

Using the access and mobility management provisions of Clause 56 – Residential subdivision

VPP PRACTICE NOTE

OCTOBER 2006

There is a growing awareness of the effects of climate change and the need to limit greenhouse gas emissions. Greenhouse gas emissions from transport in Victoria increased by 12.6% from 1990 to 1999 and the Victorian Government is seeking to influence travel choices and driver behaviour.

The *Victoria Planning Provisions* (VPP) for Sustainable Neighbourhoods aim to ensure that the design of new residential subdivisions contribute to reducing car-based travel by individuals and businesses by encouraging walking, cycling and greater use of public transport.

Clause 56 of the VPP contains the residential subdivision requirements for sustainable neighbourhoods. Clause 56 supports residential subdivisions that provide networks of compact, walkable neighbourhoods and reduced car use and ensures that walking, cycling and public transport are planned for together.

The purpose of this practice note is to provide supporting technical information and advice about the access and mobility provisions of Clause 56 and explains:

- how Clause 56.06 operates
- the access and mobility management provisions of Clause 56
- how the requirements of Clause 56.06 can be met.

How does Clause 56.06 operate?

Clause 56.06 – Access and mobility management, sets out the access and mobility requirements with regard to walking, cycling, public transport, street network and lot access that must be met for residential subdivision proposals in an urban area.

The objectives of Clause 56.06 describe the outcomes to be achieved in the completed residential subdivision. The associated standards contain the requirements or measures that meet the objectives. A standard should normally be met. However, if the responsible authority (normally council) is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

When does Clause 56.06 apply?

The requirements of Clause 56.06 apply to an application to subdivide land in a Residential 1, Residential 2, Residential 3, Mixed Use and Township Zone and any Comprehensive Development Zone or Priority Development Zone that provides for residential development. These provisions do not apply to the subdivision of land into lots each containing an existing dwelling or car parking space.

Clause 56.06 includes:

- 56.06-1 – Integrated mobility objectives and Standard C14
- 56.06-2 – Walking and cycling network objectives and Standard C15
- 56.06-3 – Public transport network objectives and Standard C16
- 56.06-4 – Neighbourhood street network objective and Standard C17
- 56.06-5 – Walking and cycling network detail objectives and Standard C18
- 56.06-6 – Public transport network detail objectives and Standard C19
- 56.06-7 – Neighbourhood street network detail objective and Standard C20
- 56.06-8 – Lot access objective and Standard C21

The table below identifies the access and mobility management provisions of Clause 56.06 that need to be met for each class of subdivision in each zone.

Residential 1 Zone, Residential 2 Zone, Residential 3 Zone, Mixed Use Zone, Comprehensive Development Zone & Priority Development Zone			
2 lots	3–15 lots	16–59 lots	60 lots or more
			C14 Integrated mobility
	C15 Walking & cycling network	C15 Walking & cycling network	C15 Walking & cycling network
			C16 Public transport network
	C17 Neighbourhood street network	C17 Neighbourhood street network	C17 Neighbourhood street network
	C18 Walking & cycling network detail	C18 Walking & cycling network detail	C18 Walking & cycling network detail
		C19 Public transport network detail	C19 Public transport network detail
	C20 Neighbourhood street network detail	C20 Neighbourhood street network detail	C20 Neighbourhood street network detail
C21 Lot access	C21 Lot access	C21 Lot access	C21 Lot access

Township Zone		
2 lots	3–15 lots	16 lots or more
	C15 Walking & cycling network	C15 Walking & cycling network
	C17 Neighbourhood street network	C17 Neighbourhood street network
	C18 Walking & cycling network detail	C18 Walking & cycling network detail
	C20 Neighbourhood street network detail	C20 Neighbourhood street network detail
C21 Lot access	C21 Lot access	C21 Lot access

What are the requirements of Clause 56 and how can they be met?

56.06-1 Integrated mobility objectives

What the objective means

Residential subdivisions should contribute to compact, walkable neighbourhoods that are part of a wider urban structure of neighbourhoods clustered around larger activity centres on the regional public transport network.

Planning for walking, cycling, public transport and other motor vehicles should occur in an integrated manner.

Sustainable neighbourhoods are planned to support reduced discretionary motor vehicle use by residents, visitors and the locally employed, with associated energy savings and greenhouse gas emission reductions.

