

Town Planning & Services

Planning Report

Lot 2 TP001095T – 1 Seaview Way, Port Fairy, Vic. 3284.

Two lot subdivision.

Report prepared by Glenn Reddick

Date 05/12/24

1. DISCLAIMER

Although Lifestyle Town Planning and Services have taken all reasonable steps to ensure that an accurate document has been prepared, the company accepts no liability for any damages or loss incurred as a result of reliance placed upon the report and its contents.

2. DOCUMENT CONTROL

This document has been prepared to aid the submission of a planning permit application for a two lot subdivision at 1 Seaview Way, Port Fairy, Vic. 3284.



3. PROPOSAL

Planning approval is being sought to subdivide the property at 1 Seaview Way Port Fairy into two lots by excising a section of the front garden to create a new 400 sqm allotment.

The overall site has an area of 967 sqm and is occupied by a 3-bedroom detached dwelling with garage, established gardens and with vehicular access directly from Seaview Way. The dwelling is sited at the rear of the block leaving a large front garden accessed via Seaview Way with a private rear and side garden and with distant sea views.

Proposed Lot 1 (new allotment) will have an overall area of 400 square metres with frontage to Seaview Way of 16m, and a maximum depth of 25m.

Proposed Lot 2 (existing dwelling) is situated immediately behind Lot 1 (to the south) and contains the existing dwelling and has an overall area of 567 square metres including access, a frontage of 16m a rear width of 19m with a maximum depth of 50.9m including the access length.

There is an existing 3m wide vehicular access situated in the eastern corner of the site which will be retained to serve as lot 2 access and widened slightly to accommodate an additional vehicle access creating a "paired access" for proposed lot 1 without the need to create common property as shown on the draft plans of subdivision.

As proposed lot 1 is created by subdividing a presently vacant area of largely unused front garden, there will still be adequate open space for the dwelling (lot 2) including a good sized garden to the front, together with a small private garden at the side rear of the dwelling most of which is secluded by existing hedging and fencing. A 15m x 10m building envelope has been provided for lot 1.

Reticulated water, electricity and sewerage services are connected to the dwelling with additional potable water for the dwelling by means of approximately 10,000l rainwater tanks capacity. These services are available for both proposed lots.

There is some vegetation clearance required to facilitate the subdivision but this is exotic planted vegetation and is not significant.

A Clause 56 assessment has been prepared and submitted with the application which confirms the proposed subdivision meets all required objectives and standards of Clause 56.

Existing title plan

Easement Information

RIGHTS OF WAY APPURTENANT TO THE LAND IN THIS PLAN HAVE BEEN GRANTED IN BOOK 506 NO.274

Easement Reference	Purpose / Authority	Width (Metres)	Origin	Land benefited / In favour of
A-1	Way	4.63	Book 854 No. 696	Lot 2 on this plan

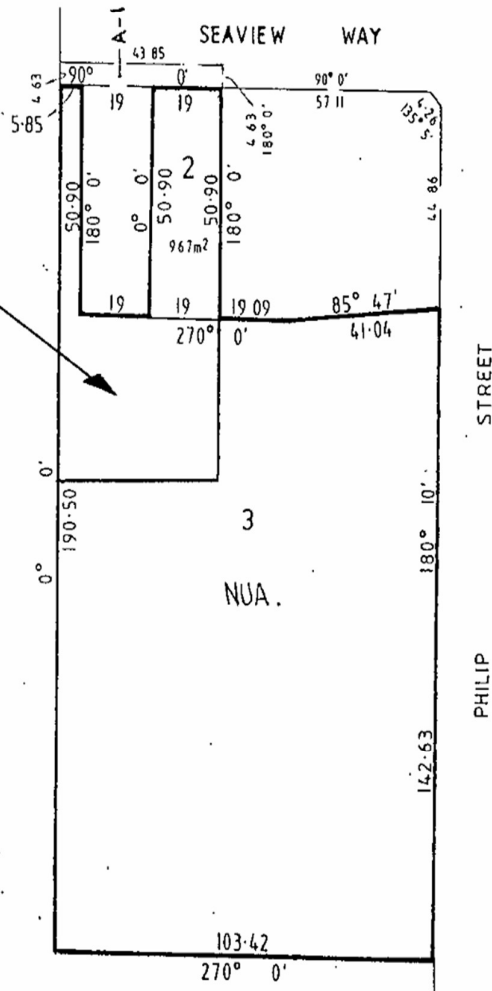
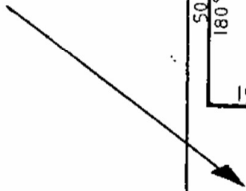
THIS PLAN HAS BEEN PREPARED BY THE VICTORIAN LAND TITLES OFFICE FOR TITLE DIAGRAM PURPOSES

