

CLAUSE 56 ASSESSMENT TEMPLATE

Residential subdivision

99 Bena Road, Korumburra

V2 – April 2024

56.01 SUBDIVISION SITE AND CONTEXT DESCRIPTION

An application must be accompanied by:

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

56.01-1 Subdivision site and context description

The site and context description may use a site plan, photographs or other techniques and must accurately describe:

In relation to the site:

- Site shape, size, dimension and orientation.
- Levels and contours of the site.
- Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.
- The siting and use of existing buildings and structures.
- Street frontage features such as poles, street trees and kerb crossovers
- Access points
- Location of drainage and other utilities.
- Easements.
- Any identified natural or cultural features of the site
- Significant views to and from the site.
- Noise and odour sources or other external influences.
- Soil conditions, including any land affected by contamination, erosion, salinity, acid sulphate soils or fill.
- Any other notable features or characteristics of the site.
- Adjacent uses.
- Any other factor affecting the capacity to develop the site including whether the site is affected by inundation.

An application for subdivision of 3 or more lots must also describe in relation to the surrounding area:

- The pattern of subdivision.
- Existing land uses.
- The location and use of existing buildings on adjacent land.

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- Abutting street and path widths, materials and detailing.
 - The location and type of significant vegetation.

An application for subdivision of 60 or more lots must also describe in relation to the surrounding area:

- Location, distance and type of any nearby public open space and recreational facilities.
- Direction and distances to local shops and community facilities.
- Directions and walking distances to public transport routes and stops.
- Direction and walking distances to existing neighbourhood, major and principal activity centres and major employment areas.
- Existing transport routes, including freeways, arterial roads and streets connecting neighbourhoods.
- Local street network including potential connections to adjacent subdivisions.
- Traffic volumes and movements on adjacent roads and streets.
- Pedestrian, bicycle and shared paths identifying whether their primary role is neighbourhood or regional access.
- Any places of cultural significance.
- Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.
- Proximity of any fire threats.
- Pattern of ownership of adjoining lots.

56.01-2 Subdivision design response

The design response must explain how the proposed design:

- Derives from and responds to the site and context description.
- Responds to any site and context features for the area identified in a local planning policy or a Neighbourhood Character Overlay.
- Responds to any relevant objective, policy, strategy or plan set out for the area in this scheme.
- Meets the relevant objectives of Clause 56.

An application for subdivision of 60 or more lots must also include a plan that meets the requirements of Standard C2. The plan must also show the:

- Proposed uses of each part of the site.
- Natural features of the site and identify any features proposed to be altered.
- Proposed integrated water management system.
- Proposed staging of the subdivision.

CLAUSE 56.02 POLICY IMPLEMENTATION

Standards C1

http://planningschemes.dpcd.vic.gov.au/schemes/vpps/56_02.pdf

Objective	Standard and Guidelines	Compliance
<p>Clause 56.02-1</p> <p>Strategic implementation objective</p> <p>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 the scheme.</p>	<p>C1</p> <p>1. An application must be accompanied by a written statement that describes how the subdivision is consistent with and implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.</p>	<p>Satisfied</p> <p>The land is within the Korumburra Township and zoned General Residential.</p> <p>The proposed subdivision is consistent with the Proposed Development Plan under DPO6.</p> <p>Consideration has been given to the Municipal Planning Strategy, Planning Policy Framework, Zone and Overlays ... amongst other scheme provisions and strategic documents referenced in the Scheme ... in the preparation of the Development Plan and Proposed Subdivision Plan.</p>

