

**Proposed Subdivision
of No. 26-32 Ranceby Road, Poowong.**

Planning Report

October, 2015



Jeff Bennett

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1 Introduction

It is proposed to seek approval for the subdivision of land at No. 26-32 Ranceby Road, Poowong into four lots.

This report examines the proposal against the requirements of the South Gippsland Planning Scheme.

2 Subject land

The subject land is located at 26-32 Ranceby Road, Poowong and is described as lot 1 PS 645299V. It is contained in title volume 11358 folio 136. A copy of the title details are shown in appendix 1.

2.1 Township context

Poowong is a small rural township located on a narrow ridgeline in the northern portion of the South Gippsland Shire with panoramic views over the surrounding rural hills. Its role is primarily as a service township for the surrounding agricultural communities.

The township is well served by commercial and community infrastructure including a swimming pool and recreation centre.

2.2 Site context

The site has an area of 4,080 sq.m. and is approximately rectangular in shape with a relatively wide frontage to Ranceby Road which is a main access road of the township. The site is cleared pasture and falls gently towards the south.

The site is located on the main road of the township in close proximity the main commercial and community hub. The Poowong Primary School is located directly opposite the subject land.

The site is served by reticulated electricity and water. It is capable of connection to the proposed sewerage scheme for Poowong.

A stand of vegetation that was planted in recent times exists on the road in the front of the site.

A feature survey is shown in appendix 2. Photos of the site are also shown in appendix 2.

3 The proposed subdivision

It is proposed to subdivide the land into four lots of approximately 1,000 sq.m. in area as shown on the proposed plan of subdivision in appendix 3.

The lot sizes are reasonably large by contemporary standards, but are typical of the lot sizes in Poowong and are therefore consistent with the neighbourhood character.

The drainage of the land will utilise new and existing drainage easements in the area. This includes an outfall easement traversing the land to the south.

Dual access points are proposed to the Ranceby Road so as to minimise vegetation removal and access points.

A plan showing the proposed access and drainage arrangements is shown in appendix 4.

4 Planning scheme controls

4.1 Zone controls

The subject land is included within the General Residential Zone of the South Gippsland Planning Scheme. The abutting land to the south is in the Farming Zone. The abutting Ranceby Road is in a Road Zone – Schedule 1.

A plan showing the zone and overlay controls affecting the land are shown in appendix 5.

The purpose of the General Residential Zone is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To implement neighbourhood character policy and adopted neighbourhood character guidelines.*
- *To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non residential uses to serve local community needs in appropriate locations.*

The provisions of the General Residential Zone require a permit for the subdivision of land.

The proposed development is consistent with the purpose of the General Residential Zone, in that;

- It implements the State Planning Policy Framework and the Local Planning Policy Framework by maximising the use of existing residential areas that have adequate levels of infrastructure.
- It assists in the provision of a range of density and variety of dwellings in the area.
- It respects neighbourhood character.

4.2 Overlay controls

No overlay controls affect the site.

4.3 Clause 56

The clause sets out the provisions relating to residential subdivision.

The provisions of the General Residential Zone require that an application to subdivide land must meet the requirements of Clause 56 which sets out standards and objectives for various aspects of residential subdivision. An objective describes the desired outcome to be achieved in the completed subdivision. A standard contains the requirements to meet the objective. A standard should normally be met. However, if the responsible authority is satisfied that an application for

an alternative design solution meets the objective, the alternative design solution may be considered.

A table outlining the relevant standards and objectives and corresponding commentary as to how the application has responded to them is shown in appendix 6. The table indicates that the proposed subdivision meets all of the relevant objectives and standards.

5 State Planning Policy Frameworks

10 OPERATION OF THE STATE PLANNING POLICY FRAMEWORK

10.01 Purpose

The purpose of State policy in planning schemes is to inform planning authorities and responsible authorities of those aspects of State planning policy which they are to take into account and give effect to in planning and administering their respective areas. The State Planning Policy Framework provides a context for spatial planning and decision making by planning and responsible authorities.

