

# Appendix 9 – Clause 56 Assessment

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## CLAUSE 56 ASSESSMENT

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# CONTENTS

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<b>CONTENTS</b> .....	ERROR! BOOKMARK NOT DEFINED.
<b>1. INTRODUCTION</b> .....	ERROR! BOOKMARK NOT DEFINED.
<b>2. CLAUSE 56 ASSESSMENT</b> .....	<b>5</b>
<b>3. CONCLUSION</b> .....	ERROR! BOOKMARK NOT DEFINED.

## INTRODUCTION

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Clause 32.08-3 of the General Residential Zone/ 32.09-3 of the Neighbourhood Residential Zone states that an application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56 and:

- *Must meet all of the objectives included in the clauses specified in the following table.*
- *Should meet all of the standard included in the clauses specified in the following table.*

As the subdivision is to create 22 lots, the following additional objectives and standards are to be met:

*All except Clauses 56.03-1 to 56.03-3, 56.03-5 and 56.06-1 and 56.06-3.*

Please refer to planning permit application report for Subdivision Site and Context Description and the Design Response.

# 1. CLAUSE 56 ASSESSMENT

OBJECTIVES	STANDARDS	RESPONSE
56.01 SUBDIVISION SITE AND CONTEXT DESCRIPTION AND DESIGN RESPONSE		
<p><i>56.01-1 Subdivision Site and Context Description</i></p> <p>The site and context description may use a site plan, photographs or other techniques and must accurately describe:</p> <ul style="list-style-type: none"> <li>- In relation to the site:               <ul style="list-style-type: none"> <li>- Site shape, size, dimensions and orientation.</li> <li>- Levels and contours of the site.</li> <li>- Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.</li> <li>- The siting and use of existing buildings and structures.</li> <li>- Street frontage features such as poles, street trees and kerb crossings.</li> <li>- Access points.</li> <li>- Location of drainage and other utilities.</li> <li>- Easements.</li> </ul> </li> </ul>		Please refer to Planning Report

- 
- Any identified natural or cultural features of the site.
  - Significant views to and from the site.
  - Noise and odour sources or other external influences.
  - Soil conditions, including any land affected by contamination, erosion, salinity, acid sulphate soils or fill.
  - Any other notable features or characteristics of the site.
  - Adjacent uses.
  - Any other factor affecting the capacity to develop the site including whether the site is affected by inundation.
  - An application for subdivision of 3 or more lots must also describe in relation to the surrounding area:
    - The pattern of subdivision.
    - Existing land uses.
    - The location and use of existing buildings on adjacent land.
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- Abutting street and path widths, materials and detailing.
  - The location and type of significant vegetation.
  - An application for subdivision of 60 or more lots must also describe in relation to the surrounding area:
    - Location, distance and type of any nearby public open space and recreational facilities.
    - Direction and distances to local shops and community facilities.
    - Directions and walking distances to public transport routes and stops.
    - Direction and walking distances to existing neighbourhood, major and principal activity centres and major employment areas.
    - Existing transport routes, including freeways, arterial roads and streets connecting neighbourhoods.
    - Local street network including potential connections to adjacent subdivisions.
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- Traffic volumes and movements on adjacent roads and streets.
  - Pedestrian, bicycle and shared paths identifying whether their primary role is neighbourhood or regional access.
  - Any places of cultural significance.
  - Natural features including trees and other significant vegetation, drainage lines, water courses, wetlands, ridgelines and hill tops.
  - Proximity of any fire threats.
  - Pattern of ownership of adjoining lots.

If in the opinion of the responsible authority a requirement of the site and context description is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement:

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*56.01-2 Subdivision Design  
Response*

Please refer to Planning Report

The design response must explain how the proposed design:

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- 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.

## 56.02 POLICY IMPLEMENTATION

### 56.02-1 Strategic Implementation Objective

To ensure that the layout of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.

### Standard C1

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.

Please refer to Planning Report

## 56.03 LIVEABLE AND SUSTAINABLE COMMUNITIES

### 56.03-4 Built Environment Objective

To create urban places with identity and character.

### Standard C5

The built environment should:

- 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.

**Complies** - The proposed subdivision pays regard to and compliments the existing character of Daylesford and surrounding suburbs.

