

CLAUSE	OBJECTIVES	STANDARDS	ASSESSMENT
56.01 Subdivision Site and Context Description and Design Response	56.01-1 Subdivision site and context description		The subdivision site and context description submitted by the applicant is acceptable.
	56.01-2 Subdivision design response		The subdivision design response submitted by the applicant is acceptable.
56.02 Policy Implementation	56.02-1 Strategic implementation objective		NA
56.03 Liveable and Sustainable Communities	56.03-1 Compact and walkable neighbourhoods objectives		NA
	56.03-2 Activity centre objective		NA
	56.03-3 Planning for community facilities objective		NA
	56.03-4 Built environment objective		NA
	56.03-5 Neighbourhood character objective	Standard C6 Subdivision should: <ul style="list-style-type: none"> • Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out in this scheme. • Respond to and integrate with the surrounding urban environment. • Protect significant vegetation and site features. 	The proposed 3 lot subdivision is consistent with the existing residential character in Brown Street, comprising lots of similar size to existing lots. There are no significant site features or significant vegetation that needs to be protected.

56.04 Lot Design	56.04-1 Lot diversity and distribution objectives	Standard C7 <ul style="list-style-type: none"> • A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme. • Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme. • A range and mix of lot sizes should be provided including lots suitable for the development of: <ul style="list-style-type: none"> <input type="checkbox"/> Single dwellings. <input type="checkbox"/> Two dwellings or more. <input type="checkbox"/> Higher density housing. <input type="checkbox"/> Residential buildings and Retirement villages. • Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking distance from the nearest existing or proposed railway station. • Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre. 	<p>There is no relevant housing strategy, plan or policy for the local area that is set out in the Planning Scheme. The Planning Scheme does not specify an average net residential density for the zone.</p> <p>The proposed lot sizes are consistent with the surrounding lot sizes and are generally considered large by current standards.</p> <p>Proposed Lot 1: 925m² Proposed Lot 2: 901m² Proposed Lot 3: 871m²</p> <p>The lots are approximately 1.2km from the nearest inter-town bus stop, at the old railway station in Long Street and approximately 800m from the nearest supermarket in Smith Street.</p> <p>No lots of 300m² or less are proposed.</p>
	56.04-2 Lot area and building envelopes objective	Standard C8 An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows: <ul style="list-style-type: none"> • That the lots are consistent or contain building envelope that is consistent with a development approved under 	<p>No lots of 300m² or less are proposed. No lots of between 300m² and 500m² are proposed.</p> <p>Each of the proposed lots exceeds 500m² and is able to contain a</p>

		<p>this scheme, or</p> <ul style="list-style-type: none"> • That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. • Lots of between 300 square metres and 500 square metres should: <ul style="list-style-type: none"> ○ Contain a building envelope that is consistent with a development of the lot approved under this scheme, or ○ If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope. ○ If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve. • Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope. • A building envelope may specify or incorporate any relevant siting and design requirement. • Any requirement should meet the relevant standards of Clause 54, unless: <ul style="list-style-type: none"> ○ The objectives of the relevant standards are met, and ○ The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act. 	<p>rectangle measuring 10m x 15m.</p> <p>No restrictive building envelopes are proposed to be created on the titles and building envelopes are not considered necessary to protect solar orientation, significant vegetation or other features of the land.</p>
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		<ul style="list-style-type: none"> Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope: The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement. Lot dimensions and building envelopes should protect: Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. Existing or proposed easements on lots. Significant vegetation and site features. 	
	56.04-3 orientation of lots Solar objective	Standard C9 <ul style="list-style-type: none"> Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation. Lots have appropriate solar orientation when: The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south. Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north. Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street. 	The long axis of each of the lots is oriented east-west, which is not the ideal orientation for solar orientation. However it is considered the lots have adequate dimensions to enable a future dwelling to achieve appropriate solar orientation.