CLAUSE 56.03 LIVEABLE AND SUSTAINABLE COMMUNITIES

Standards C2 to C6

http://planningschemes.dpcd.vic.gov.au/schemes/vpps/56_03.pdf

Objective	Standard and Guidelines	Compliance
<p>Clause 56.03-1</p> <p>Compact and walkable neighbourhoods objectives</p> <p>To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.</p> <p>To allow easy movement through and between neighbourhoods for all people.</p>	<p>C2</p> <ol style="list-style-type: none"> 1. 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. 2. An application for subdivision must include a plan of the layout of the subdivision that: <ol style="list-style-type: none"> a. Meets the objectives (if relevant to the class of subdivision specified in the zone) of: <ol style="list-style-type: none"> i. Clause 56.03-2 Activity centres ii. Clause 56.03-3 Planning for community facilities iii. Clause 56.04-1 Lot diversity and distribution iv. Clause 56.06-2 Walking and cycling network v. Clause 56.06-3 Public transport network vi. Clause 56.06-4 Neighbourhood street network 3. 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 	<p>Satisfied</p> <p>The Proposed Subdivision accommodates a range of accessibility options and linkages including public transport capable, car, bicycle and pedestrian.</p> <p>Public pen space is located centrally to the subdivision and within the 400m walking catchment of the site and surrounds.</p> <p>Bus stops are depicted on the collector road and adjacent to the public open space.</p>

	<p>proposed railway station and shows the estimated number of dwellings within those distances.</p> <ol style="list-style-type: none"> 4. Shows the layout of the subdivision in relation to the surrounding area. 5. Is designed to be accessible for people with disabilities. 	
<p>Clause 56.03-2</p> <p>Activity centre objective</p> <p>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.</p>	<p>C3</p> <ol style="list-style-type: none"> 1. A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme. 2. Subdivision should be supported by activity centres that are: <ol style="list-style-type: none"> a. Accessible by neighbourhood and regional walking and cycling networks. b. Served by public transport that is connected to the regional public transport network. c. Located at public transport interchange points for the convenience of passengers and easy connections between public transport services. d. Located on arterial roads or connector streets. e. Of appropriate size to accommodate a mix of uses that meet local community needs. f. Oriented to support active street frontages, support street-based community interaction and pedestrian safety. 	<p>N/A</p> <p>No activity centre is proposed</p>

<p>Clause 56.03-3</p> <p>Planning for community facilities objective</p> <p>To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.</p>	<p>C4</p> <ol style="list-style-type: none"> 1. A subdivision should: <ol style="list-style-type: none"> a. Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme. b. Locate community facilities on sites that are in or near activity centres and public transport. 2. School sites should: <ol style="list-style-type: none"> a. Be integrated with the neighbourhood and located near activity centres. b. Be located on walking and cycling networks. c. Have a bus stop located along the school site boundary. d. Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets. e. Adjoin the public open space network and community sporting and other recreation facilities. f. Be integrated with community facilities. g. Be located on land that is not affected by physical, environmental or other constraints. 3. Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne. 4. Primary schools should be located on connector streets and not on arterial roads. 5. 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, 	<p>Satisfied</p> <p>No school site are proposed.</p> <p>The subdivision has been designed to bus capable with bus stops located adjacent to the collector road and public open space reserve.</p> <p>It is noted that the land is zoned General Residential and that the zone purpose allows for a limited range of non-residential uses.</p> <p>On this basis, it is submitted that the opportunity is available for the market and service providers to establish within the subdivision or adjacent residential areas ... subject to a planning permit.</p>
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	bus parking and on-street parking in addition to other street functions.	
<p>Clause 56.03-4</p> <p>Built environment objective</p> <p>To create urban places with identity and character.</p>	<p>C5</p> <p>1. The built environment should:</p> <ol style="list-style-type: none"> a. Implement any relevant urban design strategy, plan or policy for the area set out in this scheme. b. Provide living and working environments that are functional, safe and attractive. c. Provide an integrated layout, built form and urban landscape. d. Contribute to a sense of place and cultural identity. <p>2. An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</p>	<p>Satisfied</p> <p>The Proposed Subdivision Plan presents a well considered design with all lots and public realm areas offering passive and active surveillance opportunities.</p> <p>Careful consideration has also been given to built form with potential to accommodate a range of lot sizes and housing types.</p> <p>Detail consideration has been given to the Bena Road interface, interface with Superlot A (Carinya Lodge expansion) and perimeter boundaries in terms of bushfire risk.</p>
<p>Clause 56.03-5</p> <p>Neighbourhood character objective</p> <p>To design subdivisions that respond to neighbourhood character.</p>	<p>C6</p> <p>1. Subdivision should:</p> <ol style="list-style-type: none"> a. Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme. b. Respond to and integrate with the surrounding urban environment. c. Protect significant vegetation and site features. 	<p>Satisfied</p> <p>As above.</p> <p>Development to individual residential lots will be present to Building regulations that will have regard to neighbourhood character.</p> <p>Further development of Superlot A (Carinya Lodge expansion) will be subject to further planning approval.</p>