The State Planning Policy Framework is dynamic and will be built upon as the government develops and refines policy, and changed as the needs of the community change.

The planning policies are directed to land use and development, as circumscribed by the *Planning and Environment Act 1987*, a primary objective of which is to provide for the fair, orderly, economic and sustainable use and development of land.

.....

10.04 Integrated decision making

Society has various needs and expectations such as land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. Planning aims to meet these by addressing aspects of economic, environmental and social well-being affected by land use and development.

Planning authorities and responsible authorities should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.

Consistent with the objectives of local government under the Local Government Act 1989, municipal planning authorities are required to identify the potential for regional impacts in their decision-making and co-ordinate strategic planning with their neighbours and other public bodies to achieve sustainable development and effective and efficient use of resources.

The proposed subdivision essentially reflects the zoning provisions in the area and follows the specific strategic direction in clause 21.15-7 of the South Gippsland Planning Scheme which sets out the basic parameters for the growth of the existing township.

In this respect a net community benefit will be achieved.

11 SETTLEMENT**11.02 Urban growth****11.02-1 Supply of urban land****Objective**

To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Strategies

Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.

Ensure that sufficient land is available to meet forecast demand.

Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.

Planning for urban growth should consider:

- Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- Neighbourhood character and landscape considerations.
- The limits of land capability and natural hazards and environmental quality.
- Service limitations and the costs of providing infrastructure.

Monitor development trends and land supply and demand for housing and industry.

Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.

Restrict low-density rural residential development that would compromise future development at higher densities.

The proposed subdivision provides a relatively modest addition to the residential land supply in Poowong which will assist in ensuring that at least a 15 year supply of land is available for future population growth in accordance with the Local Planning Policy Framework.

6 Local Planning Policy Framework

The Local Planning Policy Framework is summarised below.

21.05 SETTLEMENT**21.05-1 Growth of towns****Overview**

Currently, the majority of housing for permanent residents is being constructed in the larger towns of Leongatha and Korumburra. However, there is also significant housing development within coastal towns such as Venus Bay and the rural hinterland. Townships in the west of the Shire, particularly Loch, Nyora and Poowong are expected to experience residential growth pressures due to their proximity to Melbourne and imminent connection to a reticulated sewerage

network. Growth pressures will need to be carefully managed to ensure that where growth occurs, it is sustainable and sympathetic to the existing character of the Shire's towns.

The clause sets out the role and function of towns in the Shire. Poowong is described as;

"A small low-density ridge-top town serving surrounding agricultural small communities and containing rural processing industries. Located on route between South Gippsland and central Gippsland. Limited capacity for growth."

Objectives and strategies

Objective 1 To ensure the growth of towns occurs in accordance with their role and function

- Strategy 1.1 Promote the residential use and development of land in accordance with the township framework and structure plans at Clause 21.15
- Strategy 1.2 Support the development of vacant, serviced residential land, in accordance with the areas indicated on township framework and structure plans
- Strategy 1.3 Encourage consolidated residential development adjacent to central activity districts of towns to achieve a more efficient use of urban infrastructure
- Strategy 1.4 Discourage the development of dwellings on small lots in old Crown township areas except where such land is zoned Township, Rural Living or is adjacent to existing urban development
- Strategy 1.5 Discourage medium and high density housing in areas without reticulated water or sewerage
- Strategy 1.6 Retain undeveloped breaks between towns by focussing further development within existing township boundaries and avoiding ribbon development, particularly along the coastal strip and key touring routes
- Strategy 1.7 Ensure residential development in small towns is sustainable and sympathetic to the existing character of these areas

The proposed subdivision is consistent with the policy in that;

- It provides for a relatively modest growth of the township in accordance with its strategic direction and its designated role and function.
- It comprises development of vacant, serviced land in accordance with the township framework plan.
- The proposed lot sizes will enable development that is consistent with the rural character of the township.

