td>9</td><td>28</td></tr><tr><td>>15-20</td><td></td><td>13</td><td>32</td></tr><tr><td>20</td><td></td><td colspan="2">to the satisfaction of the relevant fire authority</td></tr></table> <p>Where defensible space is proposed on a lot capable of accommodating a dwelling, requirement RXX in this precinct structure plan applies. Specify in a restriction on a plan of subdivision registered under the Subdivision Act 1988 that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge on Plan 4 of the Diggers Rest Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.</p>	Down slope (degrees)	Total >5-	Additional defensible (m)	defensible space (m) >0-5				3	>0-5		3	22	>5-10		6	25	>10-15		9	28	>15-20		13	32	20		to the satisfaction of the relevant fire authority		Not applicable.
Down slope (degrees)	Total >5-	Additional defensible (m)	defensible space (m) >0-5																											
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20		to the satisfaction of the relevant fire authority																												

Public Transport

Public Transport

	STANDARD	RESPONSE
R 31	<i>A road nominated on Plan X as a potential bus route is to be constructed (including partial construction where relevant) in accordance with the corresponding cross section in the PSP and in accordance with the Public Transport Guidelines for Land Use and Development.</i>	Fongeo Drive and the nth / sth connector are bus capable.
R 32	<i>Any roundabouts on roads shown as 'bus capable' on Plan X must be constructed to accommodate ultra-low-floor buses in accordance with the Public Transport Guidelines for Land Use and Development.</i>	The proposed roundabout at the Fongeo Drive / Parkwood Terrace intersection will be bus capable.
R 33	<i>Bus stop facilities must be constructed by development proponents as part of the subdivision works (prior to the issue of a statement of compliance for the relevant stage) in accordance with the requirements of the Public Transport Guidelines for Land Use and Development to the satisfaction of the Director of Public Transport. The Department of Transport is to nominate the location and type of bus stops to be provided by the developer.</i>	Any and all bus stops will be compliant with the Public Transport Guidelines for Land Use and Development and will appear as nominated by the Department of Transport.
R 34	<i>The bus stop facilities must be provided with DDA compliant direct and safe pedestrian access connected to an existing pedestrian / shared path.</i>	
C 6	<i>Conditions for subdivision or building and works permits where land is required for road widening Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Lincoln Heath South Development Contributions Plan.</i>	Road widening along Point Cook Road has already been completed and is now vested with Council. No further road widening is required.
Walking and Cycling		

	STANDARD	RESPONSE
R 34	<i>Pedestrian paths must be provided on both sides of connector and access streets in accordance with the cross sections in this Precinct Structure Plan.</i>	Fongeo Drive will be a designated connector street and will be provided with pedestrian paths on both sides in accordance with PSP cross-sections yet to be completed.
R 35	<i>Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections and on key desire lines.</i>	All key intersections will ensure pedestrians and cyclists are provided with safe and accessible crossing points.
R 36	<i>Bicycle parking facilities must be provided by development proponents in safe and convenient locations at key destinations such as parks, to the satisfaction of the responsible authority.</i>	
R 37	<i>All trails and crossings must be designed to the satisfaction of Melbourne Water and the responsible authority.</i>	Trails and crossings will be to the satisfaction of Melbourne Water and the Responsible Authority.
R 38	<i>Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and cycling network to the satisfaction of the responsible authority.</i>	
R 39	<i>Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs.</i>	Bicycle priority will be maintained through strong and consistent visual and physical cues and supportive directional and associated road signs.
R 40	<i>On a construction or engineering plan approved under a subdivision permit, specification of any bicycle path on a connector road must also be to the satisfaction of Public Transport Victoria.</i>	Bicycle paths along connector roads such as Fongeo Drive will be to the satisfaction of Public Transport Victoria.
G 14	<i>Cycle connections should be designed to allow for the safe and convenient transition between on-road and off-road networks.</i>	Cycle connections will facilitate safe and convenient transition between on-road and off-road networks.
Road Networks and Inter-parcel Connections		