CLAUSE 56.04 LOT DESIGN

Standards C7 to C11

http://planningschemes.dpcd.vic.gov.au/schemes/vpps/56_04.pdf

Objective	Standard and Guidelines	Compliance
<p>Clause 56.04-1</p> <p>Lot diversity and distribution</p> <p>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</p> <p>To provide higher housing densities within walking distance of activity centres.</p> <p>To achieve increased housing densities in designated growth areas.</p> <p>To provide a range of lot sizes to suit a variety of dwelling and household types.</p>	<p>C7</p> <ol style="list-style-type: none">1. A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.2. 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.3. A range and mix of lot sizes should be provided including lots suitable for the development of:<ol style="list-style-type: none">a. Single dwellings.b. Two dwellings or more.c. Higher density housing.d. Residential buildings and Retirement villages.4. Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station.	<p>Satisfied</p> <p>A range of lot sizes and housing types can be accommodated in the Proposed Subdivision Plan.</p> <p>There are no lots less than 300sqm.</p>

	<p>5. Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</p>	
<p>Clause 56.04-2</p> <p>Lot area and building envelopes</p> <p>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.</p>	<p>C8</p> <ol style="list-style-type: none"> 1. An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows: <ol style="list-style-type: none"> a. That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or b. That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. 2. Lots of between 300 square metres and 500 square metres should: <ol style="list-style-type: none"> a. Contain a building envelope that is consistent with a development of the lot approved under this scheme, or b. 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. 3. If lots of between 300 square metres and 500 	<p>N/A</p> <p>All exceed 500sqm.</p>

	<p>square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.</p> <ol style="list-style-type: none">4. 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.5. A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:<ol style="list-style-type: none">a. The objectives of the relevant standards are met, andb. 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.6. 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:<ol style="list-style-type: none">a. The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, andb. 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.7. Lot dimensions and building envelopes should protect:	
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	<ul style="list-style-type: none"> a. Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. b. Existing or proposed easements on lots. c. Significant vegetation and site features. 	
<p>Clause 56.04-3</p> <p>Solar orientation of lots</p> <p>To provide good solar orientation of lots and solar access for future dwellings.</p>	<p>C9</p> <ul style="list-style-type: none"> 1. Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation. 2. Lots have appropriate solar orientation when: <ul style="list-style-type: none"> a. 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. b. 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. c. Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street 	<p>Satisfied</p> <p>The Proposed Subdivision Plan has been designed to accommodate a north-south and east-west orientation for lots – to provide strong solar orientation opportunities</p>

<p>Clause 56.04-4</p> <p>Street orientation</p> <p>To provide a lot layout that contributes to community social interaction, personal safety and property security.</p>	<p>C10</p> <p>1. Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> a. Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. b. Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space. c. Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. d. Providing roads and streets along public open space boundaries. 	<p>Satisfied</p> <p>All lots will have direct street access and visual permeability with the street network.</p>
<p>Clause 56.04-5</p> <p>Common areas</p> <p>To identify common areas and the purpose for which the area is commonly held.</p> <p>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</p> <p>To maintain direct public access throughout the neighbourhood street network.</p>	<p>C11</p> <p>1. An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</p> <ul style="list-style-type: none"> a. The common area to be owned by the body corporate, including any streets and open space. b. The reasons why the area should be commonly held. c. Lots participating in the body corporate. d. The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held. 	<p>N/A</p> <p>No “common” land is proposed</p>