21.15-7 Poowong

Poowong is a small rural township located on a narrow ridgeline with panoramic views over the surrounding rural hills. Its role as a service township for the surrounding agricultural communities will continue. The town can support a limited level of population growth.

Local area implementation

- Promote the use and development of land in accordance with the strategic direction in the Poowong Framework Plan.
- Retain and strengthen Poowong as a small service township supporting residents and surrounding agricultural communities.

Settlement

- Promote residential development that respects Poowong's rural character and landscape values.
- Ensure that residential land release occurs in a staged, contiguous and integrated manner with subdivision designs that respond to the topographic, landscape and environmental constraints of the land.
- Ensure that any residential expansion into greenfield development sites does not occur until reticulated sewerage is available.

Economy

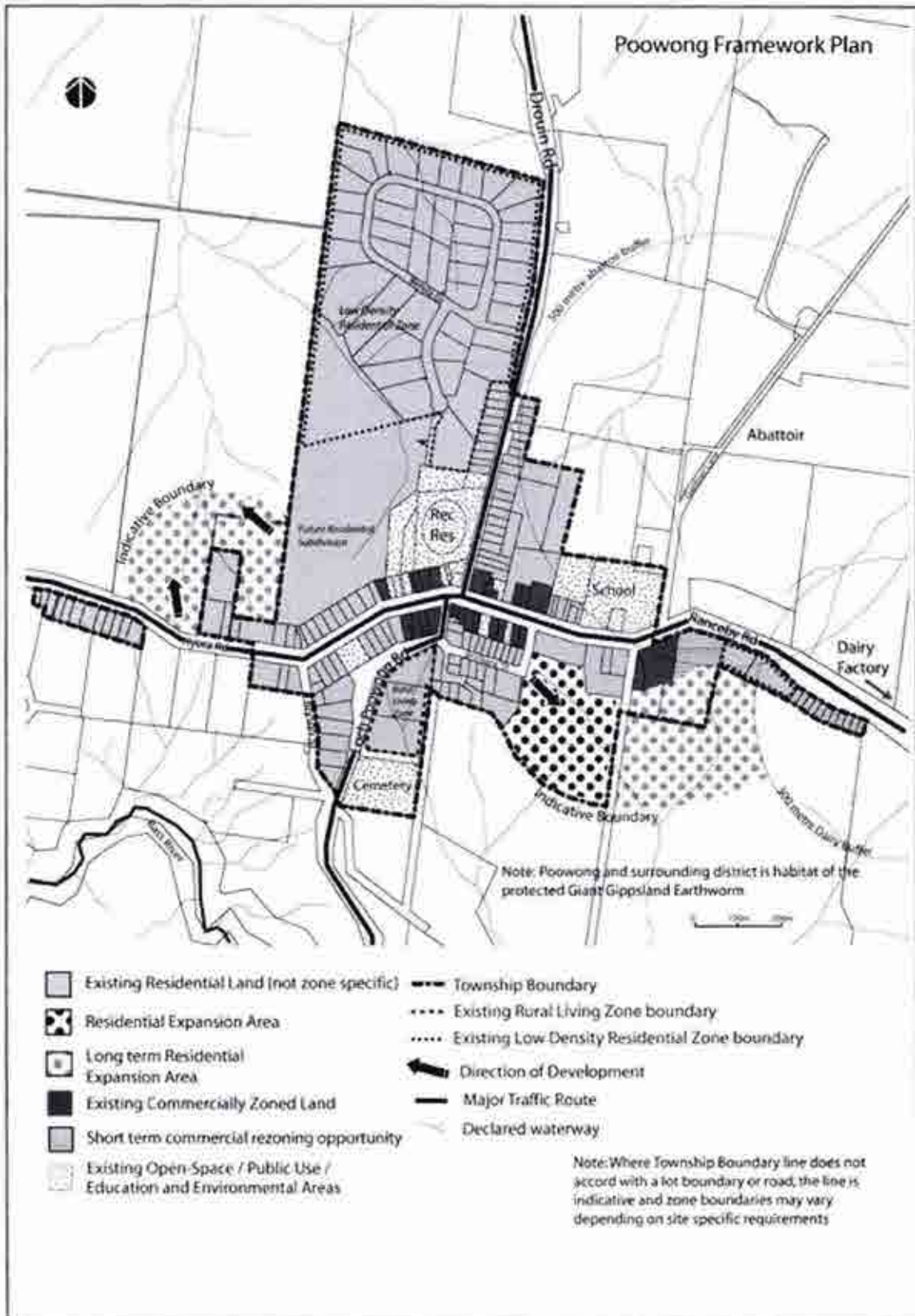
- Consolidate the Town Centre on the Poowong Ranceby Road.
- Encourage and support community and commercial/retail opportunities in the Town Centre.
- Improve community, industrial and retail services, facilities and employment opportunities to support Poowong residents and visitors.
- Continue to support the operation of the abattoir and milk processing factory and other industrial business as important employment providers in Poowong.