The different travel modes should relate to one another to make walking to a neighbourhood centre and taking

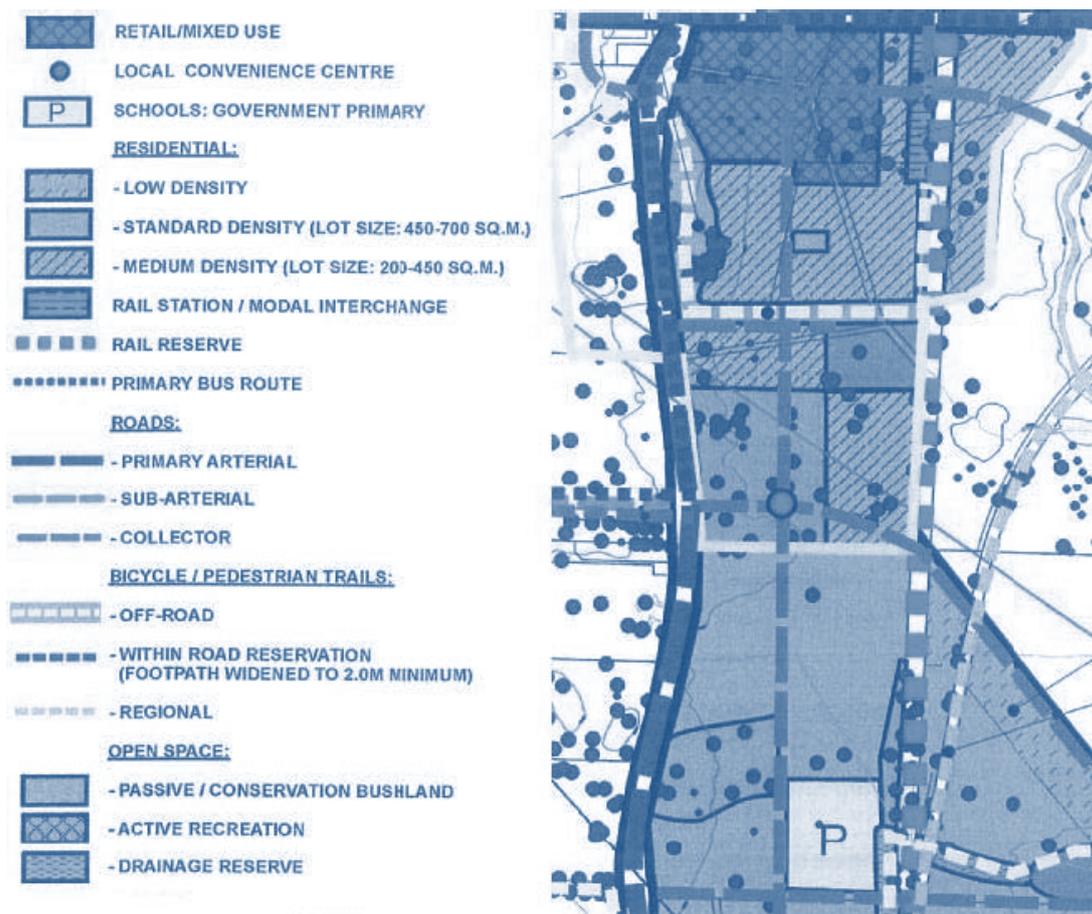
a regional bus service or cycling to a major activity centre easy and an attractive alternative to driving.

What Standard C14 means

An application or a residential subdivision of 60 or more lots must include a plan that shows the walking and cycling network, the public transport network and the neighbourhood street network together.

Sources of information –

Consult planning scheme and policies, strategies and plans that are part of the planning scheme.	Planning department of the relevant municipality
Plan for public transport routes and infrastructure requirements	Department of Infrastructure
Plan for existing and proposed arterial roads	VicRoads Regional Offices



Example of a plan showing strategic integration for a range of neighbourhood users including pedestrian, cyclist, public transport and other vehicles.

56.06-2 Walking and cycling network

What the objective means

Provide safe, direct travel paths through and between neighbourhoods to encourage daily walking and cycling. Benefits include:



- community health and wellbeing associated with increased physical activity
- reduced motor vehicle use, greenhouse gas emissions and air pollution.

What Standard C15 means

The walking and cycling network objectives are met when:

- Relevant regional and local walking and cycling strategies, plans or policies for the area set out in the local planning scheme are implemented in the design of a proposed subdivision.
- Proposed and existing walking and cycling path networks are linked.
- There are safe, walkable distances from dwellings to activity centres, schools, public transport stops and public open spaces.