CLAUSE 56.05 URBAN LANDSCAPE

Standards C12 to C13

http://planningschemes.dpcd.vic.gov.au/schemes/vpps/56_05.pdf

Objective	Standard and Guidelines	Compliance
<p>Clause 56.05-1</p> <p>Integrated urban landscape</p> <p>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.</p> <p>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</p> <p>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</p> <p>To provide for integrated water management systems and contribute to drinking</p>	<p>C12</p> <ol style="list-style-type: none">1. An application for subdivision that creates streets or public open space should be accompanied by a landscape design.2. The landscape design should:<ol style="list-style-type: none">a. Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.b. Create attractive landscapes that visually emphasise streets and public open spaces.c. Respond to the site and context description for the site and surrounding area.d. Maintain significant vegetation where possible within an urban context.e. Take account of the physical features of the land including landform, soil and climate.f. Protect and enhance any significant natural and cultural features.g. Protect and link areas of significant local habitat where appropriate.h. Support integrated water management systems with appropriate landscape design	<p>Satisfied</p> <p>A Draft Landscape Plan has been prepared that assist in providing an attractive and high amenity public realm and neighbourhood character.</p> <p>This extends to public open space and drainage reserve ... as well as nature strips.</p> <p>Detailed landscaping plans would typically be required as a condition on any planning permit to be issued for subdivision.</p>

<p>water conservation.</p>	<p>techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.</p> <ul style="list-style-type: none"> i. Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment. j. Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. k. 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. l. Provide for walking and cycling networks that link with community facilities. m. Provide appropriate pathways, signage, fencing, public lighting and street furniture. n. Create low maintenance, durable landscapes that are capable of a long life. <p>3. The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>	
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<p>Clause 56.05-2</p> <p>Public open space provision</p> <p>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.</p> <p>To provide a network of public open space that caters for a broad range of users.</p> <p>To encourage healthy and active communities.</p> <p>To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.</p> <p>To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.</p>	<p>C13</p> <p>1. The provision of public open space should:</p> <ul style="list-style-type: none"> a. Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme. b. Provide a network of well-distributed neighbourhood public open space that includes: <ul style="list-style-type: none"> i. 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. ii. Additional small local parks or public squares in activity centres and higher density residential areas. iii. Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is: <ul style="list-style-type: none"> 1. Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space 2. Sufficient to incorporate two football/cricket ovals 3. Appropriate for the intended use in terms of quality and orientation 4. Located on flat land (which can be cost 	<p>Satisfied</p> <p>Public open space has been provided for in line with the scheme requirements and sited and designed adjacent to the south boundary and drainage reserve to provide continuity with the southern landholding ... if / when that land is subdivided.</p>
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	<p>effectively graded)</p> <ol style="list-style-type: none"> 5. Located with access to, or making provision for, a recycled or sustainable water supply 6. Adjoin schools and other community facilities where practical 7. Designed to achieve sharing of space between sports. <p>iv. Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.</p> <p>c. Public open space should:</p> <ol style="list-style-type: none"> i. Be provided along foreshores, streams and permanent water bodies. ii. Be linked to existing or proposed future public open spaces where appropriate. iii. Be integrated with floodways and encumbered land that is accessible for public recreation. iv. Be suitable for the intended use. v. Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences. vi. Maximise passive surveillance. vii. Be integrated with urban water management systems, waterways and other water bodies. viii. Incorporate natural and cultural features where appropriate. 	
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CLAUSE 56.06 ACCESS AND MOBILITY MANAGEMENT

Standards C14 to C21

http://planningschemes.dpcd.vic.gov.au/schemes/vpps/56_06.pdf

Objective	Standard and Guidelines	Compliance
<p>Clause 56.06-1</p> <p>Integrated mobility</p> <p>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.</p> <p>To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.</p> <p>To contribute to reduced car dependence, improved energy efficiency, improved transport efficiency, reduced greenhouse gas emissions and reduced air pollution.</p>	<p>C14</p> <p>1. An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none">a. Clause 56.06-2 Walking and cycling network.b. Clause 56.06-3 Public transport network.c. Clause 56.06-4 Neighbourhood street network.	<p>Satisfied</p> <p>The Proposed Subdivision has been informed by a Traffic Impact Assessment and achieves a strong level of mobility and permeability for public transport (bus) vehicles, bicycles, and walking through the subdivision and wider precinct.</p>