The proposal will implement and meet the neighbourhood character objectives laid out in Councils local policy.

The proposal will provide a layout, built form and urban landscape that enhances a sense of place and cultural identity.

- Contribute to a sense of place and cultural identity.

An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.

Refer to the Planning Report for how the application will comply with the preferred identity and character of the locality.

## 56.04 LOT DESIGN

### 56.04-1 Lot Diversity and Distribution Objectives

To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.

To provide higher housing densities within walking distance of activity centres.

To achieve increased housing densities in designated growth areas.

To provide a range of lot sizes to suit a variety of dwelling and household types.

### Standard C7

A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.

Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.

A range and mix of lot sizes should be provided including lots suitable for the development of:

- Single dwellings.
- Two dwellings or more.
- Higher density housing.
- Residential buildings and Retirement villages.

Unless the site is constrained by topography or other site conditions, lot distribution should provide for 95 per cent of dwellings to be located no more than 400 metre street walking distance from the nearest existing or proposed bus stop, 600 metres street walking distance from the nearest existing or proposed tram stop and 800 metres street walking

**Complies** – The subdivision will provide an average lot density of 765.7sqm, conforming to the character of the surrounding neighbourhood and Daylesford town centre.

The subdivision proposes lot sizes that are consistent with a small regional town with a variety of lot sizes ranging from 651sqm to 923sqm, therefore allowing a variety of dwelling types.

As the site is located within the small regional town of Daylesford, no local public transport exists. Yet, the site adjoins Raglan Street, which could support a future public transport route.

	distance from the nearest existing or proposed railway station.	
<p><i>56.04-2 Lot Diversity and Distribution Objectives</i></p> <p>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.</p>	<p><i>Standard C8</i></p> <p>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.</p> <p>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</p> <ul style="list-style-type: none"> <li>- The objectives of the relevant standards are met, and</li> <li>- 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.</li> </ul> <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"> <li>- The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and</li> <li>- The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot.</li> </ul>	<p><b>Complies</b> - The site will provide lots with areas and dimensions that allow for appropriate siting and construction of dwellings to ensure solar access, private open space, vehicle access, parking, water management, easement and retention of significant vegetation.</p> <p>All lots will be large enough that solar access for future dwellings will be protected.</p>

- This should be specified in the relevant plan of subdivision or agreement.

Lot dimensions and building envelopes should protect:

- Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.
- Existing or proposed easements on lots.
- Significant vegetation and site features.

*56.04-3 Solar Orientation of Lots Objective*

To provide good solar orientation of lots and solar access for future dwellings.

*Standard C9*

Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.

Lots have appropriate solar orientation when:

- The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to east 30 degrees south.
- Lots between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north.
- Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.

**Complies** - The orientation of the lots abides by this objective, ensuring appropriate solar orientation and access in response to the topography and constraints of the site.

The long axis of all lots are designed to be of standard orientation.

All lots will be greater than 500sqm to allow for flexible building siting and solar access for dwellings.

<p><i>56.04-4 Street Orientation Objective</i></p> <p>To provide a lot layout that contributes to community social interaction, personal safety and property security.</p>	<p><i>Standard C10</i></p> <p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> <li>- Ensuring lots front all roads and streets and avoid the side or rear of lots being orientated to connector streets and arterial roads.</li> <li>- Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space.</li> <li>- Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.</li> <li>- Providing roads and streets along public open space boundaries.</li> </ul>	<p><b>Complies</b> - The subdivision ensures that the lot layout will contribute to social interaction, safety and security encouraging passive surveillance.</p> <p>All lots will front a street and will avoid side or rear lots being orientated toward connector street or arterial roads. All lots will include crossovers to the internal road to minimise traffic interference to Raglan Street, with the exception of lot 22, which will include a crossover to Raglan Street. However all lots will support dwellings that front to a street and will avoid any lots siding on the Raglan Street.</p>
<p><i>56.04-5 Common Area Objective</i></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><i>Standard C11</i></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"> <li>- The common area to be owned by the body corporate, including any streets and open space.</li> <li>- The reasons why the area should be commonly held.</li> <li>- Lots participating in the body corporate.</li> <li>- The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</li> </ul>	<p><b>Not applicable</b> - The subdivision layout does not include any common areas.</p>

56.05 URBAN LANDSCAPE

*56.05-1 Integrated Urban  
Landscape Objectives*

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.