A 'walkable distance' is 400 metres street walking distance to existing or proposed bus stops, 600 metres to an existing or proposed tram stop and 800 metres to an existing or proposed railway station. Refer Clause 56.03-1, Standard C2.

- Walking paths interconnect and are continuous both within and between neighbourhoods.
- Walking and cycling paths are safe, efficient and convenient to use.
- Cycling routes (shared paths and cycling lanes on roads) interconnect and are continuous both within and between neighbourhoods.
- There are direct regional cycling routes to activity centres, public transport, community facilities and for regional recreational cycling.
- There are safe street and road crossings, including the provision of traffic controls where required.
- There is passive surveillance along streets and from lots fronting onto streets and paths are designed for personal safety and security at night.
- Walking paths are accessible to people with disabilities by including gradients that allow for wheelchair use. Further guidance is available using Australian Standard 1428, *Design for Access and Mobility*.



Shared path provided along a connector or arterial road. Traffic signal phases incorporate bicycle and pedestrian movements. Intersection layout provides for direct connectivity through intersection and separation from traffic.

Sources of information –

Relevant regional and local policies, strategies and plans under the planning scheme	Planning department of the relevant municipality
<i>Austroads Guide to Traffic Engineering Practice</i> – Part 13, Pedestrians – Part 14, Bicycles <i>Bus-Bike Interaction within the Road Network</i>	Austroads www.austroads.com.au
<i>Traffic Engineering Manual – Volume 1, Traffic Management</i> , VicRoads: – Chapter 4, Pedestrian Facilities. – Chapter 5, Bicycle Facilities <i>Traffic Engineering Manual – Volume 2</i> <i>Cycle Notes</i> <i>Safer Urban Environments – Road Safety in Land Use Planning Guide</i>	VicRoads www.vicroads.vic.gov.au
<i>AS1428, Design for access and mobility (Set) – 2003</i>	Standards Australia www.standards.com.au
<i>Better Local Traffic Controls for Safer Cycling and Walking</i> <i>Bicycle Parking – Providing Bicycle Parking Facilities</i>	Bicycle Victoria www.bv.com.au
<i>Victorian Trails Strategy</i> <i>Linking People and Spaces</i>	Parks Victoria www.parkweb.vic.gov.au
<i>Healthy by Design: A Planners Guide to Environments for Active Living, 2004</i>	Heart Foundation www.heartfoundation.com.au
<i>Safer Design Guidelines for Victoria, an introduction</i>	Department of Justice, Vic. www.justice.vic.gov.au

56.06-3 Public transport network

What the objective means

A residential subdivision should provide an arterial road and neighbourhood street network designed to encourage maximum use of public transport and provide for direct, safe, energy-efficient public transport operations.

What Standard C16 means

The objectives for the public transport network and principally the bus network are met when:

- Relevant public transport strategies, plans or policies for the area set out in the local planning scheme are implemented in the design of the proposed subdivision.
- New public transport routes connect to existing and proposed routes. The Department of Infrastructure's Public Transport Division should agree new public transport routes, and extensions and connections to existing bus routes.
- Locations that attract people, such as neighbourhood centres and schools, are linked to larger activity centres on the regional public transport network.
- Regional bus routes are principally located on arterial roads.
- Local bus routes are principally located on connector streets. These are the streets that connect neighbourhoods. They should not be circuitous or require complicated bus movements.



Integrated bus stop and footpath at a typical activity centre. Pedestrian movement as the priority.

- Bus routes, and hence arterial roads and connector streets, should be located within the street network so that there are short, safe walks to public transport stops. For example, under Standard C2, 95 per cent of dwellings should be located within 400 metres street walking distance from the nearest existing or proposed bus stop.

The interaction of Clauses 56.06-2 – Walking and cycling network, 56.06-4 Neighbourhood street network and 56.06-6 – Public transport network detail should be acknowledged in applying this clause. This is emphasised by the application of Clause 56.06-1 – Integrated mobility to proposed residential subdivisions of 60 lots or more.