Checked by *[Signature]*

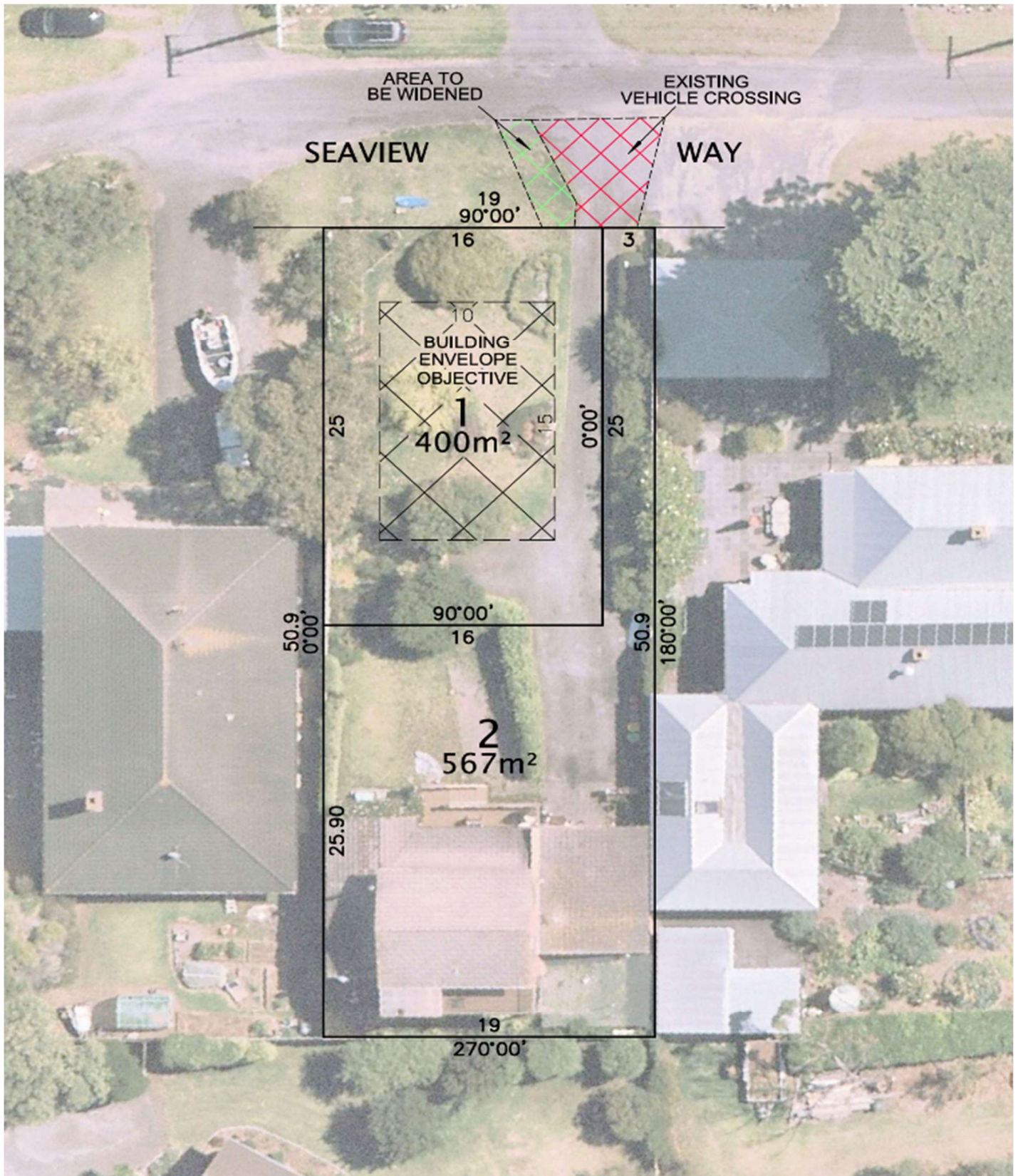
Date 19/10/93

Assistant Registrar of Titles

**SEE
TP18923M**



Proposed Plan of Subdivision.



4. SITE ANALYSIS EXISTING CONDITIONS

The site has an overall area of 950 sqm and contains a 3-bedroom double storey detached dwelling with driveway, detached garage and gardens mostly to the front with a private enclosed garden and courtyard to the rear.

The subject site is on the west side of Phillip Street off Seaview way which is a constructed government road in a cul de sac formation. The site slopes slightly to the north and west, is enclosed by hedging and fencing and with mature shrubs at the front. The existing dwelling has a generous front setback of around 40m from the front title boundary which lends itself to subdivision and potential further development.

There is no footpath or kerb and channelling to the front of the subject site. There is mains water and electricity connected to the dwelling with waste water by means of mains sewer connection all of which are available for connection to proposed Lot 1.

The neighbourhood character is mixed double and storied residential with varied setbacks. There is a block of garages abutting to the east and a double storied dwelling well set back on the block to the west.





Subject site looking from Seaview Way.



Secluded open space of at front of existing dwelling



Garages of abutting property to the east



Dwelling abutting to the west



Looking west along Seaview Way from front of subject site



Looking east along Seaview Way from front of subject site



Entrance to Seaview Way from Phillips Street

5. ENCUMBRANCES ON TITLE

None

6. PLANNING CONTROLS

Zone

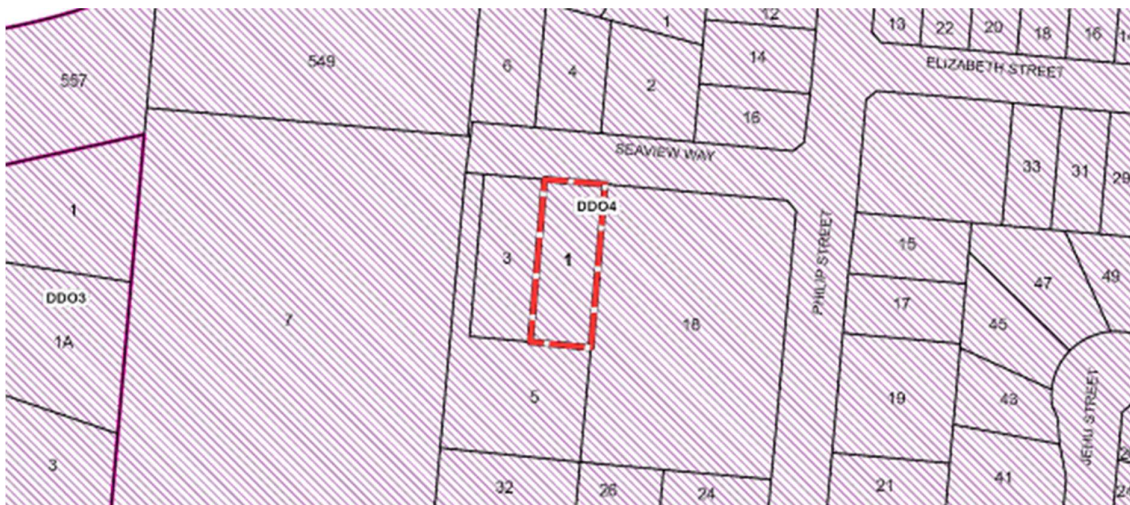
Clause 32.09

NEIGHBOURHOOD RESIDENTIAL ZONE (NRZ1)



Overlays

Design Development Overlay Schedule 4 (DDO4).



Other

The site is within a Designated Bushfire Prone Area.

The site is within an area of Aboriginal Heritage Cultural Sensitivity.

Permit requirements

A permit is required under the NRZ1 to subdivide land at **Clause 32.09-3**.