Landscape and built form

- Promote site responsive development that respects Poowong's rural character and landscape values.
- Protect the natural environmental qualities and landscape values of the township to retain its attraction for tourism and rural living.

Infrastructure

- Consider the requirement for new or improved public infrastructure and how infrastructure is to be provided / funded when land is rezoned for residential development.
- Improve opportunities for walking and cycling in Poowong.
- Require new developments to connect to the reticulated sewerage system.
- Promote walking and cycling around the township by providing shared walking and cycling paths between residential areas, the Town Centre and services.



The proposed subdivision is consistent with the policy in that;

- It is located within a residential zone within the township boundary and is consistent with the Poowong Framework Plan.
- It consolidates the town centre on the Poowong Ranceby Road
- It can be provided with reticulated sewerage.
- The proposed lots are consistent with the existing lot size of the township and will enable development that is consistent with the rural character of the township
- The lot size will provide opportunity for complementary landscaping.

7 Conclusion

The proposed subdivision will make a relatively modest contribution to the residential land supply of Poowong in a manner that is consistent with the objectives and requirements of the General Residential Zone.

It also has a high level of support in the State and Local Planning Policy Frameworks; particularly the planning policy relating to the strategic growth of Poowong.

appendix 1.



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**REGISTER SEARCH STATEMENT (Title Search) Transfer of
Land Act 1958**

Page 1 of 1

VOLUME 11358 FOLIO 136

Security no : 124057430832L
Produced 16/10/2015 02:50 pm

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 645299V.
PARENT TITLE Volume 10729 Folio 704
Created by instrument PS645299V 06/06/2012

REGISTERED PROPRIETOR

Estate Fee Simple
Joint Proprietors
DANIEL JOHN TAYLOR
AMANDA JANE TAYLOR both of 86 RUTTLE DRIVE INVERLOCH VIC 3996
PS645299V 06/06/2012

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AL646911L 28/01/2015
NATIONAL AUSTRALIA BANK LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS645299V FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 28 RANCEBY ROAD POOWONG VIC 3988