Sources of information –

Requirements of the Department of Infrastructure's Public Transport Division for public transport provision	Department of Infrastructure
Policies, strategies or plans for public transport provision that are part of the planning scheme including growth area plans, regional and local structure plans or development plans	Planning department of the relevant council
Bus-Bike Interaction within the Road Network <i>Austrroads Guide to Traffic Engineering Practice</i> – Part 10, Local Area Traffic Management	Austrroads www.austrroads.com.au
<i>Traffic Engineering Manual, Volume 2, Signs and Line marking</i> , VicRoads <i>Design for Trucks, Buses and Emergency Vehicles on Local Roads</i> , VicRoads, 1998 <i>New Standard for Driving with Trams</i> , VicRoads, Feb. 2005 <i>Designing Local Roads for Ultra Low Floor Buses</i> , VicRoads, July 1999	VicRoads www.vicroads.vic.gov.au

56.06-4 Neighbourhood street network

What the objective means

The residential subdivision street network should provide safe and easy connections through and between neighbourhoods for pedestrians, cyclists, public transport and other vehicles.

All modes of movement principally use the network of road and street reservations with a choice of routes for walking or cycling through and between neighbourhoods.

This objective does not deal with detailed design of the network. This is dealt with in Clause 56.06-7.



Connector road with continuous shared pedestrian and bicycle path separated from traffic lanes. Service Road provides access for lots fronting the road reserve.

What Standard C17 means

The objectives for design of the neighbourhood street network are met when:

- Proposed roads and streets link with the existing network of arterial roads and neighbourhood streets, footpaths, shared paths, cycle paths and public transport routes.
- The design of arterial roads and neighbourhood street types are clearly distinguished. More detail on the hierarchy of roads and neighbourhood streets and their characteristics is provided in Table C1 which is referenced in Clause 56.06-7 – Neighbourhood street network detail, Standard C20.
- Access to arterial roads from neighbourhood streets and lots abutting arterial roads is in accordance with VicRoads' Arterial Road Access Management policies.
- Provision is made for safe and efficient access to activity centres by commercial and freight vehicles.
- Provision is made for safe and easy pedestrian and cyclist movements.

- Provision is made for safe and easy access to public transport.
- Local service vehicles such as waste recycling vehicles and emergency vehicles can safely move throughout the network. A well-connected street system minimises the number of cul-de-sacs and the associated need for large vehicles to make complicated turning or reversing manoeuvres. This can help manage associated risks for small children.
- Necessary traffic control measures are provided in the layout of the street network. The layout of streets and street types should manage pedestrian, cyclist, public transport and other motor vehicle volumes and movement needs. Pedestrian, cyclist and public transport movements should come first when planning the neighbourhood street network.

The design of neighbourhood street networks should have the following characteristics:

- Any relevant transport strategy, plan or policy for the area set out in the local planning scheme is implemented.
- Arterial roads are approximately 1.6 kilometres apart with connector streets halfway between arterial roads at around 800 metres separation. This mobility framework broadly provides walkable distances to public transport, and neighbourhood centres that are located on arterial roads and connector streets.
- Connector streets should line-up between neighbourhoods so that pedestrian, cyclist and bus movements are direct without turning movements at intersections. Planning for public transport should come before planning for motor vehicles.
- The network of access lanes, access places and access streets, connector streets and arterial roads is well designed to appropriately disperse traffic within and between neighbourhoods. The street types and their characteristics are set out in Table C1 Clause 56.06-7 – Neighbourhood street network detail, Standard C20.
- Provide a speed environment that is appropriate to the street type. Target speeds for each street type are set out in Table C1.
- User movement demand within the neighbourhood street network as a whole is appropriately managed for all users – pedestrians, cyclists, public transport and other motor vehicles. Table C1 provides indicative maximum vehicle volumes for each street type.



An example of easy, direct pedestrian movement through a neighbourhood intersection.

- Road reservation widths will need to accommodate footpath, shared path and bicycle lane configurations as suited to expected user demand and encourage safe user behaviour. For example, provide sufficient space for pedestrian movements and appropriate integration or separation of the different modes of movement according to traffic volumes and speed.
- Safe sharing of access lanes and access places (with less than 5 dwellings served) where footpaths are not required by the provisions.
- Orientate streets to optimise sunlight onto lots and help future dwellings meet 5 star building requirements.
- Residential subdivisions designed to integrate significant site features and integrated water management systems into the design of the layout of the street network.
- Creating or reinforcing character and identity. This can assist in creating a sense of place (also refer to Clause 56.03-4 – Built environment objective and Standard C5, and Clause 56.05-1 Integrated landscape objectives and Standard C12).

