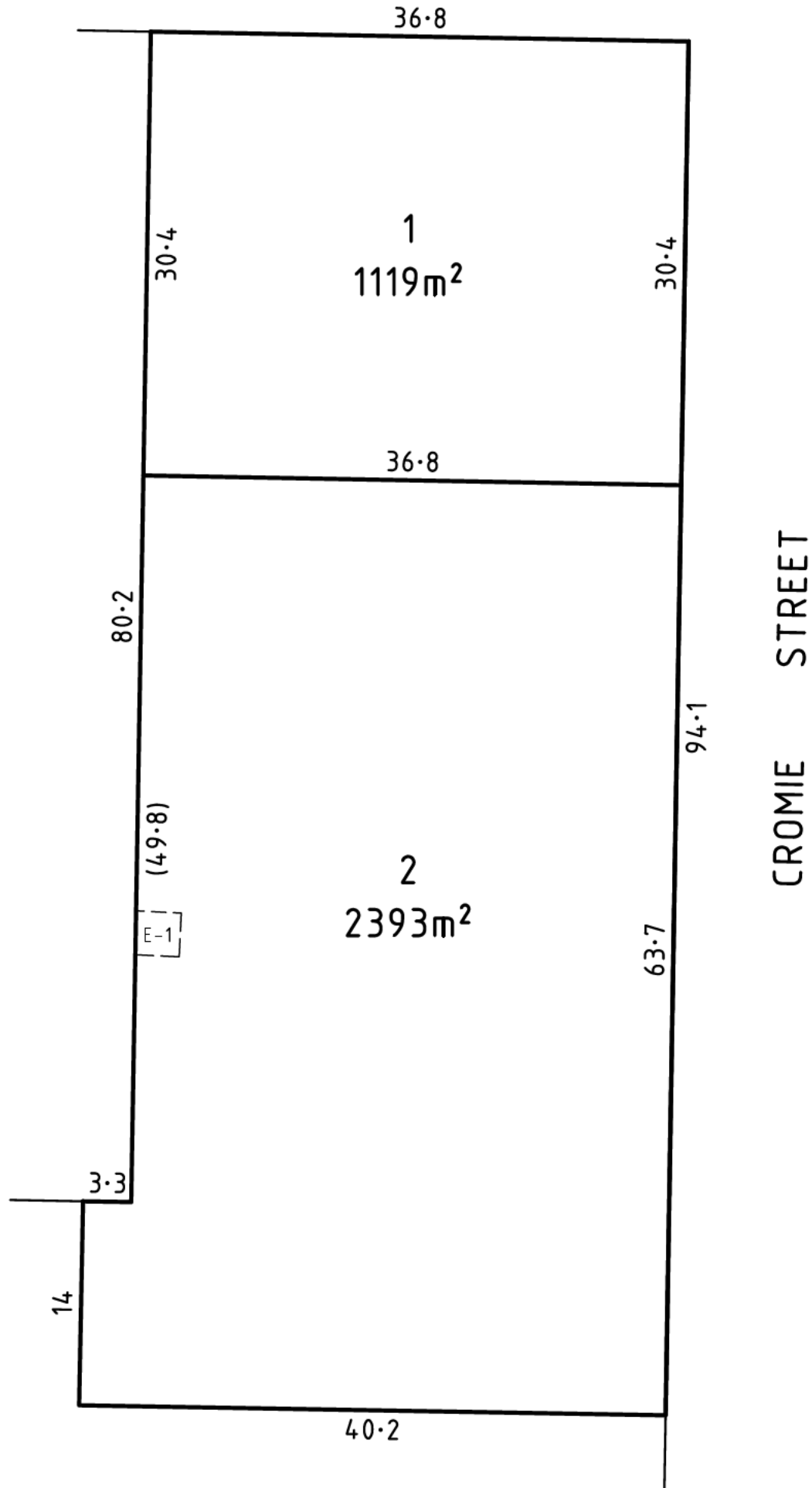
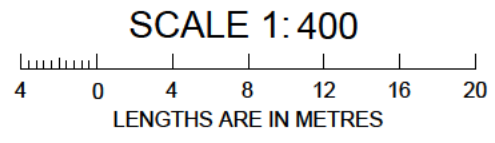


DEGENHARDT STREET



CROMIE STREET

NOTE:
E-1 = SEWERAGE



NOTATIONS

THE DIMENSIONS SHOWN HEREON ARE APPROXIMATE AND ARE SUBJECT TO SURVEY.