	56.04-4 Street orientation objective	Standard C10 Subdivision should increase visibility and surveillance by: <ul style="list-style-type: none"> Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads. Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space. Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. Providing roads and streets along public open space boundaries. 	Each of the proposed lots faces Brown Street. Each of the lots will overlook the road and footpaths in Brown Street. Lot 1 is a corner lot that also has a frontage to Worthy Street. There is no public open space proposed as part of the subdivision or nearby.
	56.04-5 Common area objectives	Standard C11 An application to subdivide land that creates common land must be accompanied by a plan and a report identifying: <ul style="list-style-type: none"> The common area to be owned by the body corporate, including any streets and open space. The reasons why the area should be commonly held. Lots participating in the body corporate. The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held. 	No common areas are proposed.
56.05 Urban Landscape	56.05-1 Integrated urban landscape objectives	Standard C12 An application for subdivision that creates streets or public open space should be accompanied by a landscape design. The landscape design should: <ul style="list-style-type: none"> Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. Create attractive landscapes that visually emphasise streets and public open spaces. Respond to the site and context description for the site 	No streets or public open space is proposed to be created. The applicant will be required to provide streetscape improvement works in Brown Street and Worthy Street in accordance with the requirements of Council's Infrastructure Design Manual. It is a requirement of Clause 52.01 of

		<p>and surrounding area.</p> <ul style="list-style-type: none"> • Maintain significant vegetation where possible within an urban context. • Take account of the physical features of the land including landform, soil and climate. • Protect and enhance any significant natural and cultural features. • Protect and link areas of significant local habitat where appropriate. • Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space. • Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment. • Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. • Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas. • Provide for walking and cycling networks that link with community facilities. • Provide appropriate pathways, signage, fencing, public lighting and street furniture. • Create low maintenance, durable landscapes that are capable of a long life. • The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs. 	<p>the South Gippsland Planning Scheme for a person who proposes to subdivide land to make a contribution to the Council for public open space in an amount specified in the Schedule to the clause, being 5% of the land intended to be used for residential purposes. It is recommended it be a condition of any planning permit to include a condition that requires a public open space contribution in accordance with the Scheme requirements.</p>
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	56.05-2 Public open space provision objectives		NA
56.06 Access and Mobility Management	56.06-1 Integrated mobility objectives		NA
	56.06-2 Walking and cycling network objectives	Standard C15 The walking and cycling network should be designed to: <ul style="list-style-type: none"> • Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme. • Link to any existing pedestrian and cycling networks. • Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces. • Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces. • Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling. • Ensure safe street and road crossings including the provision of traffic controls where required. • Provide an appropriate level of priority for pedestrians and cyclists. • Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night. • Be accessible to people with disabilities. 	The proposed subdivision will not change the existing walking and cycling network that has been established by existing public roads. No new roads or public open space is proposed by the subdivision.

	56.06-3 Public transport network objectives		NA
	56.06-4 Neighbourhood street network objective	<p>Standard C17 The neighbourhood street network must:</p> <ul style="list-style-type: none"> • Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes. • Provide clear physical distinctions between arterial roads and neighbourhood street types. • Comply with the Roads Corporation's arterial road access management policies. • Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. • Provide safe and efficient access to activity centres for commercial and freight vehicles. • Provide safe and efficient access to all lots for service and emergency vehicles. • Provide safe movement for all vehicles. • Provide a speed environment that is appropriate to the street type. • Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). • Encourage appropriate and safe pedestrian, cyclist and driver behaviour. • Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles. • Minimise the provision of culs-de-sac. • Provide for service and emergency vehicles to safely turn at the end of a dead-end street. 	The proposed subdivision does not create any new roads and relies on the existing street network of Brown Street and Worthy Street.