DOCUMENT END



Imaged Document Cover Sheet


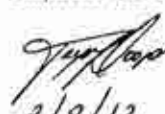

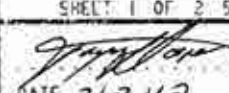
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| Document Type | plan |
| Document Identification | PS645299V |
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| | | | | | |
|---|---|--|--|--|--|
| <p>PLAN OF SUBDIVISION UNDER SECTION 35 OF THE SUBDIVISION ACT 1988</p> | <p>STAGE No. _____</p> | <p>LRS USE ONLY EDITION 1</p> | <p>PLAI PS</p> | <p>31/05/2012 \$1076.30 PS35 </p> | |
| <p style="text-align: center;">LOCATION OF LAND</p> <p>PARISH: JEETHO</p> <p>TOWNSHIP: _____</p> <p>SECTION: _____</p> <p>CROWN ALLOTMENT: 20 (PART)</p> <p>CROWN PORTION: _____</p> <p>TITLE REFERENCES: C/T VOL.10729 FOL.704</p> <p>LAST PLAN REFERENCE/S: LOT 1, PS.449209T</p> <p>POSTAL ADDRESS: 14 BRISBANE STREET (At time of subdivision) POOWONG 3988</p> <p>M.G.A. Co-ordinates: E 392 210 ZONE: 55 (of approx. centre of land N 5 755 350 in plan)</p> | <p style="text-align: center;">COUNCIL CERTIFICATION AND ENDORSEMENT</p> <p>Council Name: _____ Ref: X 2012 01</p> <p>A This is a plan under Section 35 of the Subdivision Act 1988 which does not create any additional lots.</p> <p>B This plan is exempt from Part 3 of the Subdivision Act 1988.</p> <p>C This is a plan under section 35 of the Subdivision Act 1988 which creates (an) additional lot(s).</p> <p>D It is certified under section 6 of the Subdivision Act 1988.</p> <p>E It is certified under section 11 (7) of the Subdivision Act 1988.</p> <p>F Date of original certification under section 6 _____ / ____ / ____</p> <p>G This is a Statement of Compliance under section 21 of the Subdivision Act 1988.</p> <p>(Council delegate)  (Council seal) (Date of Certification) 2/2/12</p> | | | | |
| VESTING OF ROADS AND/OR RESERVES | | | | | |
| Roads and reserves vest in the council/body/person named when the appropriate vesting date is recorded or transfer registered. | | | | | |
| NOTATIONS | | | | | |
| STAGING This is not a staged subdivision. Planning permit No. _____ | | | | | |
| DEPTH LIMITATION DOES NOT APPLY BEARINGS SHOWN ARE ON M.G.A. 99 DATUM. DIMENSIONS SHOWN FOR RESERVE No.1 ARE BASED ON SURVEY AREA FOR LOT 1 HAS BEEN OBTAINED FROM DEDUCTION FROM TITLE. | | | | | |
| IDENTIFIER | COUNCIL/BODY/PERSON | | | | |
| RESERVE No.1 | COUNTRY FIRE AUTHORITY | | | | |
| Land to be acquired by agreement: RESERVE No.1 | | | | | |
| Land to be acquired by compulsory process: NIL | | | | | |
| All the land is to be acquired free from all encumbrances other than any easements specified on this plan. | | | | | |
| EASEMENT INFORMATION | | | | | |
| Easements marked (-) are existing easements Easements marked (+) are created upon registration of this plan. Easements marked (●) are created when the appropriate vesting date is recorded or transfer registered. Easements marked (■) are removed when the appropriate vesting date is recorded or transfer registered. | | | | | |
| LEGEND A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road) | | | | | |
| Symbol | Easement Reference | Purpose | Width (Metres) | Origin | Land Benefited/In Favour Of |
| (-) | E-1 | DRAINAGE | 4m | PS.449209T | SOUTH GIPPSLAND SHIRE COUNCIL |
| | | | | | RECEIVED <input checked="" type="checkbox"/> |
| | | | | | DATE 31/05/2012 |
| | | | | | LRS USE ONLY |
| | | | | | STATEMENT OF COMPLIANCE/ EXEMPTION STATEMENT |
| | | | | | LRS USE ONLY |
| | | | | | PLAN REGISTERED TIME 3:24pm DATE 06/06/2012 |
| | | | | | A.Manzella Assistant Registrar of Titles |
| | | | | | SHEET 1 OF 2 SHEETS |
| <p>LEWIS LAND SURVEYING PTY LTD CONSULTING LAND SURVEYORS 17 EVERARD STREET DIAMOND CREEK 31089 Ph.9438 4965 Fax.9438 3761 Mob. 0433 388377</p> | | | <p>LICENSED SURVEYOR (PRINT) LEIGHTON JAMES LEWIS SIGNATURE  DATE 9 / 12 / 2011 REF 492 VERSION 2</p> | | <p> DATE 2/2/12 COUNCIL DELEGATE SIGNATURE ORIGINAL SHEET SIZE A3</p> |