SUBDIVISION BOUNDARIES HAVE BEEN ESTIMATED FROM AERIAL PHOTOGRAPHY FOR CONCEPTUAL PURPOSES. SURVEY WILL ACCORD WITH THE BOUNDARY LAYOUT, BUT DISTANCES MAY VARY IN EXCESS OF 10m.

Ferguson Perry Surveying Pty Ltd
62 McLachlan Street Horsham,
Victoria 3400
ABN 76126 194 483

T (03) 5382 2023
F (03) 5381 1544
E admin@fergusonperry.com.au

A member of Alexander Symonds Group

+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +



SURVEYORS REF.

24H0244

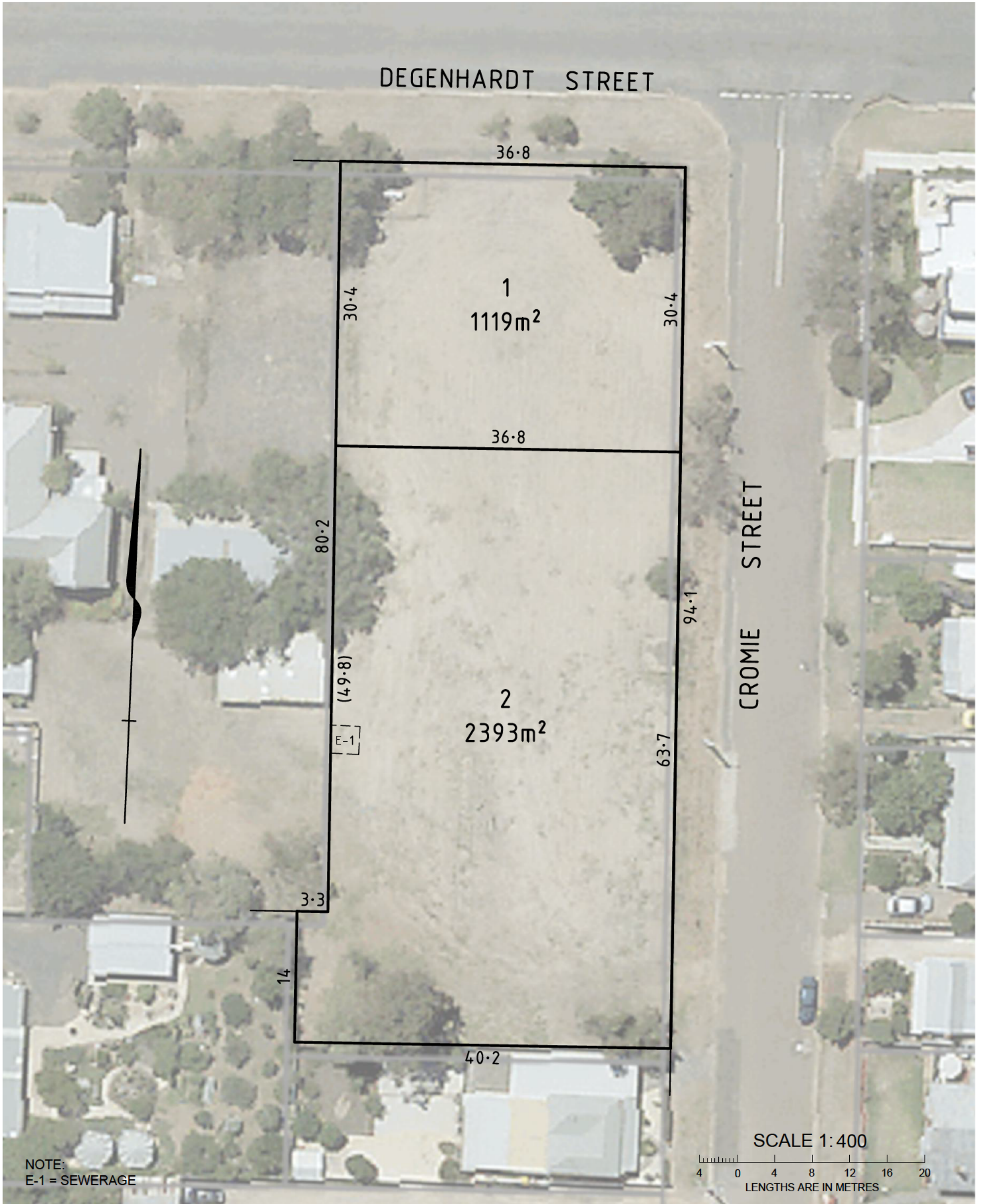
16/09/24
DRAWN BY: G.H.

