

<b>ALLOCATED OFFICER</b>	Cletus Okai	
<b>DATE RECEIVED</b>	26-May-2015	
<b>PROPERTY NUMBER</b>	74360	
<b>PROPERTY ADDRESS</b>	85 GROSSMANS ROAD TORQUAY, VIC 3228	
<b>LOT SIZE</b>		
<b>TITLE DETAILS</b>	Has a complete and current copy of title/s been submitted?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	Are there any restrictions, covenants, s173 agreements on title?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	Details:	
	Does the application contravene any of the requirements?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A <input type="checkbox"/>
	Does the application site plan and subdivision plan (if relevant) correspond with the title plan/s?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

<b>APPLICANT</b>	Spiire
<b>OWNER</b>	BARWON REGION WATER CORPORATION
<b>PROPOSAL</b>	Rezoning of Water Basin at 85 Grossmans Road, Torquay, from PUZ to GRZ and a permit approval for multi-lot subdivision of the land. The permit application also includes land at 14 Sea Breeze Drive, Torquay

<b>ZONE</b>	Current Zone: Public Use Zone – Schedule 1(PUZ1) Proposed Zone: General Residential Zone - Schedule 1 (GRZ1)
<b>ABUTTING RDZ</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>OVERLAY/S</b>	Development Contributions Plan
<b>PARTICULAR PROVISIONS</b>	Public Open Space Contribution and Subdivision Clause 52.01 and Residential Subdivision Clause 56
<b>HERITAGE</b>	Is the site listed in the Shire's Heritage Significance Study? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

<b>FEES</b>	Amount: \$ 1188.50	Paid: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Pt <input type="checkbox"/>	Outstanding: \$ 0.00
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<b>WILL DEVELOPER INFRASTRUCTURE CONTRIBUTIONS APPLY?</b> If yes, why	Section 173 Agreement	Yes <input type="checkbox"/> No <input type="checkbox"/>
	Creation of additional lots	Yes <input type="checkbox"/> No <input type="checkbox"/>
	New commercial floor space	Yes <input type="checkbox"/> No <input type="checkbox"/>
	Subject land covered by DCPO	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>WILL A COMMUNITY INFRASTRUCTURE LEVY APPLY?</b> If yes, why	Section 173 Agreement	Yes <input type="checkbox"/> No <input type="checkbox"/>
	A lot created after 1 August 2013	Yes <input type="checkbox"/> No <input type="checkbox"/>
	More than one dwelling	Yes <input type="checkbox"/> No <input type="checkbox"/>
	Subject land covered by DCPO	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

<b>CULTURAL HERITAGE</b>	Is the site within the cultural sensitive mapped area on GIS?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
	Is the proposal defined as a high impact activity?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
	Is a Cultural Heritage Management Plan required? Check online at <a href="http://www.aav.nrms.net.au/aavQuestion1.aspx">http://www.aav.nrms.net.au/aavQuestion1.aspx</a>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Provided <input type="checkbox"/>	
	Is referral/notice to AAV considered appropriate?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
<b>CROWN LAND</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	If Yes, is Coastal Management Act consent required?	Yes <input type="checkbox"/> No <input type="checkbox"/>

## REFERRALS

### Subdivision Referrals Clause 66.01

Type	Sec	Authority	Clause triggering referral	Types of applications to be referred	Referral required
D	55	Barwon Region Water Corporation	Clause 66.01 Subdivision Referrals	To subdivide land	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
D	55	Powercor	Clause 66.01 Subdivision Referrals	To subdivide land	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
D	55	Tennix Maintenance (Gas)	Clause 66.01 Subdivision Referrals	To subdivide land other than: - Boundary realignment. - The subdivision of an existing building already connected to services. - A two lot subdivision. - The subdivision of land into lots each containing an existing dwelling or car parking space.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Clause 66.01 exemption with 66.01-1 conditions
D	55	Country Fire Authority	Clause 66.01 Subdivision Referrals	To subdivide land outside the metropolitan fire district which creates a road, where the requirements of Clause 56.09-3 are not met.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

### Use and Development referrals - Clause 66.02

Type	Sec	Authority	Clause triggering referral	Types of applications to be referred	Referral required
R	55	DELWP - Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987)	Clause 66.02-2 Native vegetation	<ul style="list-style-type: none"> <li>- To remove, destroy or lop native vegetation if the area to be cleared is 0.5 hectare or more.</li> <li>- To remove, destroy or lop native vegetation for the following class of application based on the risk-based pathway as defined in the <i>Permitted clearing of native vegetation – Biodiversity assessment guidelines</i> (Department of Environment and Primary Industries, September 2013):- high risk-based pathway.</li> <li>- To remove, destroy or lop native vegetation if a property vegetation plan applies to the site.</li> <li>- To remove, destroy or lop native vegetation on Crown land which is occupied or managed by the responsible authority</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
D	55	Barwon Water	66.02-5 Special water supply catchment	To use, subdivide or consolidate land, to construct a building or construct or carry out works, or to demolish a building or works that are within a Special Water Supply Catchment Area listed in Schedule 5 of the Catchment and Land Protection Act 1994 and which provides water to a domestic supply. This does not apply to an application for a sign, fence, roadworks or unenclosed building or works ancillary to a dwelling.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### Internal Referrals