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

**Complies** - Landscaping will be designed in accordance with these objectives and standards.



	<p>likely to spread into the surrounding environment.</p> <ul style="list-style-type: none"> <li>- Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</li> <li>- 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.</li> <li>- Provide for walking and cycling networks that link with community facilities.</li> <li>- Provide appropriate pathways, signage, fencing, public lighting and street furniture.</li> <li>- Create low maintenance, durable landscapes that are capable of a long life.</li> <li>- The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</li> </ul>	
<p><i>56.05-2 Public Open Space Provision Objectives</i></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><i>Standard C13</i></p> <p>The provision of public open space should:</p> <ul style="list-style-type: none"> <li>- Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme.</li> <li>- Provide a network of well-distributed neighbourhood public open space that includes:</li> </ul>	<p><b>Not applicable</b> - The proposed subdivision does not include the provision of public open space. However, the site provides good walking access to Wombat Hill Botanic Gardens to the south of the site.</p>

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To provide a network of public open space that caters for a broad range of users.

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.

To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.

- 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.
    - 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.
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- Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.

Public open space should:

- 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.

## 56.06 ACCESS AND MOBILITY MANAGEMENT

### 56.06-2 Walking and Cycling Network Objectives

To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.

### Standard C15

The walking and cycling network should be designed to:

- Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.

**Complies** - The subdivision will contribute to increasing community health and wellbeing through encouraging walking by including foot paths and tree lined streets to increase walkability.

The street layout provides pedestrian access from Raglan Street through the Middleton Fields to the north, onto Smith Street.

<p>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</p>	<ul style="list-style-type: none"> <li>- Link to any existing pedestrian and cycling networks.</li> <li>- Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</li> <li>- 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.</li> <li>- Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</li> <li>- Ensure safe street and road crossings including the provision of traffic controls where required.</li> <li>- Provide an appropriate level of priority for pedestrians and cyclists.</li> <li>- Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</li> <li>- Be accessible to people with disabilities.</li> </ul>	<p>The subdivision will incorporate local and regional policy to inform these standards, please refer to the planning report for more information.</p> <p>The proposed subdivision sits about 1km the Daylesford town centre, and will provide safe pedestrian accessibility to amenity within the Town Centre.</p> <p>Internally, the street network allows for easy access for pedestrians and cyclists access that connects Raglan Street to Smith Street via the Middleton Fields development to the immediate north.</p> <p>All lots have been designed to ensure they front the street to ensure passive surveillance, increasing security at night in particular.</p>
<p><i>56.06-4 Neighbourhood Street Network Objective</i></p> <p>To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public</p>	<p><i>Standard C17</i></p> <p>The neighbourhood street network must:</p> <ul style="list-style-type: none"> <li>- Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle</li> </ul>	<p><b>Complies</b> - The proposal will provide direct, safe and easy access and movement through and between neighbourhoods, including the Middleton Fields development to the immediate north.</p>

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transport and other motor vehicles using the neighbourhood street network.

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.
- 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 speed requirement will be provided for by the responsible authority.

The road will be constructed to ensure safe access for service, emergency and all other vehicles.

The necessary traffic control measures will be based on the requirements of the responsible authority.

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

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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 cul-de-sacs.
- 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 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 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.

**Complies** – The sole footpath to be included in the proposal will be safe, comfortable and ensure accessibility for people with disabilities and other footpath bound vehicles and will be located on west side of the road.

The street network design will provide for appropriate pavement edges, kerbs, channels and crossovers to ensure safe pedestrian and cycle access.

The foot path will connect to the Middleton Fields development to the immediate north.

- Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.

*56.06-6 Public Transport Network  
Detail Objectives*

*Standard C19*

**Not applicable** - This subdivision does not include the provision of public transport.

To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.

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.

To provide public transport stops that are accessible to people with disabilities.

Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.

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

Bus and tram stops should have:

- Surveillance from streets and adjacent lots.
- Safe street crossing conditions for pedestrians and cyclists.

Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.