OFFICE USE ONLY

ORIGINAL SHEET SIZE A3

PLAN OF PROPOSED SUBDIVISION

16 CROMIE STREET, MURTOA
PARISH OF ASHENS
CROWN ALLOTMENT 2002 (PT)



NOTATIONS

THE DIMENSIONS SHOWN HEREON ARE APPROXIMATE AND ARE SUBJECT TO SURVEY.

SUBDIVISION BOUNDARIES HAVE BEEN ESTIMATED FROM AERIAL PHOTOGRAPHY FOR CONCEPTUAL PURPOSES. SURVEY WILL ACCORD WITH THE BOUNDARY LAYOUT, BUT DISTANCES MAY VARY IN EXCESS OF 10m.

Ferguson Perry Surveying Pty Ltd
62 McLachlan Street Horsham,
Victoria 3400
ABN 76126 194 483

T (03) 5382 2023
F (03) 5381 1544
E admin@fergusonperry.com.au

A member of Alexander Symonds Group

+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +



SURVEYORS REF.
24H0244
16/09/24
DRAWN BY: G.H.

OFFICE USE ONLY

ORIGINAL SHEET SIZE A3

**PLAN OF PROPOSED SUBDIVISION
SHOWING EXISTING FEATURES**

16 CROMIE STREET, MURTOA
PARISH OF ASHENS
CROWN ALLOTMENT 2002 (PT)

Our Ref: 24H0244
Your Ref:

PLANNING REPORT

Proposed 2-Lot subdivision at 1/16 and 18 Cromie Street, Murtoa

SUPPORTING DOCUMENTS IN SPEAR

- Plan of Proposed Subdivision
- Plan of Proposed Subdivision Showing Existing Features
- Copy of Title Search
- Planning Property Report

Our reference number	24H0244
Date	26/11/2024
Prepared by	[REDACTED], Ferguson Perry Surveying Pty Ltd

Contents

1. Introduction	4
2. Application details.....	5
3. Site and surrounds	5
4. Proposal	6
5. Permit triggers	6
6. Planning provisions	7
Zoning	7
Township Zone	7
7. Overlays	8
Heritage Overlay	8
8. Strategic alignment	8
9. Clause 65 Decision Guidelines	9
10. Conclusion.....	10
Appendix A – Clause 56 Assessment.....	11

1. Introduction

This application seeks a planning permit for a two-lot subdivision of Lot 2 on PS905866 at 1/16 and 18 Cromie Street, Murtoa. The land is described in Certificate of Title Volume 12493 Folio 060.

The land is zoned Township Zone (TZ) and is affected by the Heritage Overlay (HO53). This report provides a response to the requirements of the TZ, HO and the Decision Guidelines of Clause 65 as well as relevant policies of the Yarriambiack Planning Scheme.