Must meet Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5, 56.06-8 to 56.09-2

A permit is required under the DDO4 to subdivide land at **Clause 42.02-3**.

A Cultural Heritage Management Plan is not required as the area of land to be subdivided is less than 0.11ha and is therefore classed a small subdivision and is therefore exempt under the Aboriginal Heritage Regulations 2018.

7. PLANNING ASSESSMENT

Clause 32.09 NEIGHBOURHOOD RESIDENTIAL ZONE

Purpose

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To recognise areas of predominantly single and double storey residential development.

To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

32.09-14

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

General

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of this zone.*
- *The objectives set out in the schedule to this zone.*
- *Any other decision guidelines specified in a schedule to this zone.*
- *The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.*

Subdivision

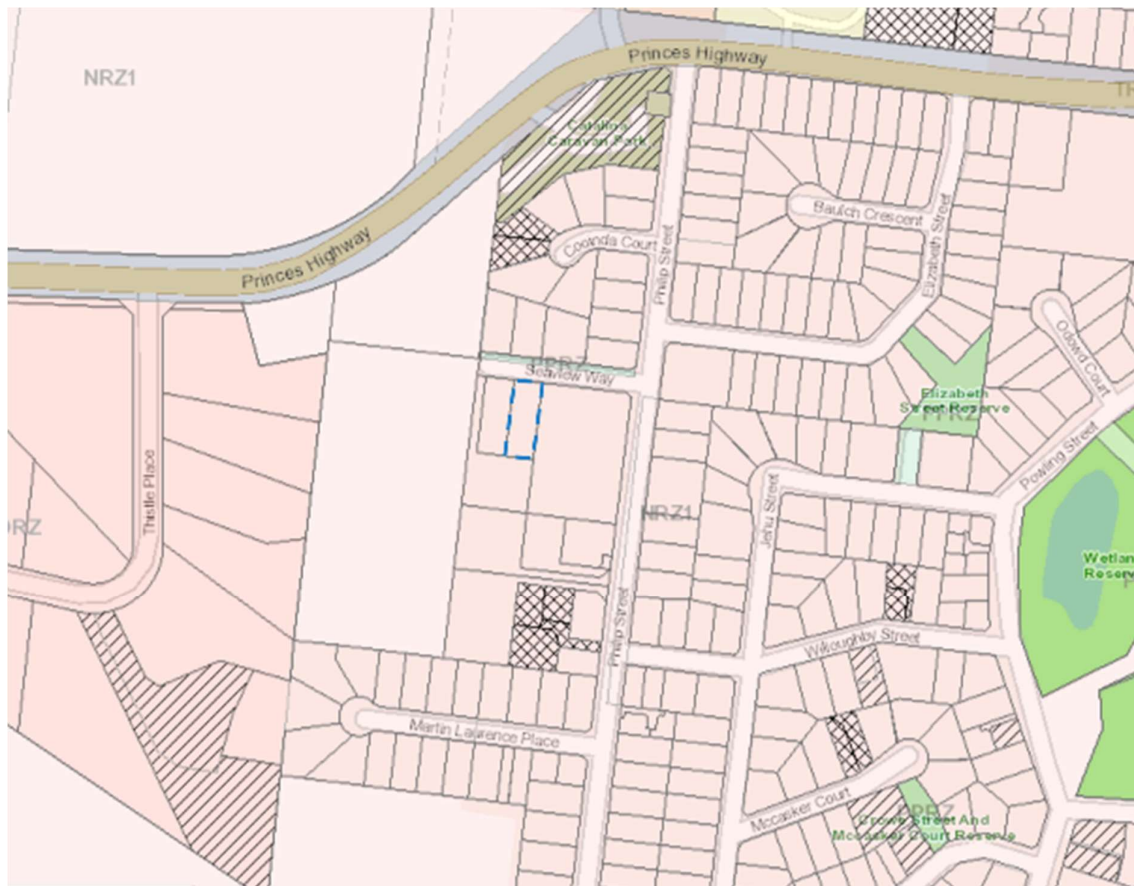
- *The pattern of subdivision and its effect on the spacing of buildings.*
- *For subdivision of land for residential development, the objectives and standards of Clause 56.*

ASSESSMENT

The proposed subdivision is consistent with the purpose of the zone in that it creates two good sized allotments that respect the neighbourhood character of the area. The proposal

will provide diversity of housing choice with the benefit of existing infrastructure such as reticulated services and existing transport links, and road frontage. There is a bus service and bus stop in Phillip Street linking Port Fairy to surrounding centres and a train station in Warrnambool which travels daily to Melbourne.

Proposed Lot 1 is 400 square metres including access and proposed Lot 2 is 567 square metres. The pattern of subdivision is very mixed in the area with a trend of smaller allotments being created which enables to subdivision to fit with the existing and emerging pattern of subdivision as shown below. The block of garages abutting to the east provides a consistent backdrop for a future dwelling on proposed lot 1 to fit with the setback character along the street.



The existing vehicular access in the eastern corner of the land is already created will be used to provide vehicular access to proposed lot 2 the existing dwelling, with a widened existing crossover proposed rather than additional crossover directly fronting Seaview Way. This widened crossover negates the need for shared spaces such as common property.

An assessment of the proposal against the relevant objectives and standards of Clause 56 has been undertaken (refer to the assessment of Clause 56 attached to this report) which confirms each proposed lot meets the required standards and objectives and does not impact on solar access for adjoining properties.

The proposal meets the design objectives and decision guidelines in the following ways:

- The proposed allotments are of a reasonable size at 400 square metres and 567 square metres respectively.
- Off street car parking and garaging is already provided for Lot 2 with sufficient private open space retained most of which is secluded. There is also sufficient space for the development of a dwelling with off street car parking and garaging for proposed Lot 1.
- The subdivision is in keeping with the pattern of development, adjacent buildings and streetscape.
- The building area available for proposed for Lot 1 allows sufficient setbacks in keeping with adjacent buildings on neighbouring allotments for a future dwelling to meet planning/ building regulation requirements.