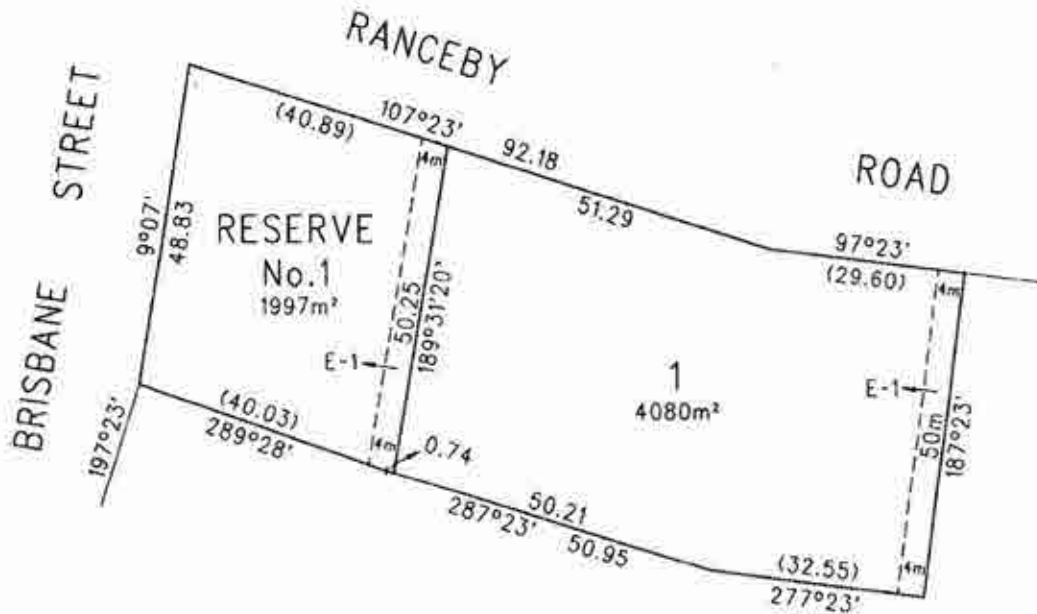
PLAN OF SUBDIVISION
 UNDER SECTION 35 OF THE SUBDIVISION ACT 1988

STAGE No. _____

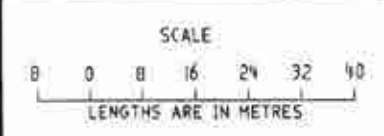
PLAN NUMBER
PS 645299V

VESTING DATES & TRANSFER REGISTRATION DATES OF ACQUIRED LAND

| Land affected | Land acquired by compulsory process prior to certification | | | Land acquired by compulsory process after registration of plan | | | Land acquired by agreement | LRS reference of transfers or notifications of vesting dates | Assistant Registrar of Titles Signature | | |
|---------------|--|------------|------|--|--------------|------------|----------------------------|--|---|----------------------------------|------|
| | Vesting date | Gov't Gaz. | | Date of recording of vesting date | Vesting date | Gov't Gaz. | | | | Date of registration of transfer | |
| | | Page | Year | | | Page | | | | | Year |
| RESERVE No.1 | | | | | | | | 06/06/2012 | AJ70333H | A.M | |



LEWIS LAND SURVEYING PTY LTD
 CONSULTING LAND SURVEYORS
 17 EVERARD STREET DIAMOND CREEK 3089
 Ph 9438 4965 Fax 9438 3761
 Mob 0433 388377