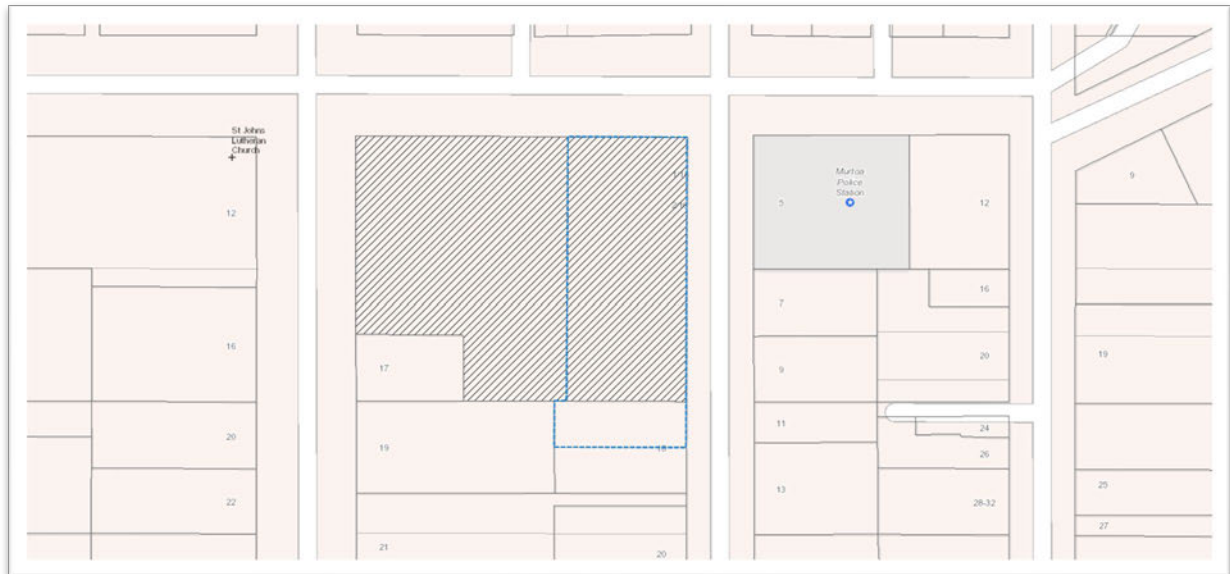


Figure 1 Subject site outlined in blue (DEECA)

2. Application details

Land description:	Lot 2 on PS905866
Address:	51 McDonald Street, Murtoa
Proposal:	Two-lot subdivision
Scheme:	Yarriambiack Planning Scheme
Zone:	Township Zone
Overlays:	Heritage Overlay

3. Site and surrounds



Figure 2 Aerial photo of site (Google)

The subject site comprises Lot 2 on PS905866 at 1/16 and 18 Cromie Street, Murtoa. The total area of the site is 3,512m² and is irregular in shape. As shown in Figure 2, the site currently contains two dwellings and a large amount of vacant land. The site takes access from 3 crossovers to Cromie Street.

The site is serviced by existing services and utilities including urban mains water, sewerage, electricity and the NBN via Fixed Wireless technology. The site abuts lots to the south, east and west each containing dwellings. The area surrounding the site comprises land zoned TZ mostly containing dwellings as well as a small range of retail and community uses including the Murtoa Police Station. Lots in the surrounding area vary in shape and size in the range of around 200m² to 4000m².

4. Proposal

The application seeks a planning permit for a two-lot subdivision. It is proposed that the area of Lot 1 will be 1119m² and Lot 2 will be 2393m². Lot 1 will contain the two existing dwellings and Lot 2 will contain all of the vacant land on the site. Both lots will make use of existing crossovers to Cromie Street for access.

The application does not propose any new uses or buildings and the removal of native vegetation is not required. The proposed lots will be connected to reticulated urban mains water, sewerage, electricity and telecommunications infrastructure and utilities. Please refer to the plans submitted for endorsement on SPEAR for further details.