<p>Clause 56.06-2</p> <p>Walking and cycling network</p> <p>To contribute to community health and wellbeing by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</p> <p>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</p> <p>To reduce car use, greenhouse gas emissions and air pollution.</p>	<p>C15</p> <p>1. The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"> a. Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. b. Link to any existing pedestrian and cycling networks. c. Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. d. 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. e. Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. f. Ensure safe street and road crossings including the provision of traffic controls where required. g. Provide an appropriate level of priority for pedestrians and cyclists. h. Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. i. Be accessible to people with disabilities. 	<p>Satisfied</p> <p>The Proposed Subdivision accommodates extensive walking and shared paths through the subdivision and connecting with the adjacent areas.</p>
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<p>Clause 56.06-3</p> <p>Public transport network</p> <p>To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.</p> <p>To encourage maximum use of public transport.</p>	<p>:16</p> <p>1. The public transport network should be designed to:</p> <ul style="list-style-type: none"> a. Implement any relevant public transport strategy, plan or policy for the area set out in this scheme. b. Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority. c. 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. d. Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide: <ul style="list-style-type: none"> i. Safe and direct movement between activity centres without complicated turning manoeuvres. ii. Direct travel between neighbourhoods and neighbourhood activity centres. iii. A short and safe walk to a public transport stop from most dwellings. 	<p>Satisfied</p> <p>The Proposed Subdivision is bus capable and has bus stops shown.</p>
<p>Clause 56.06-4</p> <p>Neighbourhood street network objective</p> <p>To provide for direct, safe and easy movement through and between neighbourhoods for</p>	<p>C17</p> <p>1. The neighbourhood street network must:</p> <ul style="list-style-type: none"> a. Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes. b. Provide clear physical distinctions between 	<p>Satisfied</p> <p>The Proposed Subdivision seeks to achieve a high level of integration with the access networks and the public realm ... consistent with the scheme requirements and the recommendations of the Traffic Report.</p>