Clause 43.02

DESIGN AND DEVELOPMENT OVERLAY

Purpose

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

Clause 43.02-6

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The design objectives of the relevant schedule to this overlay.*
- *The provisions of any relevant policies and urban design guidelines.*
- *Whether the bulk, location and appearance of any proposed buildings and works will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.*
- *Whether the design, form, layout, proportion and scale of any proposed buildings and works is compatible with the period, style, form, proportion, and scale of any identified heritage places surrounding the site.*
- *Whether any proposed landscaping or removal of vegetation will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.*
- *The layout and appearance of areas set aside for car parking, access and egress, loading and unloading and the location of any proposed off street car parking*

- *Whether subdivision will result in development which is not in keeping with the character and appearance of adjacent buildings, the streetscape or the area.*
- *Any other matters specified in a schedule to this overlay.*

SCHEDULE 4 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

PORT FAIRY RESIDENTIAL AREAS

Subdivision

A permit to subdivide land must meet the following requirements:

- *Subdivision should minimise the creation of additional crossovers wherever possible.*
- *Accessways should be combined where possible to reduce the number of crossovers along key approaches, particularly the Princes Highway.*
- *The frontage width of lots should be consistent with the typical frontage widths of existing lots in the street.*
- *Side-by-side subdivisions should be avoided unless they can demonstrate that they will result in development that can meet the side setback requirements of this schedule.*

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- *Whether the design responds to the building and works requirements contained within this schedule.*
- *Whether the design and siting of buildings retains the established development pattern of the area.*
- *Whether adequate space is available between buildings to avoid boundary to boundary development and to maintain a landscaped garden setting.*
- *Whether the building is articulated to minimise the scale and bulk of the building.*
- *Whether the building materials and colours respect the character of surrounding dwellings.*
- *Whether garages, outbuildings and parking areas have been sited to minimise visibility from the street.*
- *Whether battle axe subdivisions provide sufficient space along driveways to accommodate landscaping.*

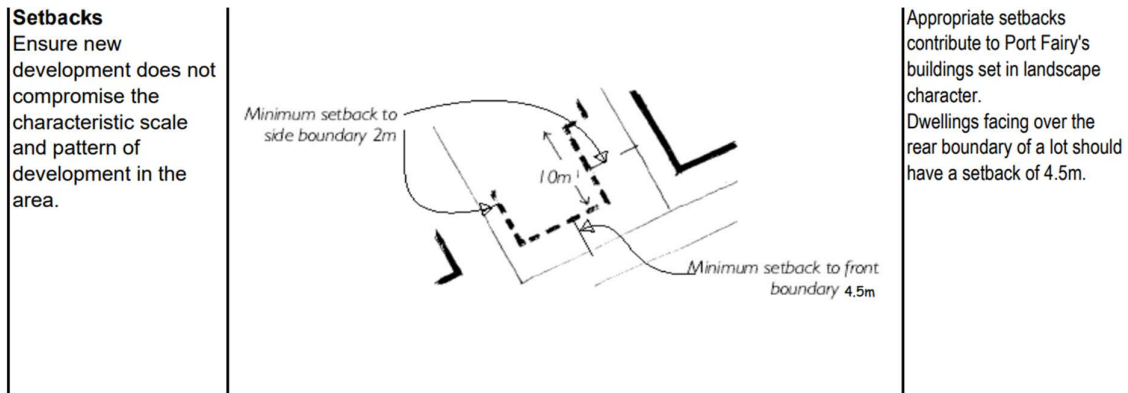
ASSESSMENT

The proposal has been assessed against the PPF and is considered to meet the relevant clauses. As discussed, the proposed subdivision is not at odds with the prevailing character

and when developed the proposed allotment will be able to accommodate development that meets the prevailing character. A widened crossover is proposed to be installed for proposed Lot 1 an aspect which has been carefully considered in developing the proposed plan of subdivision. It would be possible to avoid this by creating a shared common property access, or a separate access point however this is considered to be an inferior planning outcome as there is sufficient width on the subject site to readily accommodate the access to fit with the prevailing character. On balance, the avoidance of essentially needless common property, is seen as a better legal and planning outcome and represents more orderly planning.

A 15m x 10m building envelope has been provided.

The Port Fairy Urban Design Guidelines are silent on subdivision however having regard to the development stage in creating the proposed new allotment, the size of proposed Lot 1 will enable future development to meet the setback requirements under the guidelines given the forward front setback of the garage on abutting allotment as shown earlier, and adequate side and rear setbacks.



Clause 56

RESIDENTIAL SUBDIVISION

Purpose

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To create liveable and sustainable neighbourhoods and urban places with character and identity.

To achieve residential subdivision outcomes that appropriately respond to the site and its context for:

- Metropolitan Melbourne growth areas. Infill sites within established residential areas.*
- Regional cities and towns.*

To ensure residential subdivision design appropriately provides for:

Policy implementation.

Liveable and sustainable communities.

Residential lot design. Urban landscape.

Access and mobility management.

Integrated water management.

Site management.

Utilities.

ASSESSMENT

Refer to the Clause 56 assessment submitted with the application. Pursuant to Clause 32.08-3 two lot subdivisions require assessment against Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5 56.06-8 56.06-2.

The assessment confirms that the proposed subdivision meets all required standards and objectives of Clause 56.

PLANNING POLICY FRAMEWORK ASSESSMENT

Clause 11

SETTLEMENT

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Planning is to recognise the need for, and as far as practicable contribute towards:

- *Health, wellbeing and safety.*
- *Diversity of choice.*
- *Adaptation in response to changing technology.*
- *Economic viability.*
- *A high standard of environmental sustainability, urban design, and amenity.*
- *Climate change adaptation and mitigation.*
- *Prevention of land, water, air, and noise pollution.*
- *Protecting, conserving, and improving biodiversity, waterways and other natural resources.*
- *Accessibility.*
- *Land use and transport integration.*
- *Waste minimisation and resource recovery.*

Planning is to prevent environmental, human health and amenity problems created by siting incompatible land uses close together.

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.

ASSESSMENT

The proposed subdivision is consistent with the Clause as it provides for residential development in an appropriate zone with services and infrastructure provided supported by the existing transport network.