5. Permit triggers

A planning permit is required under **Clause 32.05-5** of the TZ to subdivide land

6. Planning provisions

Zoning



Figure 3 Zoning map (DEECA)

Township Zone

The purpose of the Township Zone outlined at **Clause 32.05** is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for residential development and a range of commercial, industrial and other uses in small towns.
- To encourage development that respects the neighbourhood character of the area.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Comment

The proposed subdivision is in keeping with the purpose of the TZ as it will accommodate the existing dwellings on Lot 1 and facilitate the future residential development on Lot 2.

Both lots are within a 5-minute walk of shops, services and amenities including:

- Murtoa Police Station (20m/<1-minute walk)
- Murtoa and District Neighbourhood House (280m/4-minute walk)
- Murtoa Post Office (350m/5-minute walk)
- FoodWorks (300m/4-minute walk)
- Lake Marma/Rabl Park Playground – (350m/5-minute walk)

An assessment against the objectives and standards of Clause 56 is in Appendix A.

7. Overlays

Heritage Overlay



Figure 4 Map showing HO43

The purpose of the HO outlined at **Clause 43.01** is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Comment

The site contains part of the heritage place identified as “State School, Duncan St”. It is considered that the proposed subdivision does not conflict with the purpose of the zone and will not adversely affect the heritage significance of the site in any way.

8. Strategic alignment

The proposed subdivision is consistent with the following policies outlined in the Planning Policy Framework of the Yarriambiack Planning Scheme:

Clause 02.03-1 (Settlement) states that Murtoa is a subdistrict centre and a dormitory town for Horsham. The strategic directions for the policy include directing development and growth to take place in Murtoa. The proposed subdivision is in line with the strategic directions outlined in the policy as it will facilitate future residential development on Lot 2.

Clause 11.01-1S (Settlement) supports sustainable growth and development in Victoria. The policy outlines strategies to achieve this which include limiting urban sprawl and directing growth into existing settlements and promoting and capitalising on opportunities for urban renewal and infill redevelopment. In accordance with this policy, the proposed subdivision facilitate infill development on Lot 2 alongside the existing dwellings on Lot 1 within an established urban area of Murtoa.

Clause 16 (Housing) encourages housing diversity and the provision of land for affordable and sustainable housing. The proposed subdivision is consistent with this policy s it will create an additional vacant lot in Murtoa that is suitable for new residential development and is intended contribute to improved greater housing affordability, diversity and choice.

Clause 16.01-1S (Housing supply) seeks to facilitate well-located, integrated and diverse housing that meets community needs through the implementation of strategies which include encouraging higher density housing development on well-located sites. The proposed subdivision aligns with this policy as it will create a lot consisting of vacant land for future residential development in a location close to a range of services and amenities in Murtoa.

Clause 16.01-2S (Housing affordability) seeks to increase housing choice and deliver affordable housing close to jobs, transport and services. To achieve this, it seeks to ensure that there is sufficient land supply to meet demand. In keeping with this policy, the proposed subdivision may lead to improved housing affordability by increasing the supply of vacant lots for residential development in Murtoa.

9. Clause 65 Decision Guidelines

Clause 65.01 (Approval of an application or plan)

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- *The matters set out in section 60 of the Act.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*
- *The proximity of the land to any public land.*
- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.*
- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Comment

All relevant clauses of the Yarriambiack Planning Scheme have been addressed and the proposal is consistent with the objectives of planning in Victoria. As discussed in section 6 of this report, the proposal meets the purpose and requirements of the TZ. The removal of native vegetation is not proposed nor required for the subdivision and the site is not at risk of flood, erosion or fire hazards. The proposal will not contribute to land degradation or salinity nor will it affect the water quality, natural physical features of the site or the quality of the stormwater within and exiting the site.