<p>pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.</p>	<p>arterial roads and neighbourhood street types.</p> <ul style="list-style-type: none"> c. Comply with the Roads Corporation's arterial road access management policies. d. Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. e. Provide safe and efficient access to activity centres for commercial and freight vehicles. f. Provide safe and efficient access to all lots for service and emergency vehicles. g. Provide safe movement for all vehicles. h. Incorporate any necessary traffic control measures and traffic management infrastructure. i. The neighbourhood street network should be designed to: j. Implement any relevant transport strategy, plan or policy for the area set out in this scheme. k. Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand. l. Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. m. Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. n. Provide an interconnected and continuous 	
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	<p>network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</p> <ul style="list-style-type: none"> o. Provide an appropriate level of local traffic dispersal. p. Indicate the appropriate street type. q. Provide a speed environment that is appropriate to the street type. r. Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). s. Encourage appropriate and safe pedestrian, cyclist and driver behaviour. t. Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. u. Minimise the provision of culs-de-sac. v. Provide for service and emergency vehicles to safely turn at the end of a dead-end street. w. Facilitate solar orientation of lots. x. Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. y. Contribute to the area's character and identity. z. Take account of any identified significant features 	
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<p>Clause 56.06-5</p> <p>Walking and cycling network detail</p> <p>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well-constructed and accessible for people with disabilities.</p> <p>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath-bound vehicles.</p>	<p>C18</p> <p>1. Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ol style="list-style-type: none"> a. Be part of a comprehensive design of the road or street reservation. b. Be continuous and connect. c. Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. d. Accommodate projected user volumes and mix. e. Meet the requirements of Table C1. f. 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. g. Provide appropriate signage. h. Be constructed to allow access to lots without damage to the footpath or shared path surfaces. i. Be constructed with a durable, non-skid surface. j. Be of a quality and durability to ensure: <ol style="list-style-type: none"> i. Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. ii. Discharge of urban run-off. iii. Preservation of all-weather access. iv. Maintenance of a reasonable, comfortable riding quality. 	<p>Satisfied</p> <p>The Proposed Subdivision accommodates extensive walking and shared paths through the subdivision and connecting with the adjacent areas.</p>
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	<p>v. A minimum 20 year life span.</p> <p>k. Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.</p>	
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<p>Clause 56.06-6</p> <p>Public transport network detail objectives</p> <p>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</p> <p>To provide public transport stops that are accessible to people with disabilities.</p>	<p>C19</p> <ol style="list-style-type: none"> 1. 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. 2. Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers. 3. The design of public transport stops should not impede the movement of pedestrians. 4. Bus and tram stops should have: <ol style="list-style-type: none"> a. Surveillance from streets and adjacent lots. b. Safe street crossing conditions for pedestrians and cyclists. c. Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority. d. Continuous hard pavement from the footpath to the kerb. e. Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage. f. Appropriate signage. 5. 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 	<p>Satisfied</p> <p>The Proposed Subdivision is bus capable and has bus stops adjacent to the public open space reserve.</p>
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	physical disabilities.	
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<p>Clause 56.06-7</p> <p>Neighbourhood street network detail</p> <p>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.</p>	<p>C20</p> <p>1. The design of streets and roads should:</p> <ol style="list-style-type: none"> a. 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. b. 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. c. Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs. d. Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users. e. Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay. f. Provide a safe environment for all street users applying speed control measures where appropriate. g. Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles. h. 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 	<p>Satisfied</p> <p>The Proposed Subdivision accommodates roads and appropriate cross sections consistent with IDM requirements and the reconditions of the Traffic Report.</p>
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	<p>variation to achieve safe sight lines across corners.</p> <ul style="list-style-type: none"> i. Ensure streets are of sufficient strength to: <ul style="list-style-type: none"> i. Enable the carriage of vehicles. ii. Avoid damage by construction vehicles and equipment. j. Ensure street pavements are of sufficient quality and durability for the: <ul style="list-style-type: none"> i. Safe passage of pedestrians, cyclists and vehicles. ii. Discharge of urban run-off. iii. Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. k. Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. l. Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span. m. Provide pavement edges, kerbs, channel and crossover details designed to: <ul style="list-style-type: none"> i. Perform the required integrated water management functions. ii. Delineate the edge of the carriageway for all street users. iii. Provide efficient and comfortable access to abutting lots at appropriate locations. iv. Contribute to streetscape design. n. Provide for the safe and efficient collection of 	
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	<p>waste and recycling materials from lots.</p> <ul style="list-style-type: none"><li data-bbox="600 245 1115 272">o. Be accessible to people with disabilities.<li data-bbox="600 293 1189 564">p. Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.<li data-bbox="600 585 1189 1257">q. A street detail plan should be prepared that shows, as appropriate:<ul style="list-style-type: none"><li data-bbox="658 663 1173 722">i. The street hierarchy and typical cross-sections for all street types.<li data-bbox="658 743 1173 890">ii. Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.<li data-bbox="658 911 1173 938">iii. Water sensitive urban design features.<li data-bbox="658 959 1189 1018">iv. Location and species of proposed street trees and other vegetation.<li data-bbox="658 1038 1144 1123">v. Location of existing vegetation to be retained and proposed treatment to ensure its health.<li data-bbox="658 1144 1173 1257">vi. Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.	
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<p>Clause 56.06-8</p> <p>Lot access objective</p> <p>To provide for safe vehicle access between roads and lots</p>	<p>C21</p> <ol style="list-style-type: none"> 1. 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. 2. 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. 3. The design and construction of a crossover should meet the requirements of the relevant road authority. 	<p>Satisfied</p> <p>All lots will be direct access to the road network ... with the except of the eastern end of Bena Road where restricted access is proposed due to topographic constraints.</p>
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CLAUSE 56.07 INTEGRATED WATER MANAGEMENT

Standards C22 to C25

http://planningschemes.dpcd.vic.gov.au/schemes/vpps/56_07.pdf

Objective	Standard and Guidelines	Compliance
<p>Clause 56.07-1 Drinking water supply</p> <p>To reduce the use of drinking water.</p> <p>To provide an adequate, cost-effective supply of drinking water.</p>	<p>C22</p> <p>1. The supply of drinking water must be:</p> <ul style="list-style-type: none">a. Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.b. Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.	<p>Satisfied</p> <p>Drinking water will be provided by an extension to reticulated services.</p>
<p>Clause 56.07-2 Reused and recycled water</p> <p>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</p>	<p>C23</p> <p>1. Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none">a. 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.b. Provided to the boundary of all lots in the subdivision where required by the relevant water authority.	<p>Satisfied</p> <p>Potential exits for reused and recycle water on a lot by lot basis.</p>