Clause 15.01

BUILT ENVIRONMENT

15.01-1S

Urban design

Objective

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Strategies

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

ASSESSMENT

The proposed subdivision is a good example of urban consolidation using existing infrastructure to facilitate a slightly increased density in keeping with the prevailing character.

Clause 13.02

BUSHFIRE

13.02-1S - Bushfire planning

Policy application

This policy must be applied to all planning and decision making under the Planning and Environment Act 1987 relating to land that is:

- *Within a designated bushfire prone area;*
- *Subject to a Bushfire Management Overlay; or*
- *Proposed to be used or developed in a way that may create a bushfire hazard.*

Objective

To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

Strategies

Protection of human life

Give priority to the protection of human life by:

- *Prioritising the protection of human life over all other policy considerations.*
- *Directing population growth and development to low risk locations and ensuring the availability of, and safe access to, areas where human life can be better protected from the effects of bushfire.*
- *Reducing the vulnerability of communities to bushfire through the consideration of bushfire risk in decision making at all stages of the planning process.*

Bushfire hazard identification and assessment

Identify bushfire hazard and undertake appropriate risk assessment by:

- *Applying the best available science to identify vegetation, topographic and climatic conditions that create a bushfire hazard.*
- *Considering the best available information about bushfire hazard including the map of designated bushfire prone areas prepared under the Building Act 1993 or regulations made under that Act.*

- *Applying the Bushfire Management Overlay to areas where the extent of vegetation can create an extreme bushfire hazard.*
- *Considering and assessing the bushfire hazard on the basis of:*
 - *Landscape conditions - meaning conditions in the landscape within 20 kilometres (and potentially up to 75 kilometres) of a site;*
 - *Local conditions - meaning conditions in the area within approximately 1 kilometre of a site;*
 - *Neighbourhood conditions - meaning conditions in the area within 400 metres of a site; and*
 - *The site for the development.*
- *Consulting with emergency management agencies and the relevant fire authority early in the process to receive their recommendations and implement appropriate bushfire protection measures.*
- *Ensuring that strategic planning documents, planning scheme amendments, planning permit applications and development plan approvals properly assess bushfire risk and include appropriate bushfire protection measures.*
- *Not approving development where a landowner or proponent has not satisfactorily demonstrated that the relevant policies have been addressed, performance measures satisfied or bushfire protection measures can be adequately implemented.*

Settlement planning

Plan to strengthen the resilience of settlements and communities and prioritise protection of human life by:

- *Directing population growth and development to low risk locations, being those locations assessed as having a radiant heat flux of less than 12.5 kilowatts/square metre under AS 3959-2018 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2018).*
- *Ensuring the availability of, and safe access to, areas assessed as a BAL-LOW rating under AS 3959-2018 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2018) where human life can be better protected from the effects of bushfire.*
- *Ensuring the bushfire risk to existing and future residents, property and community infrastructure will not increase as a result of future land use and development.*
- *Achieving no net increase in risk to existing and future residents, property and community infrastructure, through the implementation of bushfire protection measures and where possible reducing bushfire risk overall.*
- *Assessing and addressing the bushfire hazard posed to the settlement and the likely bushfire behaviour it will produce at a landscape, settlement, local, neighbourhood and site scale, including the potential for neighbourhood-scale destruction.*
- *Assessing alternative low risk locations for settlement growth on a regional, municipal, settlement, local and neighbourhood basis.*
- *Not approving any strategic planning document, local planning policy, or planning scheme amendment that will result in the introduction or intensification of development in an area that has, or will on completion have, more than a BAL-12.5*

rating under AS 3959-2018 Construction of Buildings in Bushfire-prone Areas (Standards Australia, 2018).

ASSESSMENT

The proposed subdivision is situated within a designated bushfire prone area however is not covered a bushfire management overlay.

The subject site is a low intensity subdivision with good road access for means of escape and emergency vehicle access. Seaview Way is a fully constructed Council maintained road with fire services available and excellent visibility into and out of the site. The subdivision is consistent with the objectives of the clause as the location of the site is within a designated residential zone intended for future higher density development that is appropriate to the area.

Clause 65.02

APPROVAL OF AN APPLICATION TO SUBDIVIDE LAND

Before deciding on an application to subdivide land, the responsible authority must also consider, as appropriate:

- *The suitability of the land for subdivision.*
- *The existing use and possible future development of the land and nearby land.*
- *The availability of subdivided land in the locality, and the need for the creation of further lots.*
- *The effect of development on the use or development of other land which has a common means of drainage. The subdivision pattern having regard to the physical characteristics of the land including existing vegetation.*
- *The density of the proposed development.*
- *The area and dimensions of each lot in the subdivision.*
- *The layout of roads having regard to their function and relationship to existing roads.*
- *The movement of pedestrians and vehicles throughout the subdivision and the ease of access to all lots.*
- *The provision and location of reserves for public open space and other community facilities.*
- *The staging of the subdivision.*
- *The design and siting of buildings having regard to safety and the risk of spread of fire.*
- *The provision of off-street parking.*
- *The provision and location of common property.*
- *The functions of any body corporate.*
- *The availability and provision of utility services, including water, sewerage, drainage, electricity and gas.*
- *If the land is not sewered and no provision has been made for the land to be sewered, the capacity of the land to treat and retain all sewage and sullage within the boundaries of each lot.*

- *Whether, in relation to subdivision plans, native vegetation can be protected through subdivision and siting of open space areas.*
- *The impact the development will have on the current and future development and operation of the transport system.*

This clause does not apply to a VicSmart application.

ASSESSMENT

The application is considered to meet the requirements of Clause 65 in the following ways:

- The land is of a suitable size and topography to be subdivided. The subdivision represents infill development that is consistent with the prevailing lot character.
- The future use will most likely be residential which is compatible with the area or will require a permit for further assessment.
- The proposal contributes to the land supply in an orderly planned fashion.
- Off street parking is catered for, for both lots.
- Services are available to each lot.
- No significant vegetation removal is required.
- The creation of an additional lot is not considered to have any impact on transport, or the current or future development of the area.

8. CONCLUSION

The proposed subdivision is a prime example of infill development in a zone intended for this purpose including increased density. The site has access to services and road frontage. The proposed subdivision makes more efficient use of land without detriment to neighbourhood character retaining adequate open space and secluded open space for the retained dwelling. The proposal has been assessed against the requirements of the GRZ, DDO and the Standards and Objectives of Clause 56 and found to be compliant.