	STANDARD	RESPONSE
R 42	<i>Subdivision layouts must form a permeable street network that provides convenient access to local open space and allows for the effective integration with neighbouring properties and precincts.</i>	The subdivision layout has been designed to promote pedestrian permeability and also provides integration with the development to the immediate north via a passive open space link. Public open space is located centrally with roads providing logical routes of access.
R 43	<i>Vehicle access to lots fronting arterial roads must be provided from a service road, local internal loop road or rear lane only, to the satisfaction of the coordinating road authority.</i>	No lots have been proposed to face Point Cook Road, the only arterial road located within proximity of the site.
R 44	<i>Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots.</i>	Lot design allows for the appropriate positioning of vehicular crossovers in order to allow for a minimum of one on-street car park for every two residential lots.
R 45	<i>Residential lots of a width of seven (7) metres or less must only provide vehicle access via a rear laneway, unless otherwise approved by the responsible authority.</i>	All allotments are greater than 7 metres in width.
R 46	<i>The following planning and design guidelines must be met:</i> <ul style="list-style-type: none"> <i>• Orient roads in a north-south and east-west grid, except in areas where natural or physical constraints do not permit.</i> <i>• Provide pedestrian and cycle through-routes to maintain access and permeability where vehicle through routes are not possible.</i> 	Road orientation is predominantly north-south and east-west except where it is necessary to provide north-west to south-east road links which allow smaller allotments to respond appropriately to topography, and ensure the proposal is designed cohesively with subsequent development stages which are required to respond to areas of natural significance to the south-west, and the alignment of Fongeo Drive as specified within the PSP Future Urban Structure Plan.
R 47	<i>Traffic management devices should be installed on road lengths greater than 150m.</i>	Traffic management devices are to

		be installed on all road lengths greater than 150m.
G 15	<i>Residential block lengths should not exceed 200 metres. Intervals between blocks may take the form of either a trafficable street or pedestrian passage of not less than four metres in width.</i>	Except where the site adjoins the neighbouring development to the north, residential block lengths do not exceed 200m.
G 16	<i>A cul-de-sac should only be used when there is no practical alternative and not detract from convenient pedestrian and vehicular connections.</i>	Not applicable.
G 17	<i>Where practicable, the frequency of vehicular crossovers on the connector road should be reduced by the use of a combination of:</i> <ul style="list-style-type: none"> • <i>Rear loaded lots with laneway access</i> • <i>Side street placement to enable lot sideage.</i> 	The frequency of vehicular crossovers on Fongeo Drive has been reduced through the orientation of allotments to allow for lot sideage, as well as the introduction of rear-loaded allotments along the drive to the east. This will particularly mitigate access concerns to allotments located in proximity to the Fongeo Drive/Point Cook Road intersection.
G 18	<i>Road and street cross sections should be consistent with the cross sections outlined in the PSP. An alternative to cross sections for roads may be considered by the responsible authority subject to the design satisfying the relevant requirements in the PSP and the Public Transport Guidelines for Land Use and Development.</i>	Road and street cross sections will be consistent with those set out in the PSP and the Public Transport Guidelines for Land Use and Development.
C 7	<i>Conditions for subdivision or building and works permits where land is required for road widening Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Lincoln Heath South Development Contributions Plan.</i>	Road widening along Point Cook Road has already been completed and is now vested with Council. No further road widening is required.
Integrated Water Management		