		<ul style="list-style-type: none"> • Facilitate solar orientation of lots. • Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. • Contribute to the area's character and identity. • Take account of any identified significant features. 	
	56.06-5 Walking and cycling network detail objectives	<p>Standard C18 Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> • Be part of a comprehensive design of the road or street reservation. • Be continuous and connect. • Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. • Meet the requirements of Table C1. • Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound. • Provide appropriate signage. • Be constructed to allow access to lots without damage to the footpath or shared path surfaces. • Be constructed with a durable, non-skid surface. • Be of a quality and durability to ensure: • Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. • Discharge of urban run-off. • Preservation of all-weather access. • Maintenance of a reasonable, comfortable riding quality. • Accommodate projected user volumes and mix. • A minimum 20 year life span. 	Currently there is no footpath adjacent the site in Brown Street. Council's Engineering Department has recommended it be a condition of any planning permit to require construction of a footpath across the frontage of the site in Brown Street in accordance with Council's Infrastructure Design Manual.

		<ul style="list-style-type: none"> Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities. 	
	56.06-6 Public transport network detail objectives		NA
	56.06-7 Neighbourhood street network detail objective	<p>Standard C20 The design of streets and roads should:</p> <ul style="list-style-type: none"> Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed. Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs. Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users. Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay. Provide a safe environment for all street users applying speed control measures where appropriate. Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles. Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 	Council's Engineering Department will require construction works in both Brown Street and Worthy Street in accordance with Council's Infrastructure Design Manual and have recommended it be a condition of any planning permit to include conditions in relation to road works and road design.

		<p>3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</p> <ul style="list-style-type: none"> • Ensure streets are of sufficient strength to: • Enable the carriage of vehicles. • Avoid damage by construction vehicles and equipment. • Ensure street pavements are of sufficient quality and durability for the: • Safe passage of pedestrians, cyclists and vehicles. • Discharge of urban run-off. • Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. • Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. • Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span. • Provide pavement edges, kerbs, channel and crossover details designed to: • Perform the required integrated water management functions. • Delineate the edge of the carriageway for all street users. • Provide efficient and comfortable access to abutting lots at appropriate locations. • Contribute to streetscape design. • Provide for the safe and efficient collection of waste and recycling materials from lots. • Be accessible to people with disabilities. • 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 	
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		<p>C1, the requirements of the relevant public transport authority must be met.</p> <ul style="list-style-type: none"> • A street detail plan should be prepared that shows, as appropriate: <ul style="list-style-type: none"> ○ The street hierarchy and typical cross-sections for all street types. ○ Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. ○ Water sensitive urban design features. ○ Location and species of proposed street trees and other vegetation. ○ Location of existing vegetation to be retained and proposed treatment to ensure its health. ○ Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. 	
	56.06-8 Lot access objective	<p>Standard C21</p> <ul style="list-style-type: none"> • Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority. • Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets. • The design and construction of a crossover should meet the requirements of the relevant road authority. 	Each of the proposed lots will have sufficient frontage to Brown Street to provide for vehicular access in accordance with Council's requirements.

56.07 Integrated Water Management	56.07-1 Drinking water supply objectives	Standard C22 The supply of drinking water must be: <ul style="list-style-type: none"> Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority. 	Each of the proposed lots will be able to be connected to the reticulated drinking water system in accordance with the requirements of the relevant water authority, South Gippsland Water Corporation.
	56.07-2 Reused and recycled water objective	Standard C23 Reused and recycled water supply systems must be: <ul style="list-style-type: none"> Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services. Provided to the boundary of all lots in the subdivision where required by the relevant water authority. 	No reused and recycled water supply systems are proposed.
	56.07-3 Waste water management objective To	Standard C24 Waste water systems must be: <ul style="list-style-type: none"> Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority. Consistent with any relevant approved domestic waste water management plan. Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority. 	Each of the proposed lots will be able to be connected to the existing reticulated sewerage network in accordance with the requirements of the relevant sewerage authority, South Gippsland Water Corporation.
	56.07-4 Urban run-off management objectives	Standard C25 The urban stormwater management system must be: <ul style="list-style-type: none"> Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. 	Council's Engineering Department has assessed the proposed subdivision and proposed stormwater design. The proposed subdivision design