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 area and dimensions of each lot in the subdivision.*
- *The design and siting of buildings having regard to safety and the risk of spread of fire.*
- *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.*

Comment

The land is suitable for the proposed subdivision and development and is consistent with the purpose and requirements of the TZ. The proposed subdivision will not adversely affect nearby land uses and/or the ability of nearby land to be developed. There will be no increase in the risk of spread of fire as a result of the proposal and there will be no significant or native vegetation impacted by the proposal.

10. Conclusion

The proposed subdivision should be supported subject to fair and reasonable conditions as it will have a positive outcome with regard to state and local planning policies and will allow for the fair, sustainable and economic development of the land for a future dwelling.

Appendix A – Clause 56 Assessment

Table 1 Clause 56 Assessment

Clause and objective	Standard	Comment
<p>Clause 56.03-5 Neighbourhood character objective To design subdivisions that respond to neighbourhood character.</p>	<p>Standard C6 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>Objective and standard achieved ✓ The proposed subdivision respects the existing character of the neighbourhood as the proposed lots will integrate seamlessly with the surrounding urban environment and will accommodate the existing dwellings on Lot 1 and facilitate the development of new dwellings on Lot 2.</p>
<p>Clause 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.</p> <p>To provide higher housing densities within walking distance of activity 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</p>	<p>Standard C7 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</p>	<p>Objective and standard achieved ✓ There is no housing strategy, plan or policy for the area set out in Yarriambiack Planning Scheme.</p> <p>There is also no residential density specified the TZ that applies to the land or in any policy for the area set out in the Yarriambiack Planning Scheme.</p> <p>The application proposes the creation of two lots in a location with good access to public transport with a V-Line bus stop located 350m from the site in Marma Street. Lot 2 will be suitable for the development or a range of housing types.</p>

<p>and household types.</p>	<p>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>Clause 56.04-2 Lot area and building envelopes objective 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>Standard C8 An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows:</p> <ul style="list-style-type: none"> • 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. <p>Lots of between 300 square metres and 500 square metres should:</p> <ul style="list-style-type: none"> • Contain a building envelope that is consistent with a development of the lot approved under this scheme, or • If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope. <p>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.</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>Objective and standard achieved ✓ Lot 1 will contain existing dwellings and Lot 2 is able to contain a rectangle measuring 10m x 15m. Solar access for the existing buildings on Lot 1 and any future dwellings on Lot 2 and their ability to meet energy rating requirements of the Building Regulations will be protected.</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"> • The objectives of the relevant standards are met, and • The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act. <p>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>Clause 56.04-3 Solar orientation of lots objective To provide good solar orientation of lots and solar access for future dwellings.</p>	<p>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:</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. 	<p>Objective and standard achieved ✓ The proposed lots will have adequate solar access for existing and future dwellings.</p>

	<ul style="list-style-type: none"> • 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>Clause 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>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. • 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>Objective and standard achieved ✓</p> <p>Both proposed lots will front Cromie Street ensuring good passive surveillance and visibility.</p>
<p>Clause 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>N/A</p> <p>No common area is proposed.</p>
<p>Clause 56.05-1 Integrated urban landscape objectives</p> <p>To provide attractive and continuous landscaping in</p>	<p>Standard C12</p> <p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design. The landscape design should:</p> <ul style="list-style-type: none"> • Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or 	<p>N/A</p> <p>No streets or public open space is proposed to be created.</p>

<p>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>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</p> <p>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</p> <p>To provide for integrated water management systems and contribute to drinking water conservation</p>	<p>policy for the area set out in this scheme.</p> <ul style="list-style-type: none"> • 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. • 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>N/A</p>
<p>Clause 56.06-2</p>	<p>Standard C15</p>	<p>N/A</p>

<p>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>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>There are no proposed changes to walking and cycling networks.</p>
<p>Clause 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 Roads Corporation’s arterial road access management policies. • Provide an appropriate speed environment and movement priority for the safe and easy 	<p>N/A</p> <p>There are no proposed changes to the neighbourhood street networks proposed.</p>

- 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 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