The proposal is consistent with the PPF, LPPF and the requirements of Clause 65.

It is respectfully requested that a permit be issued.

Clause 56 - ResCode Assessment – Subdivision – 2 Lots

Proposal.....Two lot subdivision.

Address of Land – 1 Seaview Way Port Fairy.

CLASS OF SUBDIVISION	OBJECTIVES AND STANDARDS TO BE MET
60 or more lots	All except clause 56.03-5
16-59 lots	All except Clause 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3.
3-15 lots	All except clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6.
2 lots	Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5, 56.06-8 to 56.09-2.

Title & Objective	Complies / Does Not Comply / Variation Required
<p>56.01-1 SUBDIVISION SITE AND CONTEXT DESCRIPTION</p> <p>The site and context description may use a site plan, photographs or other techniques and must accurately describe:</p> <p>In relation to the site:</p> <ul style="list-style-type: none"> • Site shape, size, dimensions 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. 	<p>✓ Complies</p> <p>A separate planning report has been submitted to support this assessment which details the site context, existing pattern of subdivision and land uses.</p> <p>The design response adequately responds to the site context and includes dimensioned plans and photographs. The design response will facilitate further development of the Neighbourhood Residential zoned land.</p>

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

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.

The design response must include a dimensioned plan to scale showing the layout of the subdivision in context with the surrounding area. If in the opinion of the responsible authority this requirement is not relevant to the assessment of an application, it may waive or reduce the requirement.

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

✓ Complies

The design response is of well-proportioned regularly shaped residential allotments with existing services and infrastructure provided. Access is gained directly from Seaview Way in context with and consistent with the prevailing lot pattern.

Proposed lot 1 is of a suitable size and shape to be developed in future to meet the setback requirements at the further development stage. A building envelope has been provided of 10m x 15m.

Proposed lot 2 leaves sufficient space around the existing dwelling to protect its amenity, car parking and to provide a sense of identity and outlook.

<p>56.02 POLICY IMPLEMENTATION</p> <p>56.02-1 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 this scheme.</p> <p>Standard C1</p> <p>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>- N/A</p>
<p>56.03 LIVEABLE AND SUSTAINABLE COMMUNITIES</p> <p>56.03-1 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>- N/A</p>

<p>Standard C2</p> <p>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.</p> <p>An application for subdivision must include a plan of the layout of the subdivision that:</p> <ul style="list-style-type: none"> ▪ Meets the objectives (if relevant to the class of subdivision specified in the zone) of: <ul style="list-style-type: none"> ○ Clause 56.03-2 Activity centres ○ Clause 56.03-3 Planning for community facilities ○ Clause 56.04-1 Lot diversity and distribution ○ Clause 56.06-2 Walking and cycling network ○ Clause 56.06-3 Public transport network ○ Clause 56.06-4 Neighbourhood street network ▪ Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or proposed railway station and shows the estimated number of dwellings within those distances. ▪ Shows the layout of the subdivision in relation to the surrounding area. ▪ Is designed to be accessible for people with disabilities. 	
<p>56.03-2 ACTIVITY CENTRE OBJECTIVE</p> <p>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.</p> <p>Standard C3</p> <p>A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme.</p> <p>Subdivision should be supported by activity centres that are:</p> <ul style="list-style-type: none"> • Accessible by neighbourhood and regional walking and cycling networks. • Served by public transport that is connected to the regional public transport network. 	<p>N/A</p>

<ul style="list-style-type: none"> • Located at public transport interchange points for the convenience of passengers and easy connections between public transport services. • Located on arterial roads or connector streets. • Of appropriate size to accommodate a mix of uses that meet local community needs. • Oriented to support active street frontages, support street-based community interaction and pedestrian safety. 	
<p>56.03-3 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>Standard C4</p> <p>A subdivision should:</p> <ul style="list-style-type: none"> • Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme. • Locate community facilities on sites that are in or near activity centres and public transport. <p>School sites should:</p> <ul style="list-style-type: none"> • Be integrated with the neighbourhood and located near activity centres. • Be located on walking and cycling networks. • Have a bus stop located along the school site boundary. • Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets. • Adjoin the public open space network and community sporting and other recreation facilities. • Be integrated with community facilities. • Be located on land that is not affected by physical, environmental or other constraints. <p>Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.</p> <p>Primary schools should be located on connector streets and not on arterial roads.</p> <p>New State Government school sites must meet the requirements of the Department of Education and abut at least two streets with sufficient widths to provide</p>	<p>N/A</p>

<p>student drop-off zones, bus parking and on-street parking in addition to other street functions.</p>	
<p>56.03-4 BUILT ENVIRONMENT OBJECTIVE</p> <p>To create urban places with identity and character.</p> <p>Standard C5</p> <p>The built environment should:</p> <ul style="list-style-type: none"> • Implement any relevant urban design strategy, plan or policy for the area set out in this scheme. • Provide living and working environments that are functional, safe and attractive. • Provide an integrated layout, built form and urban landscape. • Contribute to a sense of place and cultural identity. <p>An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</p>	<p>- N/A</p>
<p>56.03-5 NEIGHBOURHOOD CHARACTER OBJECTIVE</p> <p>To design subdivisions that respond to neighbourhood character.</p> <p>Standard C6</p> <p>Subdivision should:</p> <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. 	<p>✓ Complies</p> <p>The proposal will integrate well with the prevailing or future neighbourhood character. There is no significant vegetation required to be removed or notable site features present on site.</p>
<p>56.04 LOT DESIGN</p> <p>56.04-1 LOT DIVERSITY AND DISTRIBUTION OBJECTIVES</p> <p>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</p>	<p>✓ Complies</p> <p>The proposal is an example of urban consolidation on appropriately zoned land that supports increased densities. The site is within walking distance to Port Fairy central district and public transport. The subdivision will provide additional land for future development.</p>

<p>To provide higher housing densities within walking distance of neighbourhood 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>Standard C7</p> <p>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</p> <p>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.</p> <p>A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> • Single dwellings. • Two dwellings or more. • Higher density housing. • Residential buildings and Retirement villages. <p>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> <p>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>56.04-2 LOT AREA AND BUILDING ENVELOPES OBJECTIVE</p>	<p>✓ Complies</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.