- Continuous hard pavement from the footpath to the kerb.
- Sufficient lighting and paved, sheltered waiting areas for forecast user volume at



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neighbourhood centres, schools and other locations with expected high patronage.

- Appropriate signage.

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.

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*56.06-7 Neighbourhood Street Network Objectives*

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.

**Complies** – Street carriageways and verges will be constructed to ensure that street geometry and traffic speeds will provide a safe and accessible environment for all.

The requirements in Table C1 will be met.

The street geometry will be appropriate to the street type and function and will achieve a safe environment for all.

The appropriate speed control measures will be implemented to ensure a safe environment for all.

The street will be of sufficient strength to last at least 20 years.

Street pavements will be of sufficient quality to enable the carriage of vehicles, cyclists and pedestrians.

The street design will allow for the safe collection of waste from each lot.

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| <ul style="list-style-type: none"><li>- Provide a low speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.</li><li>- Provide a safe environment for all street users applying speed control measures where appropriate.</li><li>- Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.</li><li>- Provide a minimum 5 metre by 5 metre corners play at junctions with arterial roads and a minimum 3 metre by 3 metre corners play at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</li><li>- Ensure streets are of sufficient strength to:<ul style="list-style-type: none"><li>- Enable the carriage of vehicles.</li><li>- Avoid damage by the construction vehicles and equipment.</li></ul></li><li>- Ensure street pavements are of sufficient quality and durability for the:<ul style="list-style-type: none"><li>- Safe passage of pedestrians, cyclists and vehicles.</li><li>- Discharge of urban run-off.</li><li>- Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</li></ul></li><li>- Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</li><li>- Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</li></ul> | <p>The street layout will include water sensitive urban design and appropriate design features for trees and native vegetation.</p> <p>The street and sidewalk will be accessible to people with disabilities.</p> |
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- 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.

	<ul style="list-style-type: none"> <li>- Location of existing vegetation to be retained and proposed treatment to ensure its health.</li> <li>- Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</li> </ul>	
<p><i>56.06-8 Lot Access Objective</i></p> <p>To provide for safe vehicle access between roads and lots.</p>	<p><i>Standard C21</i></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><b>Complies</b> – The subdivision and street layout will provide safe access between roads and lots for vehicles.</p> <p>The design and construction of crossovers will abide by the requirements of the relevant authority.</p>
<p><b>56.07 Integrated Water Management</b></p>		
<p><i>56.07-1 Drinking Water Supply Objectives</i></p> <p>To reduce the use of drinking water.</p> <p>To provide an adequate, cost-effective supply of drinking water.</p>	<p><i>Standard C22</i></p> <p>The supply of drinking water must be:</p> <ul style="list-style-type: none"> <li>- Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</li> <li>- Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.</li> </ul>	<p><b>Complies</b> - The use of water will be minimized whilst an adequate and cost-effective supply of drinking water will be provided.</p> <p>The supply of drinking water will be provided to the boundary of all lots and to the satisfaction of the relevant authority.</p>

<p><i>56.07-2 Reused and Recycled Water Objective</i></p>	<p><i>Standard C23</i></p> <p>Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none"> <li>- 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 and Human Services.</li> <li>- Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li> </ul>	<p><b>N/A</b> - Third pipe infrastructure is not available in Daylesford.</p>
<p><i>56.07-3 Waste Water Management Objective</i></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><i>Standard C24</i></p> <p>Waste water systems must be:</p> <ul style="list-style-type: none"> <li>- Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.</li> <li>- Consistent with a domestic waste water management plan adopted by the relevant council.</li> </ul> <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><b>Complies</b> - All lots will be connected to reticulated sewage in accordance with the relevant requirements.</p> <p>Reticulated sewage will be provided in accordance with domestic wastewater management plans adopted by Council and will be provided to the boundary of all lots.</p>
<p><i>56.07-4 Stormwater Management Objectives</i></p> <p>To minimise damage to properties and inconvenience to residents from stormwater.</p>	<p><i>Standard C25</i></p> <p>The stormwater management system must be:</p> <ul style="list-style-type: none"> <li>- Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li> </ul>	<p><b>Complies</b> - Damage to properties and residents from storm water will be minimised.</p> <p>The urban stormwater management system will ensure stormwater runoff is retarded and treated in accordance with relevant stormwater management standards. This response to</p>