		<ul style="list-style-type: none"> • Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed. • Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental • Management Guidelines (Victorian Stormwater Committee 1999) as amended. • Designed to ensure that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts. • The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design. • For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard: • Stormwater flows should be contained within the drainage system to the requirements of the relevant authority. • Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. • For storm events greater than 20% AEP and up to and including 1% AEP standard: • Provision must be made for the safe and effective passage of stormwater flows. • All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority. • Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $da Vave < 0.35 \text{ m}^2/\text{s}$ (where, da = average depth in metres and $Vave$ = average velocity in metres per second). 	<p>demonstrates stormwater from the land will be directed to the existing drain in Worthy Street. This is expected to ensure that stormwater flows through the existing easement to the south of the land (through 40, 44, 48 Worthy Street and 88 Gibson Street) do not exceed pre-development flows and this is supported.</p> <p>The subdivision design as submitted is expected to contribute to an existing flooding problem in Worthy Street and Gibson Street, by channelling all run-off from the subdivision into Worthy Street. However, the impact of the post-development flow from the site is considered minor in the context of the Worthy Street drainage catchment. Council's Engineering Department have determined that there is sufficient area within the lots to install an on-site stormwater detention system that will ensure post-development stormwater flows into Worthy Street do not exceed pre-development flows. This will ensure that the existing flooding problem in Worthy Street is not worsened by the proposed subdivision.</p> <p>As there is potential for the detailed design of the subdivision to be modified to accommodate on-site detention, it is recommended it be a condition of any planning permit.</p>
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		<ul style="list-style-type: none">• The design of the local drainage network should:• Ensure run-off is retarded to a standard required by the responsible drainage authority.• Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.• Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner.• Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.• Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.	The stormwater plan is expected to rely on restricting the location of future buildings in order to allow stormwater to drain to Worthy Street. It is therefore recommended that it be a condition of any planning permit for the owner/applicant to enter into a section 173 agreement that requires future dwellings on proposed Lots 4, 5 and 6 to be constructed within the designated building envelopes.		
56.08 Management	Site	56.08-1 management objectives	Site	Standard C26 <ul style="list-style-type: none">• 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:<ul style="list-style-type: none"><input type="checkbox"/> Erosion and sediment.<input type="checkbox"/> Dust.<input type="checkbox"/> Run-off.<input type="checkbox"/> Litter, concrete and other construction wastes.<input type="checkbox"/> Chemical contamination.<input type="checkbox"/> Vegetation and natural features planned for retention.• Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.	Council's Engineering Department recommend a site management plan be submitted in accordance with Council's Infrastructure Design Manual prior to works commencing on the land and this is supported.

56.09 Utilities	56.09-1 Shared trenching objectives	Standard C27 <ul style="list-style-type: none"> Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services. 	Service provision is required in accordance with each relevant authority's requirements, including shared trenching requirements.
	56.09-2 Electricity, telecommunications and gas objectives	Standard C28 <ul style="list-style-type: none"> The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority. Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged. The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority. Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency. 	<p>The relevant electricity and gas supply authorities have assessed the proposal and raised no objection to the subdivision, subject to inclusion of conditions on any planning permit.</p> <p>Fibre-ready telecommunications services must be connected to the land in accordance with the mandatory requirements of the Planning Scheme at Clause 66.01-1.</p>
	56.09-3 Fire hydrants objective	Standard C29 <ul style="list-style-type: none"> Fire hydrants should be provided: <ul style="list-style-type: none"> A maximum distance of 120 metres from the rear of the each lot. No more than 200 metres apart. Hydrants and fire plugs must be compatible with the 	Fire hydrants must be provided in accordance with the requirements of the relevant fire authority. There are existing fire hydrants in Brown Street that are within 120m of the rear of each proposed lot.

		<p>relevant fire service equipment.</p> <ul style="list-style-type: none"> 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. 	
	56.09-4 Public lighting objective	<p>Standard C30</p> <ul style="list-style-type: none"> Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles. Public lighting should be designed in accordance with the relevant Australian Standards. Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings. 	No new roads or public open space is proposed. There is existing public lighting in Brown Street.