Standard C8

An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows:

- That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or
- That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.

Lots of between 300 square metres and 500 square metres should:

- Contain a building envelope that is consistent with a development of the lot approved under this scheme, or
- If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope.

If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.

Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope.

A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:

- The objectives of the relevant standards are met, and
- The building envelope is shown as a restriction on a plan of subdivision registered under the *Subdivision Act 1988*, or is specified as a covenant in an agreement under Section 173 of the Act.

The proposed lot of 400sqm has a building envelope of 15m x 10m to meet the standard.

<p>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:</p> <ul style="list-style-type: none"> • 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. <p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> • 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 	
<p>56.04-3 SOLAR ORIENTATION OF LOTS OBJECTIVE</p> <p>To provide good solar orientation of lots and solar access for future dwellings.</p> <p>Standard C9</p> <p>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</p> <p>Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> • 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. 	<p>✓ Complies</p> <p>The proposed residential lots are orientated broadly north/south and are of sufficient dimensions to achieve good solar access.</p>
<p>56.04-4 STREET ORIENTATION OBJECTIVE</p> <p>To provide a lot layout that contributes to community social interaction, personal safety and property security.</p> <p>Standard C10</p>	<p>✓ Complies</p> <p>All proposed lots are facing and have access to fully constructed Seaview Way.</p>

<p>Subdivision should increase visibility and surveillance by:</p> <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. 	
<p>56.04-5 COMMON AREA OBJECTIVES</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>Standard C11</p> <p>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"> • 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. 	<p>✓ Complies</p> <p>There is no common property proposed.</p>
<p>URBAN LANDSCAPE</p> <p>56.05-1 INTEGRATED URBAN LANDSCAPE OBJECTIVES</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>✓ Complies</p> <p>The proposed lot is generously proportioned to accommodate landscaping at the further development stage. The retained dwelling is already landscaped.</p>

To incorporate natural and cultural features in the design of streets and public open space where appropriate.

To protect and enhance native habitat and discourage the planting and spread of noxious weeds.

To provide for integrated water management systems and contribute to drinking water conservation.

Standard C12

An application for subdivision that creates streets or public open space should be accompanied by a landscape design.

The landscape design should:

- Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.
- Create attractive landscapes that visually emphasise streets and public open spaces.
- Respond to the site and context description for the site and surrounding area.
- Maintain significant vegetation where possible within an urban context.
- 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.

<ul style="list-style-type: none"> • 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>56.05-2 PUBLIC OPEN SPACE PROVISION OBJECTIVES</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. 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>Standard C13</p> <p>The provision of public open space should:</p> <ul style="list-style-type: none"> • Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme. • Provide a network of well-distributed neighbourhood public open space that includes: • 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. • Additional small local parks or public squares in activity centres and higher density residential areas. • Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is: • Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space • Sufficient to incorporate two football/cricket ovals 	<p>- N/A</p>

<ul style="list-style-type: none"> • Appropriate for the intended use in terms of quality and orientation • Located on flat land (which can be cost effectively graded) • Located with access to, or making provision for, a recycled or sustainable water supply • Adjoin schools and other community facilities where practical • Designed to achieve sharing of space between sports. • Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings. <p>Public open space should:</p> <ul style="list-style-type: none"> • Be provided along foreshores, streams and permanent water bodies. • Be linked to existing or proposed future public open spaces where appropriate. • Be integrated with floodways and encumbered land that is accessible for public recreation. • Be suitable for the intended use. • Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences. • Maximise passive surveillance. • Be integrated with urban water management systems, waterways and other water bodies. • Incorporate natural and cultural features where appropriate. 	
<p>56.06 ACCESS AND MOBILITY</p> <p>56.06-1 INTEGRATED MOBILITY OBJECTIVES</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>- N/A</p>

<p>Standard C14</p> <p>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"> • Clause 56.06-2 Walking and cycling network. • Clause 56.06-3 Public transport network. • Clause 56.06-4 Neighbourhood street network. 	
<p>56.06-2 WALKING AND CYCLING NETWORK OBJECTIVES</p> <p>To contribute to community health and well being 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>Standard C15</p> <p>The walking and cycling network should be designed to:</p> <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. 	<p>✓ Complies</p> <p>The site is within walking or cycling distance to the centre of Port Fairy.</p>
<p>56.06-3 PUBLIC TRANSPORT NETWORK OBJECTIVES</p>	<p>- N/A</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>Standard C16</p> <p>The public transport network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant public transport strategy, plan or policy for the area set out in this scheme. • Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority. • Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne. • Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide: <ul style="list-style-type: none"> ○ Safe and direct movement between activity centres without complicated turning manoeuvres. ○ Direct travel between neighbourhoods and neighbourhood activity centres. ○ A short and safe walk to a public transport stop from most dwellings. 	
<p>56.06-4 NEIGHBOURHOOD STREET NETWORK OBJECTIVE</p> <p>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.</p> <p>Standard C17</p> <p>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 Head, Transport for Victoria’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. 	<p>✓ Complies</p> <p>The proposed subdivision will link to the existing active transport and vehicular transport network.</p>

- Provide safe and efficient access to activity centres for commercial and freight vehicles.
- Provide safe and efficient access to all lots for service and emergency vehicles.
- Provide safe movement for all vehicles.
- Incorporate any necessary traffic control measures and traffic management infrastructure.

The neighbourhood street network should be designed to:

- Implement any relevant transport strategy, plan or policy for the area set out in this scheme.
- Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.
- Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.
- Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.
- Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.
- Provide an appropriate level of local traffic dispersal.
- Indicate the appropriate street type.
- Provide a speed environment that is appropriate to the street type.
- Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).
- Encourage appropriate and safe pedestrian, cyclist and driver behaviour.
- Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.
- Minimise the provision of culs-de-sac.
- Provide for service and emergency vehicles to safely turn at the end of a dead-end street.
- Facilitate solar orientation of lots.
- Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.
- Contribute to the area's character and identity.
- Take account of any identified significant features.