Infrastructure	<input checked="" type="checkbox"/>	Comm. Emerg. Man	<input checked="" type="checkbox"/>	Open Space Planning	<input checked="" type="checkbox"/>
Environmental Health	<input checked="" type="checkbox"/>	Dev. Compliance & Local Laws	<input type="checkbox"/>	Parks & Open Space	<input checked="" type="checkbox"/>
Heritage Advisor	<input type="checkbox"/>	Env. & Climate Change	<input checked="" type="checkbox"/>		

## PUBLIC NOTICE

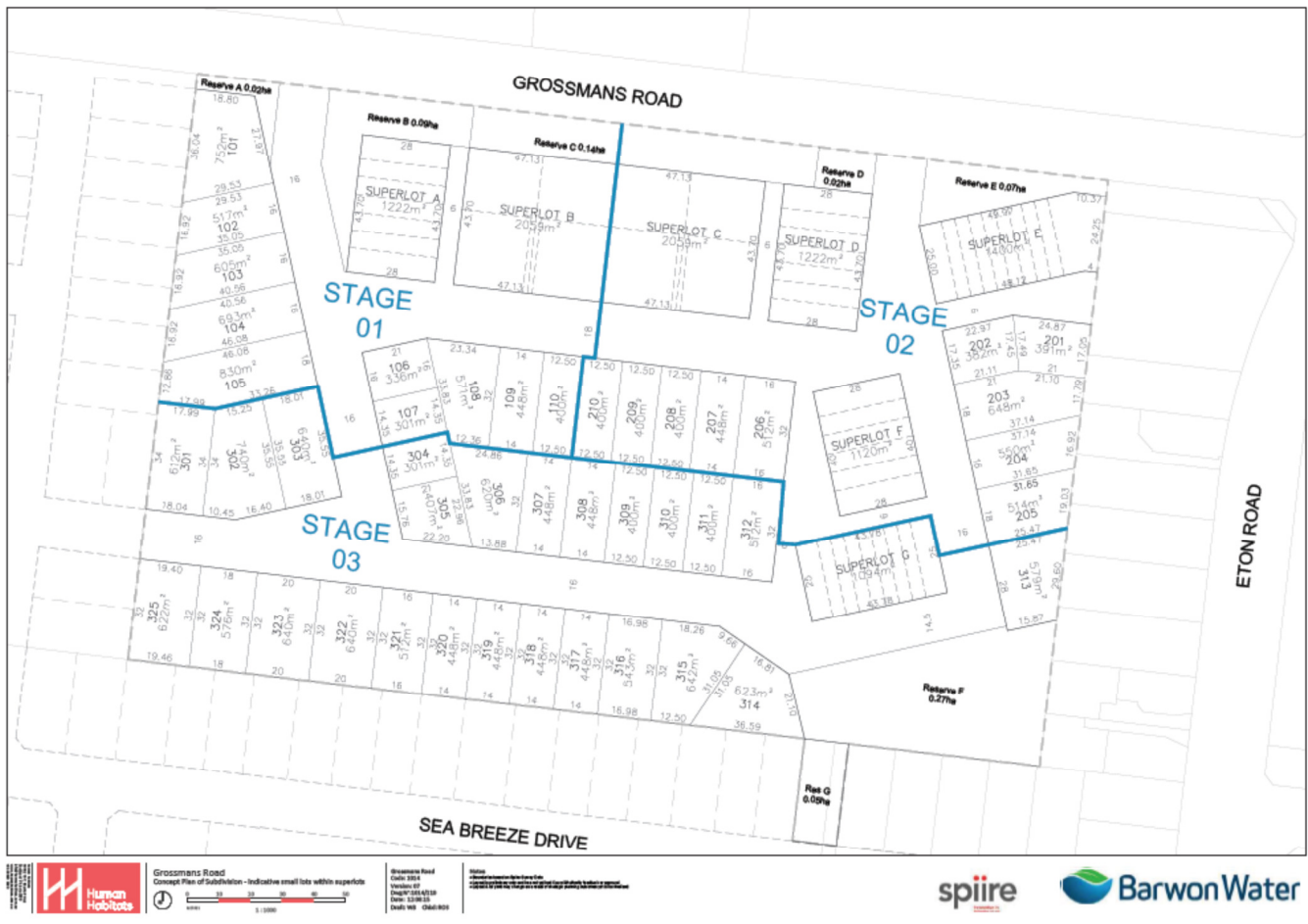
Is the land owned, occupied or managed by Council? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <i>If yes, must comply with Clause 67</i>	
Advertising required?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, <i>why not?</i>

## PROPOSAL

### Current application

The planning permit application seeks approval for staged multi-lot subdivision, vegetation removal and associated works for the subject land. The application is being considered in conjunction with a planning scheme amendment (Amendment C108) which seeks to rezone the subject site to General Residential Schedule 1 under Section 96A of the Act.