Sources of information –

Street types and associated indicative maximum traffic volumes, target speeds, footpath provision and cycle path provision	Table C1 of Clause 56.06
The tables below provide supporting street design information for: – Table PN1: <i>Junctions along neighbourhood streets.</i> – Table PN2: <i>Street leg length and design speed.</i>	This Practice Note (refer section 56.06-7)
<i>Design for Trucks, Buses and Emergency Vehicles on Local Roads</i> , VicRoads, 1998. <i>Safer Urban Environments – Road Safety in land Use Planning Guide</i> , VicRoads, 2004. <i>Traffic Engineering Manual. Volume 1, Traffic Management</i> , VicRoads. <i>Draft Victorian Code for the Management of Vehicular Access to Arterial Roads</i> , VicRoads, 2005. <i>Designing Local Roads for Ultra Low Floor Buses</i> , VicRoads, July 2006	VicRoads www.vicroads.vic.gov.au
<i>Requirements for Water Supplies and Access for Subdivisions in Residential 1 and 2 and Township Zones</i> , CFA, 2004 (where relevant).	Country Fire Authority www.cfa.vic.gov.au

56.06-5 Walking and cycling network detail

What the objective means

The objective is to ensure that the detailed design and construction of footpaths, shared paths and bicycle paths are safe, comfortable and accessible for all users including users of wheelchairs, scooters and prams.

What Standard C18 means

Street reservations should be designed (dimensions and detail) in an integrated way to provide for pedestrians and cyclists together with other functions that the street reservation needs to accommodate (including motor vehicles, landscaping and utilities).

The design and construction of footpaths, shared paths and bicycle paths should provide continuous routes for pedestrians, cyclists and users of footpath bound vehicles.



Cycle path with direct link to road crossing. Rest rail provides further amenity to the user.

The footpaths and bicycle paths should be designed to provide for public transport stops, street crossing locations and kerb crossovers for access to lots.

Pavements should also be designed and dimensioned to accommodate the expected number and mix of pedestrians, cyclists, public transport and other motor vehicles.

The requirements of Table C1 of Clause 56.06 must be met. The Table includes:

- requirements for the provision of footpaths and cycle paths, including their location and width
- provision of wider pavements near schools, shops or other activity centres where larger numbers of pedestrians, cyclists and footpath-bound vehicles may be expected.

Pavements, kerb, channel and crossovers should be designed to ensure that they perform their function, are safe for their purpose and are structurally sound.

Appropriate signage should be provided.

Detailed design and construction should take account of the drainage function of the street (kerbs and water sensitive urban design treatments), durability, surface quality, and provide for a minimum 20 year lifespan.

The walking and cycling networks must be detailed to be accessible to people with disabilities. This includes provision of tactile ground surface indicators, audible signals and kerb ramps. Further guidance is available using Australian Standard 1428, *Design for Access and Mobility*.

Sources of information –

Street types and provision of footpaths and cycle paths	Table C1 of Clause 56.06
<i>Austroroads Guide to Traffic Engineering Practice</i> Part 10, Local Area Traffic Management Part 13, Pedestrians Part 14, Bicycles <i>Bus-Bike Interaction within the Road Network</i>	Austroroads www.austroroads.com.au
Traffic Engineering Manual – Volume 1, Traffic Management, VicRoads: – Chapter 4, Pedestrian Facilities – Chapter 5, Bicycle Facilities <i>Traffic Engineering Manual – Volume 2</i> <i>Cycle Notes</i> <i>Safer Urban Environments – Road Safety in Land Use Planning Guide</i>	VicRoads www.vicroads.vic.gov.au
<i>AS1428, Design for access and mobility (Set) – 2003</i>	Standards Australia www.standards.com.au
<i>Better Local Traffic Controls for Safer Cycling and Walking</i> <i>Bicycle Parking – Providing Bicycle Parking Facilities</i>	Bicycle Victoria www.bv.com.au

56.06-6 Public transport network detail

What the objective means

The objective is to ensure that public transport runs safely and efficiently and is comfortable and convenient for passengers, including people with disabilities, to use.

What Standard C19 means

Bus priority measures must be provided along main road links forming part of the existing or proposed regional public transport network.

Safe, efficient and comfortable through movement of buses is achieved by road alignment and geometry that provides for their unimpeded movement with bus priority measures along arterial roads.