<p>Clause 56.07-3</p> <p>Waste water management</p> <p>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.</p>	<p>C24</p> <p>1. Waste water systems must be:</p> <ul style="list-style-type: none"> a. Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. b. Consistent with any relevant approved domestic waste water management plan. <p>2. Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	<p>Satisfied</p> <p>Waste water / sewer will be provided by an extension to reticulated services.</p>
<p>Clause 56.07-4</p> <p>Urban run-off management</p> <p>To minimise damage to properties and inconvenience to residents from urban run-off.</p> <p>To ensure that the street operates adequately during major storm events and provides for public safety.</p> <p>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</p>	<p>C25</p> <p>1. The urban stormwater management system must be:</p> <ul style="list-style-type: none"> a. Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. b. Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed. c. 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. d. 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 	<p>Satisfied</p> <p>Drainage will be accommodated in line with scheme requirements and recommendations of the Stormwater Management Plan and drainage authority conditions to be located in any planning permit to be issued.</p>

	<p>downstream impacts.</p> <ol style="list-style-type: none"> 2. The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design. 3. For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard: <ol style="list-style-type: none"> a. Stormwater flows should be contained within the drainage system to the requirements of the relevant authority. b. Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. 4. For storm events greater than 20% AEP and up to and including 1% AEP standard: <ol style="list-style-type: none"> a. Provision must be made for the safe and effective passage of stormwater flows. b. All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority. c. Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35 \text{ m}^2/\text{s}$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second). 5. The design of the local drainage network should: <ol style="list-style-type: none"> a. Ensure run-off is retarded to a standard required by the responsible drainage authority. b. 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 	
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	<p>legal point of discharge.</p> <ul style="list-style-type: none">c. 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.d. 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. <p>6. Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>	
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CLAUSE 56.08 SITE MANAGEMENT

Standards C26

http://planningschemes.dpcd.vic.gov.au/schemes/vpps/56_08.pdf

Objective	Standard and Guidelines	Compliance
<p>Clause 56.08-1</p> <p>Site management</p> <p>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</p> <p>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</p> <p>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</p>	<p>C26</p> <ol style="list-style-type: none">1. 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:<ol style="list-style-type: none">a. Erosion and sediment.b. Dust.c. Run-off.d. Litter, concrete and other construction wastes.e. Chemical contamination.f. Vegetation and natural features planned for retention.2. Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.	<p>Satisfied</p> <p>A Site Management Plan will be required for construction activities associated with each stage of the subdivision via a condition of any planning permit that may issue.</p>

CLAUSE 56.09 UTILITIES

Standards C27 to C30

http://planningschemes.dpcd.vic.gov.au/schemes/vpps/56_09.pdf

Objective	Standard and Guidelines	Compliance
<p>Clause 56.09-1 Shared trenching</p> <p>To maximise the opportunities for shared trenching.</p> <p>To minimise constraints on landscaping within street reserves</p>	<p>C27</p> <p>1. Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</p>	<p>Satisfied</p> <p>Infrastructure will be provided in line with the engineering / infrastructure assessment and authority requirements with shared trench encouraged.</p>
<p>Clause 56.09-2 Electricity, telecommunications and gas</p> <p>To provide public utilities to each lot in a timely, efficient and cost effective manner.</p> <p>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</p>	<p>C28</p> <p>1. The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.</p> <p>2. Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</p> <p>3. The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency</p>	<p>Satisfied</p> <p>Infrastructure will be provided in line with the engineering / infrastructure assessment and authority requirements.</p>

	<p>and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>4. Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency</p>	
<p>Clause 56.09-3</p> <p>Fire hydrants</p> <p>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</p>	<p>C29</p> <p>1. Fire hydrants should be provided:</p> <ul style="list-style-type: none"> a. A maximum distance of 120 metres from the rear of the each lot. b. No more than 200 metres apart. <p>2. 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.</p>	<p>Satisfied</p> <p>Fire hydrants can be readily accommodated throughout the subdivision.</p>

<p>Clause 56.09-4</p> <p>Public lighting</p> <p>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</p> <p>To provide pedestrians with a sense of personal safety at night.</p> <p>To contribute to reducing greenhouse gas emissions and to saving energy.</p>	<p>C30</p> <ol style="list-style-type: none"> 1. 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. 2. Public lighting should be designed in accordance with the relevant Australian Standards. 3. Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings. 	<p>Satisfied</p> <p>Public lighting can be readily accommodated throughout the subdivision.</p>
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