The planning permit application was submitted on 26 May 2015.



The proposal comprises of the following characteristics:

- 52 residential lots including 7 Superlots ranging in size between 301sqm to 2059sqm.
- Open space areas incorporating path linkages and wetland features to facilitate stormwater treatment
- Some lots fronting open space areas together with open space areas fronting streets
- WSUD concepts for the drainage and stormwater treatment of the site, incorporating rain gardens with appropriate planting.

A small patch of native vegetation (0.001 ha) within the Grossmans Road reserve impacted by the proposed western access to the subject land is proposed to be removed. All other native vegetation within this reserve including Bellarine Yellow Gums has been retained. The Department of Environment, Land, Water and Planning has indicated that no offset is required.



## SITE AND SURROUNDING AREA

A site inspection was undertaken on 30 September 2015

The subject land currently contains the decommissioned Barwon Water Torquay Basin, a large concrete water storage basin extruding from the surrounding topography and associated infrastructure. Water supply for the area will be provided by the Torquay Tank site on the north side of Grossmans Road. Some Barwon Water assets will be retained on the Basin site (pipes and equipment) which will be preserved in a 13m wide reserve on the site.

The surrounding land is characterised by residential to the north, east and south, educational (Torquay College and St Therese Catholic Primary School) to the east/north east. Residential development is still taking place to the south/south east.

## SURF COAST PLANNING SCHEME PROVISIONS

### General Residential Zone – Schedule 1 (GRZ1)

Surf Coast General Residential Areas *last updated VC116*

Clause	Requirement	Proposal	Permit required
Clause 32.08-2 <b>Subdivision</b>	<i>A permit is required to subdivide land. An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling and car space, must meet the relevant requirements of Clause 56.</i>	Subdivision	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

### Development Contributions Plan Overlay – Schedule 2 (DCP02)

Torquay Jan Juc Development Contributions Plan *last updated C57*

Clause	Requirement	Proposal		Levies payable
Clause 45.06-1 <i>combined with Schedule 2: 3.0</i> <b>DCP</b>	<i>A permit granted must:</i> <ul style="list-style-type: none"> <li>▪ <i>Be consistent with the provisions of the relevant development contributions plan.</i></li> <li>▪ <i>Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.</i></li> </ul>	Charging area:	22	
		Development Infrastructure levy:		\$4,528.48/lot
		Community Infrastructure levy:		\$900

## **State Planning Policy Framework (SPPF)**

The following State policies have been considered with respect to this application:

- Clause 11.02 Urban growth
- Clause 11.03 Open space
- Clause 11.05 Regional development
- Clause 11.07 Geelong (G21) regional growth
- Clause 12.02 Coastal areas
- Clause 12.04 Significant environments and landscapes
- Clause 13.05 Bushfire
- Clause 15.01 Urban environment
- Clause 15.02 Sustainable development
- Clause 15.03 Heritage
- Clause 16.01 Residential development
- Clause 18.02 Movement networks
- Clause 19.03 Development infrastructure
- Clause 19.02 Community infrastructure

## **Local Planning Policy Framework (LPPF)**

The following provisions of the LPPF have been considered with respect to this application:

### **Municipal Strategic Statement (MSS)**

The MSS is a statement of the key strategic planning, land use and development objectives for the municipality and the strategies and actions for achieving those objectives. The key provisions of the MSS as it relates to this application include:

- Clause 21.01 Profile and Vision
- Clause 21.02 Settlement, Built Environment, Heritage and Housing
- Clause 21.03 Environmental Management
- Clause 21.04 Tourism
- Clause 21.08 Torquay-Jan Juc Strategy
- Clause 22.02 Streetscape and Landscaping Policy

A recurring theme of the Surf Coast Shire's MSS is balancing development against the environmental qualities of the Shire which provide the foundation of its attractiveness as a place to live, to work and to visit. To achieve this Shire has adopted detailed policies for the coastal townships and their hinterland which direct new development into existing town areas and limit development in areas of high scenic, environmental and agricultural value.

The MSS identifies that Torquay-Jan Juc and Winchelsea will be the urban growth areas within the Shire. A lesser intensity of development is planned for the smaller coastal townships due to character, environmental and servicing considerations.