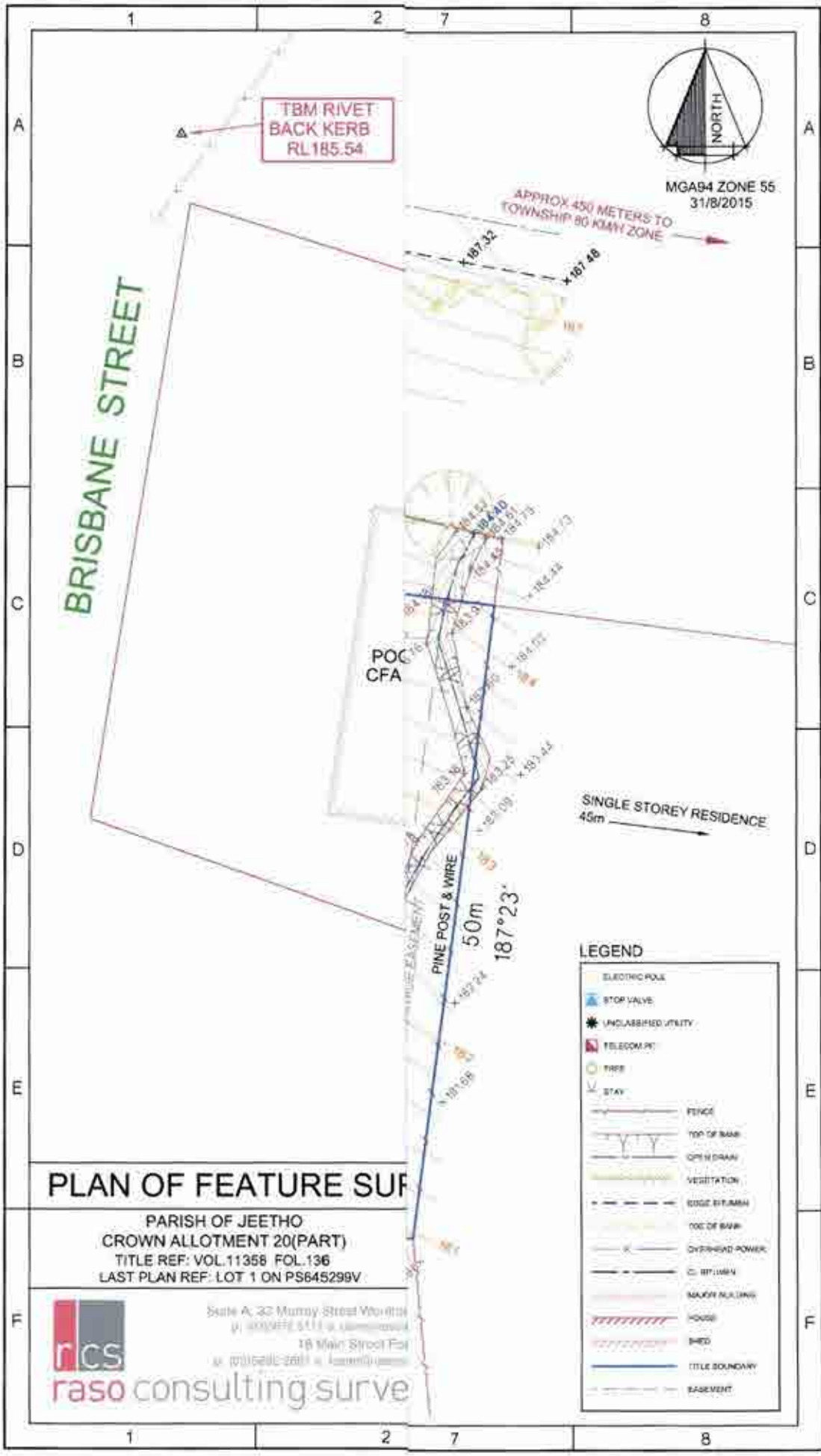


ORIGINAL SCALE SHEET SIZE
 1:800 A3

LICENSED SURVEYOR (PRINT) LEIGHTON JAMES LEWIS
 SIGNATURE *Leighton Lewis* DATE 9/12/2011
 REF 492 VERSION 2

SHEET 2
Leighton Lewis
 DATE 2/2/12
 COUNCIL DELEGATE SIGNATURE

appendix 2.