	<p>pedestrians, cyclists, public transport and other motor vehicles).</p> <ul style="list-style-type: none"> • 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. 	
<p>Clause 56.06-5 Walking and cycling network detail objectives</p> <p>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</p> <p>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</p>	<p>Standard C18 Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> • Be part of a comprehensive design of the road or street reservation. • Be continuous and connect. • Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots. • 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: 	<p>N/A There are no proposed changes to footpaths, shared paths, cycle paths and cycle lanes.</p>

	<ul style="list-style-type: none"> ○ 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. 	
<p>Clause 56.06-7 Neighbourhood street network detail objective</p> <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.</p>	<p>Standard C20</p> <p>The design of streets and roads should:</p> <ul style="list-style-type: none"> ● Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. ● Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed. ● Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs. ● Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users. ● Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay. ● Provide a safe environment for all street users applying speed control measures where appropriate. ● Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles. ● Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre 	<p>N/A</p> <p>There are no proposed new streets or roads.</p>

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.

	<p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> • The street hierarchy and typical cross-sections for all street types. • Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. • Water sensitive urban design features. • Location and species of proposed street trees and other vegetation. • Location of existing vegetation to be retained and proposed treatment to ensure its health. • Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. 	
<p>Clause 56.06-8 Lot access objective To provide for safe vehicle access between roads and lots</p>	<p>Standard C21 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>Objective and standard achieved ✓ The proposed lots do not abut an arterial road. Safe access will be provided to the proposed lots from Cromie Street via existing crossovers.</p>
<p>Clause 56.07-1 Drinking water supply objectives To reduce the use of drinking water.</p> <p>To provide an adequate, cost-effective supply of drinking water</p>	<p>Standard C22 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>Objective and standard achieved ✓ The proposed lots will be connected to existing mains water.</p>
<p>Clause 56.07-2 Reused and</p>	<p>Standard C23 Reused and recycled water supply systems must be:</p>	<p>N/A There are no reused and recycled water supply</p>

<p>recycled water objective</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 and Human Services. • Provided to the boundary of all lots in the subdivision where required by the relevant water authority 	<p>systems proposed as part of this subdivision.</p>
<p>Clause 56.07-3 Waste water management objective 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 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 any relevant approved domestic waste water management plan. <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>Objective and standard achieved ✓ The proposed lots will be connected to reticulated sewerage to the satisfaction of GWMWater.</p>
<p>Clause 56.07-5 Stormwater management objective 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 C25 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 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 	<p>Objective and standard achieved ✓ Stormwater and drainage infrastructure will be provided to the satisfaction of Yarriambiack Siher Council.</p>

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:

- Ensure stormwater is retarded to a standard required by the responsible drainage authority.

	<ul style="list-style-type: none"> • 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>Clause 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 re-use of materials from the site and</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>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</p>	<p>Objective and standard achieved ✓</p> <p>Any works associated with the subdivision will be subject to site management controls to the satisfaction of Yarriambiack Shire Council.</p>

<p>recycled materials in the construction of subdivisions where practicable.</p>		
<p>Clause 56.09-1 Shared trenching objectives To maximise the opportunities for shared trenching.</p> <p>To minimise constraints on landscaping within street reserves</p>	<p>Standard C27 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>Objective and standard achieved ✓ Any new connections will be provided in shared trenching where possible.</p>
<p>Clause 56.09-2 Electricity and telecommunications objectives 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 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.</p> <p>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 boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p>	<p>Objective and standard achieved ✓ Any new electricity and telecommunications connections will be designed and constructed in accordance with the requirements of each service provider.</p>
<p>Clause 56.09-3 Fire hydrants objective To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</p>	<p>Standard C29 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</p>	<p>Objective and standard achieved ✓ If required, fire hydrants will be provided to the satisfaction of the Country Fire Authority.</p>

	provided to the satisfaction of the relevant fire authority.	
<p>Clause 56.09-5 Public lighting objective 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 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>Objective and standard achieved ✓ Public lighting is available in Cromie Street.</p>