56.06-5 WALKING AND CYCLING NETWORK DETAIL OBJECTIVES

To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.

To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.

Standard C18

Footpaths, shared paths, cycle paths and cycle lanes should be designed to:

- Be part of a comprehensive design of the road or street reservation.
- Be continuous and connect.
- Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.
- Accommodate projected user volumes and mix.
- Meet the requirements of Table C1.
- Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound.
- Provide appropriate signage.
- Be constructed to allow access to lots without damage to the footpath or shared path surfaces.
- Be constructed with a durable, non-skid surface.
- Be of a quality and durability to ensure:
 - Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.
 - Discharge of urban run-off.
 - Preservation of all-weather access.
 - Maintenance of a reasonable, comfortable riding quality.
 - A minimum 20 year life span.
- Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities

✓ Complies

No new footpaths are proposed. There is a wide roadside verge for pedestrians or on which Council could construct additional footpaths if required.

<p>56.06-6 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>Standard C19</p> <p>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.</p> <p>Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.</p> <p>The design of public transport stops should not impede the movement of pedestrians.</p> <p>Bus and tram stops should have:</p> <ul style="list-style-type: none"> • Surveillance from streets and adjacent lots. • Safe street crossing conditions for pedestrians and cyclists. <p>Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</p> <ul style="list-style-type: none"> • Continuous hard pavement from the footpath to the kerb. • Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage. • Appropriate signage. <p>Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.</p>	<p>- N/A</p>
<p>56.06-7 NEIGHBOURHOOD STREET NETWORK DETAIL OBJECTIVE</p>	<p>✓ Complies No new streets are required or proposed.</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.

Standard C20

The design of streets and roads should:

- Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.
- Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.
- Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.
- Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.
- Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.
- Provide a safe environment for all street users applying speed control measures where appropriate.
- Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.
- Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.
- 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 C1, the requirements of the relevant public transport authority must be met.

A street detail plan should be prepared that shows, as appropriate:

- The street hierarchy and typical cross-sections for all street types.
- Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.
- Water sensitive urban design features.
- Location and species of proposed street trees and other vegetation.
- Location of existing vegetation to be retained and proposed treatment to ensure its health.

<ul style="list-style-type: none"> Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. 	
<p>56.06-8 LOT ACCESS OBJECTIVE</p> <p>To provide for safe vehicle access between roads and lots.</p> <p>Standard C21</p> <p>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.</p> <p>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.</p> <p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p>	<p>✓ Complies</p> <p>All proposed lots have direct road frontage.</p>
<p>56.07 INTEGRATED WATER MANAGEMENT</p> <p>56.07-1 DRINKING WATER SUPPLY OBJECTIVES</p> <p>To reduce the use of drinking water.</p> <p>To provide an adequate, cost-effective supply of drinking water.</p> <p>Standard C22</p> <p>The supply of drinking water must be:</p> <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. 	<p>✓ Complies</p> <p>Reticulated serves are available for connection to both proposed lots.</p>
<p>56.07-2 REUSED AND RECYCLED WATER OBJECTIVE</p> <p>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</p>	<p>✓ Complies</p> <p>Rainwater tanks will be a requirement for the development of lot 1 and are connected to proposed lot 2 (dwelling).</p>

<p>Standard C23</p> <p>Reused and recycled water supply systems must be:</p> <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 Health. • Provided to the boundary of all lots in the subdivision where required by the relevant water authority. 	
<p>56.07-3 WASTE WATER MANAGEMENT OBJECTIVE</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>Standard C24</p> <p>Waste water systems must be:</p> <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 a domestic waste water management plan adopted by the relevant council. <p>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>✓ Complies</p> <p>The sewer has been installed in Seaview Way and is available for connection to proposed lot 1. The dwelling is already connected.</p>
<p>56.07-4 STORMWATER MANAGEMENT OBJECTIVES</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>Standard C25</p> <p>The stormwater management system must be:</p> <ul style="list-style-type: none"> • Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority. • Designed and managed in accordance with the requirements and to the satisfaction of the 	<p>✓ Complies</p> <p>Future development will be required to comply with Council stormwater requirements.</p>

water authority where reuse of stormwater 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).
- 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.
- Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.

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 $d_a V_{ave} < 0.35 \text{ m}^2/\text{s}$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second).

The design of the local drainage network should:

<ul style="list-style-type: none"> • Ensure stormwater 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, stormwater 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 stormwater in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs. <p>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>	
<p>56.08 SITE MANAGEMENT</p> <p>56.08-1 SITE MANAGEMENT OBJECTIVES</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 reuse of materials from the site and recycled materials in the construction of subdivisions where practical.</p> <p>Standard C26</p> <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"> • Erosion and sediment. • Dust. • Run-off. • Litter, concrete and other construction wastes. • Chemical contamination. • Vegetation and natural features planned for retention. 	<p>✓ Complies</p> <p>Any construction involved with the subdivision or future subdivisions will be managed via permit conditions to protect the environment.</p>

<p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</p>	
<p>56.09 UTILITIES</p> <p>56.09-1 SHARED TRENCHING OBJECTIVES</p> <p>To maximise the opportunities for shared trenching.</p> <p>To minimise constraints on landscaping within street reserves.</p> <p>Standard C27</p> <p>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>✓ Complies</p> <p>Any construction involved with the subdivision or future subdivisions will be managed via permit conditions to enable shared trenching.</p>
<p>56.09-2 ELECTRICITY, TELECOMMUNICATIONS AND GAS OBJECTIVES</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>Standard C28</p> <p>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.</p> <p>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</p>	<p>✓ Complies</p> <p>Mains electricity and sewerage is available for any development to connect to.</p>

<p>boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>Where proposed to be connected, a reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency.</p>	
<p>56.09-3 FIRE HYDRANTS OBJECTIVE</p> <p>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</p> <p>Standard C29</p> <p>Fire hydrants should be provided:</p> <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. <p>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>✓ Complies</p> <p>No fire hydrants are required or proposed.</p>
<p>56.09-4 PUBLIC LIGHTING OBJECTIVE</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>Standard C30</p> <p>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.</p> <p>Public lighting should be designed in accordance with the relevant Australian Standards.</p>	<p>✓ Complies</p> <p>No public lighting is required or proposed.</p>

Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.