The Torquay-Jan Juc Strategy (Clause 21.08) describes Torquay-Jan Juc as follows:

*Torquay-Jan Juc is the main urban growth centre of the Surf Coast Shire. It is a popular destination for surfers, tourists, holiday makers and retirees, and the sea-change movement has resulted in the town becoming increasingly popular for permanent settlement by those valuing a coastal lifestyle.*

Key Issues and Influences identified include:

- *State and regional policies identifying Torquay-Jan Juc as a growth node in the Great Ocean Road and G21 regions.*
- *Balancing growth and development densities against a community desire to maintain the coastal character of Torquay-Jan Juc whilst also achieving overarching sustainability objectives. The five values identified in Sustainable Futures Plan Torquay Jan Juc 2040 (2012) to help manage this are:*
  - *Value 1: Places for People – The importance of a close knit community*
  - *Value 2: The Natural Environment – Protecting and enhancing the natural environment*
  - *Value 3: The Built Environment – Fostering the unique coastal look and feel*
  - *Value 4: Services and Infrastructure – Planning for services and infrastructure with development*
  - *Value 5: A Local Economy – Providing employment opportunities locally.*
- *Increasing housing diversity and affordability in response to socio-demographic change.*

#### 21.08-2 Settlement, Built Environment and Housing has the objective:

*To accommodate and manage the projected population growth and demographic change of Torquay-Jan Juc in an environmentally sustainable manner that respects and celebrates the distinct surfing identity and coastal character of the town and responds to Value 1 “Places for People” and Value 3 “The Built Environment” from the Sustainable Futures Plan Torquay Jan Juc 2040 (2012)*

The relevant strategies to achieve this include:

- *Promote a range of lot sizes and housing types, including medium density development in appropriate locations, in the new growth areas and ensure good access to surrounding areas, public transport, public open space and other facilities.*

#### **Other Policies:**

##### 22.09: Torquay – Jan Juc Residential Development and Neighbourhood Character Policy

This policy applies where a planning permit is required to construct or extend one or more dwellings or subdivide in the residential zones in Torquay and Jan Juc. The purpose of this policy is to identify areas where different levels of housing growth and change are encouraged, recognising the character of existing neighbourhoods. Whilst the subject land is not identified within this policy because it is currently not zoned for residential purposes, it adjoins and is akin to Housing Area 2 - General Residential (mixed density). Area 2 is identified as having the capacity to accommodate a moderate level of housing growth with site responsive medium density infill development.

##### 22.02 Streetscape and Landscape Policy

Clause 22.02 Streetscape and Landscape Policy - details the importance of visual quality and appearance of streetscapes in all developments. The purpose of this policy is:

- *To protect and enhance the individual landscape character of each town.*
- *To promote the development of co-ordinated and visually pleasing streetscapes in residential, commercial and industrial areas.*
- *To encourage ecologically and economically sustainable streetscapes and landscapes*

#### **Relevant Incorporated and/or Reference Documents**

The following relevant documents have been considered during the assessment of this application:

- Torquay and Jan Juc Structure Plan (2007)
- Sustainable Futures Torquay-Jan Juc (2012)

#### **DISCUSSION OF KEY ISSUES**

The application seeks approval for Rezoning of Water Basin from PUZ to GRZ and subdivision of the land, which requires a permit under the GRZ.

#### **Strategic Context**

It is considered that the proposal generally meets the objectives and strategies of the relevant state and local planning policies. (Refer Explanatory Report attached to Council report, C106, dated 8 December 2015).

#### **Vegetation Removal**

Removal of a small patch of native vegetation is proposed (0.001 ha) within the Grossmans Road reserve impacted by the proposed western access to the subject land. All other native vegetation within this reserve

including Bellarine Yellow Gums has been retained. The second road access has been designed to avoid removal of a mature Bellarine Yellow Gum, and the shared path for Grossmans Road has been diverted into this land title to avoid the removal of roadside vegetation.

The Biodiversity Assessment demonstrates that remnant vegetation is restricted to the Grossmans Road reserve, that the site itself is dominated by exotic and introduced pasture grass species with planted trees. The subject land is of low to moderate quality habitat for native fauna, with no nationally or state significant flora or fauna species likely to occur. The development proposal plans to remove a small patch of remnant vegetation impacted by the access to the western part of the subject land along Grossmans Road. A preliminary Biodiversity report by the Department of Environment Land Water and Planning indicates that no offset is required.

## **Subdivision**

The application has been considered against the provisions of the Surf Coast Planning Scheme provision -Clause 56.

Clause 56 (Residential subdivision) – requires that subdivision meets certain provisions including liveable and sustainable communities, lot design, access and mobility, integrated water management site management and utilities. It is considered that the proposed subdivision layout generally complies with the provisions of Clause 56 by providing;

- an accessible and safe liveable environment within Torquay's urban boundary. It allows future residents convenient access to existing and proposed facilities within both the immediate area and the wider region.
- a range of lot sizes capable of accommodating a variety of dwelling types to meet the needs of the population.
- lots which are considered compatible with the identified densities of this policy and provides lot sizes, appropriately located, to achieve a sustainable and healthy community.
- The site is considered suitable and large enough to accommodate the proposed multi-lot subdivision and is compatible with the identified future character of the area.