The design of public transport stops should not impede the movement of pedestrians.



Fully indented bus bay connected to wide shared pedestrian and bicycle path.

Physically integrate bus and tram stops into the design of the road and abutting lots to have:

- safe pedestrian crossings, including the provision of traffic controls, as required by the roads authority
- passive surveillance from streets and adjacent lots to provide users with a sense of personal security
- safe street crossing conditions
- sufficient lighting, paving and shelter at stops with high user numbers, such as at neighbourhood centres and schools.

All 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 disabilities. The Department of Infrastructure can provide information on how to design bus stops that comply with the Commonwealth's Disability Discrimination Act.



Bus stop provides shelter and transport information whilst remaining permeable to pedestrian traffic.

Sources of information –

<p><i>Design for Trucks, Buses and Emergency Vehicles on Local Roads</i>, VicRoads, 1998.</p> <p><i>Resource Kit for Public Transport on Roads</i>, 2003</p> <p><i>Traffic Engineering Manual. Volumes 1 & 2</i></p> <p><i>VicRoads Information Bulletin, Designing Local Roads for Ultra Low Floor Buses</i>, 1999.</p> <p><i>VicRoads Bus Stop Guidelines</i>, February 2005 (Draft)</p> <p>Obtain and incorporate bus priority requirements from VicRoads</p>	<p>VicRoads www.vicroads.vic.gov.au</p>
<p><i>Guide to Traffic Engineering Practice</i> – Part 11, Parking (Section 7.2.3 Bus Stops.)</p>	<p>Austrroads www.austrroads.com.au</p>
<p>AS1428, Design for Access and Mobility (Set) – 2003</p>	<p>Standards Australia www.standards.com.au</p>
<p>Requirements of the Department of Infrastructure's Public Transport Division for public transport provision</p> <p>Obtain details of the regional public transport network (which is known as the Principal Public Transport Network in Melbourne) and local bus route information from the Public Transport Division of the Department of Infrastructure</p> <p><i>DDA Compliance at Bus Stops – Guidelines</i>, Department of Infrastructure</p>	<p>Department of Infrastructure Public Transport Division</p>
<p>Refer to policies, strategies or plans for public transport provision that are part of the planning scheme including growth area plans, regional and local structure plans or development plans</p>	<p>Planning department of the relevant municipality</p>

56.06-7 Neighbourhood street network detail

What the objective means

The objective provides for the detailed design of carriageways and verges so that street geometry and traffic speeds provide an accessible and safe neighbourhood street system for pedestrians (footpath-bound vehicles), cyclists, public transport and other motor vehicles.

What Standard C20 means

Street carriageways and verges should be designed in an integrated way. The provisions do not specify the overall width of a road reservation, however carriageway and verge widths are provided for the various street types set out in Table C1 of the provisions.

The carriageways need to be of sufficient width to safely perform the street's traffic functions according to the street type:

Arterial road	<ul style="list-style-type: none"> Regional freight Public transport Shared paths both sides Public transport lanes Neighbourhood centres with through traffic diverted from the business area using, for example, service roads 	VicRoads or municipality	All roads and streets are accessible to pedestrians, cyclists, emergency vehicles and other motor vehicles.
Connector street (Connects neighbourhoods)	<ul style="list-style-type: none"> Public transport Shared paths both sides Neighbourhood centres Schools 	Municipality	
Access street	<ul style="list-style-type: none"> Footpaths both sides 		
Access place	<ul style="list-style-type: none"> Footpath one side where more than five dwellings No footpath if less than five dwellings and carriageway designed as a shared zone 		
Access lane	<ul style="list-style-type: none"> No parking No footpaths 		

Where the widths of access lanes, access places and access streets are less than the widths provided in Table C1, the relevant authority needs to be assured that access for emergency vehicles is available to all lots at all times.

Street blocks of 120 to 240 metres in length and 60 to 120 metres in width help create a well-connected neighbourhood street pattern for walking and cycling. A street network designed around street blocks assists in providing for the continuous forward movement of service and emergency vehicles.

The verge is that part of the road reservation located between the kerb to a carriageway and the abutting lot boundary. Adequate space is needed to locate footpaths, shared paths or bicycle paths, landscaping, urban run-off management systems such as swale drains (water sensitive urban design), lighting, utilities and to provide access to lots as appropriate.