<p>To ensure that the street operates adequately during major storm events and provides for public safety.</p>	<ul style="list-style-type: none"> <li>- Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of stormwater is proposed.</li> </ul>	<p>drainage will limit damage to properties and the Hepburn Springs.</p>
<p>To minimise increases in stormwater and protect the environmental values and physical characteristics of receiving waters from degradation by stormwater.</p>	<ul style="list-style-type: none"> <li>- 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).</li> </ul>	<p>The system has been designed to meet the current best practice performance objectives for stormwater quality as seen in the Urban Stormwater- Best Practice Environmental Management Guidelines.</p>
<p>To encourage stormwater management that maximises the retention and reuse of stormwater.</p>	<ul style="list-style-type: none"> <li>- 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.</li> </ul>	<p>The system has been designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels.</p>
<p>To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.</p>	<ul style="list-style-type: none"> <li>- Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.</li> </ul>	<p>The system design will be integrated with the overall development plan, including the street and public open space networks and landscape design.</p>
<p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p>		
<p>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</p>		
<ul style="list-style-type: none"> <li>- Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</li> <li>- Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</li> </ul>		
<p>Please refer to the Stormwater Report at Appendix 5 for further information.</p>		

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For storm events greater than 20% AEP and up to and including 1% AEP standard:

- Provision must be made for the safe and effective passage of stormwater flows.
- All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.
- Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria  $da Vave < 0.35 \text{ m}^2/\text{s}$  (where,  $da$  = average depth in metres and  $Vave$  = average velocity in metres per second).

The design of the local drainage network should:

- 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.

Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.

#### 56.08 SITE MANAGEMENT

##### 56.08-1 Site Management Objectives

To protect drainage infrastructure and receiving waters from sedimentation and contamination.

To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.

To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.

##### Standard C26

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:

- Erosion and sediment.
- Dust.
- Run-off.
- Litter, concrete and other construction wastes.
- Chemical contamination.
- Vegetation and natural features planned for retention.

Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.

**Complies** - Drainage infrastructure will be protected from receiving stormwater, sedimentation and contamination.

The site and surrounding area will be protected from environmental degradation or nuisance prior to and during construction of the subdivision.

Materials will be reused where practicable.

The high point of the site is located at the south west portion of the site, thus, water will drain towards Raglan Street, where run off will be handled by the street drainage. The rest of the lots gently fall toward the north of the site where water will run off to a new drainage system located on a separate subdivision.

#### 56.09 UTILITIES

##### 56.09-1 Site Management Objectives

To maximize the opportunities for shared trenching.

##### Standard C27

Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimize construction costs and land allocation for underground services.

**Complies** - Reticulated services for water, gas, electricity and telecommunications will be provided for in shared trenching.



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To minimize constraints on landscaping within street reserves.

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*56.09-2 Electricity, Telecommunications and Gas Objectives*

To provide public utilities to each lot in a timely, efficient and cost effective manner.

To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.

*Standard C28*

The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.

Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.

The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.

Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.

**Complies** - All lots will be provided with public utilities as part of the development and use of renewable energy is proposed across the Middleton Field estate.

In order to improve sustainable energy outcomes, reticulated gas is not proposed.

<p><i>56.09-3 Fire Hydrants Objective</i></p>	<p><i>Standard C29</i></p>	<p><b>Complies</b> - Fire Hydrants will be provided as required.</p>
<p>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</p>	<p>Fire hydrants should be provided:</p> <ul style="list-style-type: none"> <li>- A maximum distance of 120 metres from the rear of each lot.</li> <li>- No more than 200 metres apart.</li> </ul> <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><i>56.09-3 Public Lighting Objective</i></p>	<p><i>Standard C30</i></p>	<p><b>Complies</b> – Public lighting will be incorporated as part of development works.</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>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>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</p>	<p>Public lighting will be designed in accordance with the relevant Australian Standards and will be consistent with any plan or strategy for the use of renewable energy and energy efficient fittings.</p>



## 2. CONCLUSION

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The proposed application complies with all Scheme objectives and requirements specifically in relation to:

- Planning Policy Framework
- Local Planning Policy Framework

There are no variations sought.

This report supports the planning application and seeks Council's approval to the proposed planning permit.