(Refer to Attachment 1)

## **Objections**

The key issues arising from the objections are discussed in the C106 Council report – July 2016.

## **CONCLUSION**

The assessment of the planning application is consistent with the relevant provisions in the planning scheme.

It is recommended that a permit be granted for subdivision of the subject land with conditions as specified in the draft planning permit. (Refer HPRM D16/59259)

## ATTACHMENT 1 – Assessment against Clause 56: Residential Subdivision

last updated VC116

<b>LOT DESIGN</b>				
<b>56.04-1 Lot Diversity and Distribution</b> <i>Does not apply to 2 lot subdivision</i>	<b>Met?</b>	<b>Standard C7</b>	<b>Met?</b>	<b>Comments</b>
<i>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services</i>	Yes	<i>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</i>	Yes	This subdivision implements 21.08 - Torquay-Jan Juc Strategy; 22.09 – Torquay-Juc Residential Development and Neighbourhood Policy; Torquay-Jan Juc Structure Plan (2007) and Sustainable Futures Torquay-Jan Juc (202).
<i>To provide higher housing densities within walking distance of activity centres.</i>	Yes	<i>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.</i>	Yes	
<i>To achieve increased housing densities in designated growth areas.</i>	Yes	<i>A range and mix of lot sizes should be provided including lots suitable for the development of:</i> <ul style="list-style-type: none"> <li>• Single dwellings</li> <li>• Two dwellings or more.</li> <li>• Higher density housing.</li> <li>• Residential buildings and Retirement Villages</li> </ul>	Yes	
<i>To provide a range of lot sizes to suit a variety of dwelling and household types.</i>	Yes	<i>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.</i>	Yes	Council's Traffic Unit advises that a bus route is proposed, in consultation with PTV, along Grossmans Road once the Spring Creek Urban Growth Area is developed.
		<i>Lots of 300sqm or less in area, lots suitable for 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.</i>	N/A	Lots of 300sqm or less do not form part of this application.
<b>56.04-2 Lot Area and Building Envelopes</b>	<b>Met?</b>	<b>Standard C8</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.</i>	Yes	<i>An application to subdivide land that creates lots of less than 300sqm should be accompanied by information that shows:</i> <ul style="list-style-type: none"> <li>• That the lots are consistent or contain a building envelope that is consistent with a development approved under this scheme, or</li> <li>• That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</li> </ul>	N/A	Lots of 300sqm or less do not form part of this application
	N/A	<i>Lots of between 300sqm and 500sqm should:</i> <ul style="list-style-type: none"> <li>• Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</li> <li>• If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring</li> </ul>	Yes	



		10m x 15m, or 9m x15m if a boundary wall is nominated as part of the building envelope		
		Lots greater than 500sqm in area should be able to contain a rectangle measuring 10m x 15m, and may contain a building envelope.	Yes	
		Lot dimensions and building envelopes should protect: <ul style="list-style-type: none"> <li>Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.</li> <li>Existing or proposed easements on lots.</li> </ul> Significant vegetation and site features.	Yes	
		<ul style="list-style-type: none"> <li><b>Standard C9</b></li> </ul>	Met?	Comments
		<ul style="list-style-type: none"> <li>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</li> </ul>	Yes	
		Lots have appropriate solar orientation when: <ul style="list-style-type: none"> <li>The long axes of lots are within the range N20°W to N30°E, or E20°N to E30°S.</li> <li>Lots between 300sqm and 500sqm are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within N20°W to N30°E.</li> <li>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.</li> </ul>	Yes	
<b>56.04-3 Solar Orientation</b>	<b>Met?</b>	<b>Standard C10</b>	<b>Met?</b>	<b>Comments</b>
To provide good solar orientation of lots and solar access for future dwellings	Yes	Subdivision should increase visibility and surveillance by: <ul style="list-style-type: none"> <li>Ensuring lots front all roads and streets and avoid the side and rear lots being orientated to connector streets and arterial roads.</li> <li>Providing lots of 300sqm or less in area and lots for 2 or more dwellings around activity centres and public open space.</li> </ul> Ensuring streets and houses look onto public open space and avoiding sides and rears of lot along public open space boundaries.	Yes	Lots of 300sqm or less do not form part of this application
		<ul style="list-style-type: none"> <li><b>Standard C11</b></li> </ul>	Met?	Comments
<b>56.04-4 Street Orientation</b> <b>Does not apply to 2 lot subdivision</b>	<b>Met?</b>	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"> <li>The common area to be owned by the body corporate, including any streets and open space.</li> <li>The reasons why the area should be commonly held.</li> <li>Lots participating in the body corporate.</li> </ul> The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.	N/A	This application does not subdivide land that creates common property.