Example of access to allotments fronting major road via service road (also refer to Clause 56.04-4 Street orientation objective and Standard C10).



Level 2 Connector street provides for dual carriageway, indented parking, on pavement bicycle lane and shared bicycle and pedestrian paths each side.

Intersections within a low speed neighbourhood environment also assist in controlling vehicle speeds. Intersection layouts should clearly indicate right-of-way priority for pedestrians, cyclists and motor vehicles.

Appropriate street design should provide a safe environment for all street users having regard to the following speed control measures:

- junction configuration and spacing (block dimensions)
- street leg length and design speed
- bends and slow points – minimum deflection angles for speed control to 20 km/hr
- slow point speed and length of street between slow points
- minimum stopping distances.

Diagonal corner splays are specified to enhance views of the streets at intersections:

- a minimum 5 metre by 5 metre corner splay at junctions with arterial roads
- a minimum 3 metre by 3 metre corner splay at other junctions.

These minimum distances should be varied to achieve safe sight lines on a case by case basis.

The provisions also provide the following construction requirements:

- appropriate pavement strength, quality and durability
- indicate intersection right-of-way priority for pedestrians and cyclists
- pavements to support function and amenity of street
- kerb and pavement edge design.

A street plan showing the details of all the features of a neighbourhood street network should be prepared.

Sources of information –

<i>Traffic Engineering Manual – Volumes 1 & 2</i>	VicRoads
<i>Road Design Guidelines</i>	www.vicroads.vic.gov.au
<i>Cycle Notes</i>	
<i>Design for Trucks, Buses and Emergency Vehicles on Local Roads</i> , VicRoads, 1998.	
<i>Trucks on Roads Design Guide</i> , VicRoads, 1994.	
<i>Victorian Road Safety (Traffic) Regulations</i>	
<i>Safer Urban Environments – Road Safety in land Use Planning Guide</i> , VicRoads, 2004.	
<i>Draft Victorian Code for the Management of Vehicular Access to Arterial Roads</i> , VicRoads, 2005.	
<i>Austrroads Guide to Traffic Engineering Practice</i>	Austrroads www.austrroads.com.au
<i>AS1428, Design for access and mobility (Set) – 2003</i>	Standards Australia
<i>AS2890.5, Parking Facilities: On-street Parking</i> , 1993	www.standards.com.au
<i>AS2890.2, Parking Facilities: Off-street Parking – Commercial Vehicle Facilities</i> .	
Local municipal guidelines	Relevant municipal planning and engineering departments
<i>Requirements for Water Supplies and Access for Subdivisions in Residential 1 and 2 and Township Zones</i> , CFA, 2004.	Country Fire Authority www.cfa.vic.gov.au
Public transport guidance	Department of Infrastructure Public Transport Division

56.06-8 Lot access

What the objective means

This objective is narrowly focused to provide safe access between lots and roads.

What Standard C21 means

Clause 56 supports lots fronting arterial roads and neighbourhood streets as provided for in 56.04-4 Community interaction objective and associated Standard C10.

Accordingly, Standard C21 requires that:

- Motor vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, places or streets where appropriate and in accordance with the relevant access management category code.
- Motor vehicle access to small and narrow lots should be provided via rear or side access lanes, places or streets.
- The design and construction of a crossover should meet the requirements of the relevant road authority, which is VicRoads for arterial roads and the relevant municipality for most neighbourhood streets.

Sources of information –

<i>Draft Victorian Code for the Management of Vehicular Access to Arterial Roads, VicRoads, 2005.</i>	VicRoads www.vicroads.vic.gov.au
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Local municipal guidelines, standard drawings and specifications.	Relevant municipal planning and engineering departments
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Contact information

The Department of Sustainability and Environment has published a number of practice notes that provide practical advice on planning matters.

For copies of practice notes, visit the DSE web site at www.dse.vic.gov.au/planning

DSE Planning Information Centre

To view or purchase planning schemes and a range of planning publications:

- Ground Floor, 8 Nicholson Street, East Melbourne, Vic 3002, Tel 03 9637 8151
- e-mail: planning.info@dse.vic.gov.au

DSE Regional Offices

Port Phillip Region – Tel 03 9296 4400

Gippsland Region – Tel 03 5172 2111

North East Region – Tel 03 5761 1611

North West Region – Tel 03 5430 4750

South West Region Geelong – Tel 03 5226 4001

Ballarat – Tel 03 5336 6790

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