	STANDARD	RESPONSE
R 48	<i>Final design and boundary of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of the responsible authority.</i>	The final design and boundary of various stormwater infrastructures will be to the satisfaction of the responsible authority.
R 49	<i>Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, to the satisfaction of Melbourne Water and the responsible authority as relevant.</i>	It is expected that the entire site development will utilise the existing Alamanda wetland system for the treatment and management of stormwater and an additionally proposed sediment basin and extension of the Alamanda wetland will provide support for this. The appropriate management of stormwater within Stages 1-4 will occur until the extension of the wetland can be completed.
R 50	<i>Development must conform to the relevant policies and strategies being implemented by Council, Melbourne Water and the water retail authority, including any approved Integrated Water Management Plan</i>	The development will comply with the relevant policies and strategies as set out by Council, Melbourne Water, and the water retail authority, as well as any particular Integrated Water Management Plan.
R 51	<i>Storm water direction, treatment and harvesting must not impact on the hydrological requirements, the short and long term viability of, or negatively impact on the retained conservation areas including native vegetation on land surrounding this PSP area.</i>	Initial consultations with Melbourne Water have indicated that the existing Alamanda wetland systems can be extended under their ownership to cater for the proposed development. The wetland will act as an existing sediment basin whilst an additional sediment basin is proposed to the south.
G 19	<i>Where practical, development should include integrated water management initiatives to diversify water supply, reduce reliance on potable water and increase the utilisation of storm and waste water contributing to a sustainable and green urban environment.</i>	

G 20	<i>Where practical, integrated water management systems should be designed to:</i> <ul style="list-style-type: none">• <i>Maximise habitat values for local flora and fauna species.</i>• <i>Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined on Plan X.</i>	Future extension of the Alamanda wetlands will encourage opportunities to comply with this standard.
G 21	<i>Development should exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waters, where practical.</i>	The development will strive to exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waters.

Utilities

	STANDARD	RESPONSE
R 52	<p><i>Before development commences on a property, plans are to be submitted of the road network showing the location of all:</i></p> <ul style="list-style-type: none"> • <i>Underground services</i> • <i>Driveways / crossovers</i> • <i>Street lights</i> • <i>Street trees</i> <p><i>A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees. The plans and cross sections are to demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP) and accommodate the minimum level of street tree planning (as outlined in this PSP). If required, the plans and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences.</i></p>	Prior to development, a number of plans will be submitted showing in greater detail elements of the road network.
R 53	<i>Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.</i>	The planting of vegetation within road verges will be facilitated through the utilisation of common trenching where appropriate.
R 54	<i>All new electricity supply infrastructure (excluding substations and cables with voltage greater than 66kv) must be provided underground.</i>	All new electricity supply infrastructure will be located underground.
R 55	<i>Any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any allotment unless the building incorporates dual plumbing for recycled water supply for toilet flushing and garden watering use if it is to become available.</i>	Prior discussion between all parties resulted in the agreement that such a restriction will not be undertaken.
R 56	<i>Utilities must be placed outside any conservation areas shown on Plan X to avoid disturbance to existing native vegetation, significant landform features (e.g. rock outcrops) and heritage sites, to the satisfaction the responsible authority.</i>	Not applicable.
R 57	<i>All lots must be provided with potable water, electricity, a reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant authority.</i>	All allotments will be serviced to the satisfaction of the responsible authority.
G 22	<i>Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.</i>	Above-ground utilities, where required, will be appropriately screened from view.
Development Staging		

	STANDARD	RESPONSE
R 58	Access during construction must be from Point Cook Road and constructed to satisfaction of VicRoads and responsible authority.	Where practical access from Point Cook Road will be utilised to the satisfaction of VicRoads and the responsible authority. In addition, access to the site from the south is also being discussed with Council.
G 23	Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved: <ul style="list-style-type: none"> • Development staging should, to the extent practicable, be integrated with adjoining developments, through the timely provision of connecting roads and walking/cycling paths • Where development does not directly adjoin the urban edge, local open space should be provided in early stages to provide new residents with amenity • Access to each new lot must be via a sealed road. 	The staging of the development will generally occur from north-east to south-west and will begin as integration with the adjoining development to the north. Public open space will be provided during the first stage in order to give new residents a reasonable level of amenity. Fongeo Drive will provide the main access to this stage and facilitate the development of further stages. This and connecting roads will be sealed.
G 24	Development staging should ensure timely provision for and delivery of the Precinct Infrastructure Plan, including; <ul style="list-style-type: none"> • Fongeo Drive • Connector streets • Connection of the off-road pedestrian and bicycle network. 	Development staging will occur in accordance with the Precinct Infrastructure Plan, including the timely provision of Fongeo Drive, connector streets, and off-road pedestrian and bicycle networks.