<b>URBAN LANDSCAPE</b>				
<b>56.05-1 Integrated Urban Landscape</b> <b>Does not apply to 2 lot subdivision</b>	<b>Met?</b>	<b>Standard C12</b>	<b>Met?</b>	<b>Comments</b>
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	Yes	An application for subdivision that creates streets or public open space should be accompanied by a landscape design.	Yes	

<i>areas.</i>				
<i>To incorporated natural and cultural features in the design of streets and public open space where appropriate.</i>	Yes	<p><i>The landscape design should:</i></p> <ul style="list-style-type: none"> <li>• <i>Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.</i></li> <li>• <i>Create attractive landscapes that visually emphasise streets and public spaces.</i></li> <li>• <i>Respond to the site and context description for the site and surrounding area.</i></li> <li>• <i>Maintain significant vegetation where possible within an urban context.</i></li> <li>• <i>Take account of the physical features of the land including landform, soil and climate.</i></li> <li>• <i>Protect and enhance any significant natural and cultural features.</i></li> <li>• <i>Protect and link areas of significant local habitat where appropriate.</i></li> <li>• <i>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.</i></li> <li>• <i>Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread to the surrounding environment.</i></li> </ul>	Yes	
<i>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</i>	Yes	<ul style="list-style-type: none"> <li>• <i>Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</i></li> <li>• <i>Develop appropriate landscape for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.</i></li> <li>• <i>Provide for walking and cycling networks that link with community facilities.</i></li> <li>• <i>Provide appropriate pathways, signage, fencing, public lighting and street furniture.</i></li> <li>• <i>Create low maintenance, durable landscapes that are capable of a long life.</i></li> </ul>		
<i>To provide integrated water management systems and contribute to drinking water conservation.</i>	Yes	<i>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</i>	Yes	

<b>ACCESS AND MOBILITY MANAGEMENT</b>				
<b>56.06-2 Walking and Cycling Network</b> <i>Does not apply to 2 lot subdivision</i>	<b>Met?</b>	<b>Standard C15</b>	<b>Met?</b>	<b>Comments</b>
<i>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</i>	Yes	<p><i>The walking and cycling network should be designed to:</i></p> <ul style="list-style-type: none"> <li>• <i>Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</i></li> <li>• <i>Link to any existing pedestrian and cycling networks.</i></li> </ul>	Yes	
<i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i>	Yes	<ul style="list-style-type: none"> <li>• <i>Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</i></li> </ul>		
<i>To reduce car use, greenhouse gas emissions and air pollution.</i>	Yes	<ul style="list-style-type: none"> <li>• <i>Provide an interconnected and continuous network of safe and efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhoods streets and regional public open spaces.</i></li> <li>• <i>Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</i></li> </ul>		

		<ul style="list-style-type: none"> <li>• Ensure safe street and road crossings including the provision for traffic controls where required.</li> <li>• Provide an appropriate level of priority for pedestrians and cyclists.</li> <li>• Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</li> <li>• Be accessible to people with disabilities.</li> </ul>		
<b>56.06-4 Neighbourhood Street Network</b> <i>Does not apply to 2 lot subdivision</i>	<b>Met?</b>	<b>Standard C17</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.</i>	Yes	<p>The neighbourhood street network must:</p> <ul style="list-style-type: none"> <li>• Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, footpaths and public transport routes.</li> <li>• Provide clear physical distinctions between arterial roads and neighbourhood street types.</li> <li>• Comply with the Roads Corporation's arterial road access management policies.</li> <li>• Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.</li> <li>• Provide safe and efficient access to activity centres for commercial and freight vehicles.</li> <li>• Provide safe and efficient access to all lots for service and emergency vehicles.</li> <li>• Provide safe movement for all vehicles.</li> <li>• Incorporate any necessary traffic control measures and traffic management infrastructure.</li> </ul>	Yes	
		<p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> <li>• Implement any relevant transport strategy, plan or policy for the area set out in this scheme.</li> <li>• Include arterial roads at intervals of approximately 1.6km that have adequate reservation widths to accommodate long term movement demand.</li> <li>• Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</li> <li>• Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</li> <li>• Provide an interconnected and continuous network of street within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</li> <li>• Provide an appropriate level of local traffic dispersal.</li> <li>• Indicate the appropriate street type.</li> <li>• Provide a speed environment that is appropriate to the street type.</li> <li>• Provide a street environment that appropriately management movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).</li> <li>• Encourage appropriate sharing of access lanes and access places by pedestrians, cyclists and vehicles.</li> <li>• Minimise the provision of culs-de-sac.</li> <li>• Provide for service and emergency vehicles to safely turn at the end of a dead-end street.</li> <li>• Facilitate solar orientation of lots.</li> </ul>	Yes	

		<ul style="list-style-type: none"> <li>Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</li> <li>Contribute to the area's character and identity.</li> <li>Take account of any identified significant features.</li> </ul>		
<b>56.06-5 Walking and Cycling Network detail</b> <b>Does not apply to 2 lot subdivision</b>	<b>Met?</b>	<b>Standard C18</b>	<b>Met?</b>	<b>Comments</b>
To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.	Yes	Footpaths, shared paths, cycle paths and cycle lanes should be designed to: <ul style="list-style-type: none"> <li>Be part of a comprehensive design of the road or street reservation.</li> <li>Be continuous and connect.</li> <li>Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</li> <li>Accommodate projected volumes and mix.</li> <li>Meet the requirements of Table C1.</li> <li>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.</li> <li>Provide appropriate signage.</li> <li>Be constructed to allow access to lots without damage to footpath or shared path surfaces.</li> <li>Be constructed with a durable, non-skid surface.</li> <li>Be of a quality and durability to ensure:               <ul style="list-style-type: none"> <li>Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</li> <li>Discharge of urban run-off.</li> <li>Preservation of all weather access.</li> <li>Maintenance of a reasonable, comfortable riding quality.</li> <li>A minimum 20 year life space.</li> </ul> </li> <li>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.</li> </ul>	Yes	
To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.	Yes			
<b>56.06-7 Neighbourhood Street Network Detail</b> <b>Does not apply to 2 lot subdivision</b>	<b>Met?</b>	<b>Standard C20</b>	<b>Met?</b>	<b>Comments</b>
To design and construct street carriageways and verges so that the street geometry and traffic speed provide an accessible and safe neighbourhood street system for all users.	Yes	The design of streets and roads should: <ul style="list-style-type: none"> <li>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.</li> <li>Provide street blocks that are generally between 120m and 240m in length and generally between 60m and 120m in width to facilitate pedestrian movement and control traffic speed.</li> <li>Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</li> <li>Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</li> <li>Provide a low-speed environment while allowing all road users to proceed without inconvenience or delay.</li> </ul>	Yes	

		<ul style="list-style-type: none"> <li>• Provide a safe environment for all street users applying speed control measures where appropriate.</li> <li>• Ensure intersection layouts clearly indicate the travel path and priority movement for pedestrians, cyclists and vehicles.</li> <li>• Provide a minimum 5m by 5m corner splay at junctions with arterial roads and a minimum 3m by 3m corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</li> <li>• Ensure street are sufficient strength to:             <ul style="list-style-type: none"> <li>▪ Enable the carriage of vehicles.</li> <li>▪ Avoid damage by construction vehicles and equipment.</li> </ul> </li> <li>• Ensure street pavements are of sufficient quality and durability for the:             <ul style="list-style-type: none"> <li>▪ Safe passage of pedestrians, cyclists and vehicles.</li> <li>▪ Discharge of urban run-off.</li> </ul>             Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.           </li> <li>• Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</li> <li>• Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</li> <li>• Provide pavement edges, kerbs, channel and crossover details designed to:             <ul style="list-style-type: none"> <li>▪ Perform the required integrated water management functions.</li> <li>▪ Delineate the edge of the carriageway for all street users.</li> <li>▪ Provide efficient and comfortable access to abutting lots at appropriate locations.</li> <li>▪ Contribute to streetscape design.</li> </ul> </li> <li>• Provide for the safe and efficient collection of waste and recycling materials from lots.</li> <li>• Be accessible to people with disabilities.</li> </ul>		
	Yes	<p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> <li>• The street hierarchy and typical cross-sections for all street types.</li> <li>• Location of carriageway pavement, parking, bus stops, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.</li> <li>• Water sensitive urban design features.</li> <li>• Location and species of proposed street trees and other vegetation.</li> <li>• Location of existing vegetation to be retained and proposed treatment to ensure its health.</li> <li>• Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</li> </ul>	Yes	
<b>56.06-8 Lot Access</b>	<b>Met?</b>	<b>Standard C21</b>	<b>Met?</b>	<b>Comments</b>
To provide for safe vehicle access between roads and lots.	Yes	Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.	Yes	
		Vehicle access to lots of 300sqm or less in area and lots with frontage of 7.5m or less should be provided via rear or side access lanes, places or streets.	No	There are no lots of 300sqm or less in this application.
		The design and construction of a crossover should meet the requirements of the relevant road authority.	Yes	

<b>INTEGRATED WATER MANAGEMENT</b>				
<b>56.07-1 Drinking Water Supply</b>	<b>Met?</b>	<b>Standard C22</b>	<b>Met?</b>	<b>Comments</b>
<i>To reduce the use of drinking water</i>	Yes	<i>The supply of drinking water must be:</i> <ul style="list-style-type: none"> <li>• <i>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</i></li> <li>• <i>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority</i></li> </ul>	Yes	
<i>To provide adequate, cost-effective supply of drinking water</i>	Yes			
<b>56.07-2 Reused and Recycled Water</b>	<b>Met?</b>	<b>Standard C23</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide for the substitution of drinking water for non-drinking water purposes with reused and recycled water,</i>	Yes	<i>Reused and recycled water supply systems must be:</i> <ul style="list-style-type: none"> <li>• <i>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Health and Human Services.</i></li> <li>• <i>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i></li> </ul>	Yes	
<b>56.07-3 Waste Water Management</b>	<b>Met?</b>	<b>Standard C24</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</i>	Yes	<i>Waste water systems must be:</i> <ul style="list-style-type: none"> <li>• <i>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environmental Protection Authority.</i></li> <li>• <i>Consistent with any relevant approved domestic waste water management plan.</i></li> </ul>	Yes	
		<i>Reticulated waste water must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i>	Yes	
<b>56.07-4 Urban Run-Off Management</b>	<b>Met?</b>	<b>Standard C25</b>	<b>Met?</b>	<b>Comments</b>
<i>To minimise damage to properties and inconvenience to residents from urban run-off.</i>	Yes	<i>The urban stormwater management system must be:</i> <ul style="list-style-type: none"> <li>• <i>Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</i></li> <li>• <i>Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</i></li> <li>• <i>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.</i></li> <li>• <i>Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.</i></li> </ul>	Yes	
<i>To ensure that the street operates adequately during major storm events and provides for public safety.</i>	Yes	<i>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</i>	Yes	
<i>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</i>	Yes	<i>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</i> <ul style="list-style-type: none"> <li>• <i>Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</i></li> <li>• <i>Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</i></li> </ul>	Yes	

		<p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none"> <li>Provision must be made for the safe and effective passage of stormwater flows.</li> <li>All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</li> <li>Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria <math>d_a V_{ave} &lt; 0.35m^2/s</math> (where, <math>d_a</math> = average depth in metres and <math>V_{ave}</math> = average velocity in metres per second).</li> </ul>	Yes	
		<p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> <li>Ensure run-off is retarded to a standard required by the responsible drainage authority.</li> <li>Ensure that every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Where possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.</li> <li>Ensure that inlet and outlet structures take account of the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overload flow in a safe and predetermined manner.</li> <li>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.</li> </ul>	Yes	
		Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.	Yes	

SITE MANAGEMENT				
56.08-1 Site Management	Met?	Standard C26	Met?	Comments
To protect drainage infrastructure and receiving waters from sedimentation and contamination.	Yes	<p>A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing::</p> <ul style="list-style-type: none"> <li>Erosion and sedimentation.</li> <li>Dust</li> <li>Run-off</li> <li>Litter, concrete and other construction wastes.</li> <li>Chemical contamination.</li> <li>Vegetation and natural features planned for retention.</li> </ul>	Yes	
To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.	Yes	Recycled materials should be used for the construction of streets, shared paths and other infrastructure where practicable.	Yes	
To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.	Yes			

UTILITIES				
56.09-1 Shared Trenching	Met?	Standard C27	Met?	Comments
To maximise the opportunities for shared trenching.	Yes	Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.	Yes	
To minimise constraints on landscaping within street reserves.	Yes			
56.09-2 Electricity,	Met?	Standard C28	Met?	Comments

<b>Telecommunications and Gas</b>				
<i>To provide public utilities to each lot in a timely, efficient and cost effective manner.</i>	Yes	<i>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.</i>	Yes	
<i>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</i>		<i>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</i>	Yes	
		<i>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.</i>	Yes	
		<i>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.</i>	Yes	
<b>56.09-3 Fire Hydrants</b> <b>Does not apply to 2 lot subdivision</b>	<b>Met?</b>	<b>Standard C29</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</i>	Yes	<i>Fire hydrants should be provided:</i> <ul style="list-style-type: none"> <li>• A maximum distance of 120 metres from the rear of each lot.</li> <li>• No more than 200 metres apart</li> </ul>	Yes	Before any construction works associated with the subdivision start, detailed construction plans to the satisfaction of the Council must be submitted to and approved by the Council. The plan must include fire hydrants
		<i>Hydrants and fire plugs must be compatible with the relevant fire service authority.</i>	Yes	
<b>56.09-4 Public Lighting</b> <b>Does not apply to 2 lot subdivision</b>	<b>Met?</b>	<b>Standard C30</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</i>	Yes	<i>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.</i>	Yes	
<i>To provide pedestrians with a sense of personal safety at night.</i>	Yes	<i>Public lighting should be designed in accordance with relevant Australian Standards.</i>	Yes	
<i>To contribute to reducing greenhouse emissions and to saving energy</i>	Not shown	<i>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</i>	N/A	No policy in existence.