PLAN OF FEATURE SURV

PARISH OF JEETHO
 CROWN ALLOTMENT 20(PART)
 TITLE REF: VOL.11358 FOL.136
 LAST PLAN REF: LOT 1 ON PS645298V

Scale A, 32 Murrey Street Woodville
 p. 8009778 5113 & 1000000000
 18 Main Street Port
 p. 8010000 2011 & 1000000000

r|c|s
 raso consulting survey

LEGEND

| | |
|--|----------------------|
| | ELECTRIC POLE |
| | STOP VALVE |
| | UNCLASSIFIED UTILITY |
| | TELECOM PT |
| | TREE |
| | STAY |
| | FENCE |
| | TOP OF BANK |
| | OPEN DRAIN |
| | VEGETATION |
| | EDGE OF FURROW |
| | TOP OF BANK |
| | OVERHEAD POWER |
| | C. BY LINES |
| | MAJOR BULKING |
| | HOUSE |
| | SHED |
| | TITLE BOUNDARY |
| | EASEMENT |



View of subject land from the north-west corner looking to the east



View of the Ranceby Road from the east of the subject land

appendix 3.



MGAS4 ZONE 55
31/8/2015

BRISBANE STREET

RANCEBY ROAD

40.89

189°31'20" 50.25

1

1001m²

20.10

107°23' 51.29

2

1001m²

20.10

ROAD

11.10

30.25

3

1074m²

9.50

50m

4

1006m²

97°23' (29.60)

(20.10)

1:1000 Scale from Database (30/08/15)

187°23' 50m

20.10

287°23' 50.21

20.10

10m

12.45

277°23' (32.54)

(20.10)

NOTES:
1. ALL DIMENSIONS ARE SUBJECT TO FINAL SURVEY

PROPOSED PLAN OF SUBDIVISION

PARISH OF JEETHO
CROWN ALLOTMENT 20(PART)
TITLE REF: VOL 11358 FOL 136
LAST PLAN REF: LOT 3 ON P5845299

MUNICIPALITY:
SOUTH GIPPSLAND SHIRE
ADDRESS:
26-32 RANCEBY ROAD POOWONG
CLIENT:
TAYLOR



SCALE 1:400
LENGTHS ARE IN METRES

REV. A
SHEET SIZE A3

SURVEYORS REF.
W1330

appendix 4.



PROPOSED ACCESS & DRAINAGE PLAN
 SCALE 1:500 (A3)
 CONTOUR INTERVAL 0.2m

| | | | |
|-------|------------|---|------|
| E | | | |
| D | | | |
| C | | | |
| B | | | |
| A | 15/10/2015 | INITIAL SUBMISSION TO PLANNING CONSULTANT | JMS |
| INDEX | DATE | REVISION | APPD |



BROSAN ENGINEERING SOLUTIONS PTY LTD
 48 MCBRIDE AVENUE, WONTHAGGI
 (PO BOX 865 WONTHAGGI VIC 3995)
 PH 03 5672 5777 FAX 03 5672 5877

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| DESIGN | M. BROSAN | |
| CHECKED | S. WILSON | |
| | | |

| | |
|---------------|--|
| MUNICIPALITY: | SOUTH GIPPSLAND SHIRE COUNCIL |
| SCHEME: | 26 - 32 RANCEBY ROAD, POOWONG ACCESS & DRAINAGE LAYOUT PLAN |
| CLIENT: | JEFF BENNETT PLANNING & DEVELOPMENT SERVICES |

| |
|-------------------------|
| BES REFERENCE: 15000-66 |
| 15000-66/1 |
| SHEET 1 OF 1 |

Planning Property Report

from www.dtpli.vic.gov.au/planning on 22 September 2015 01:47 PM

Address: 28 RANCEBY ROAD POOWONG 3988

Lot and Plan Number: Lot 1 PS645299

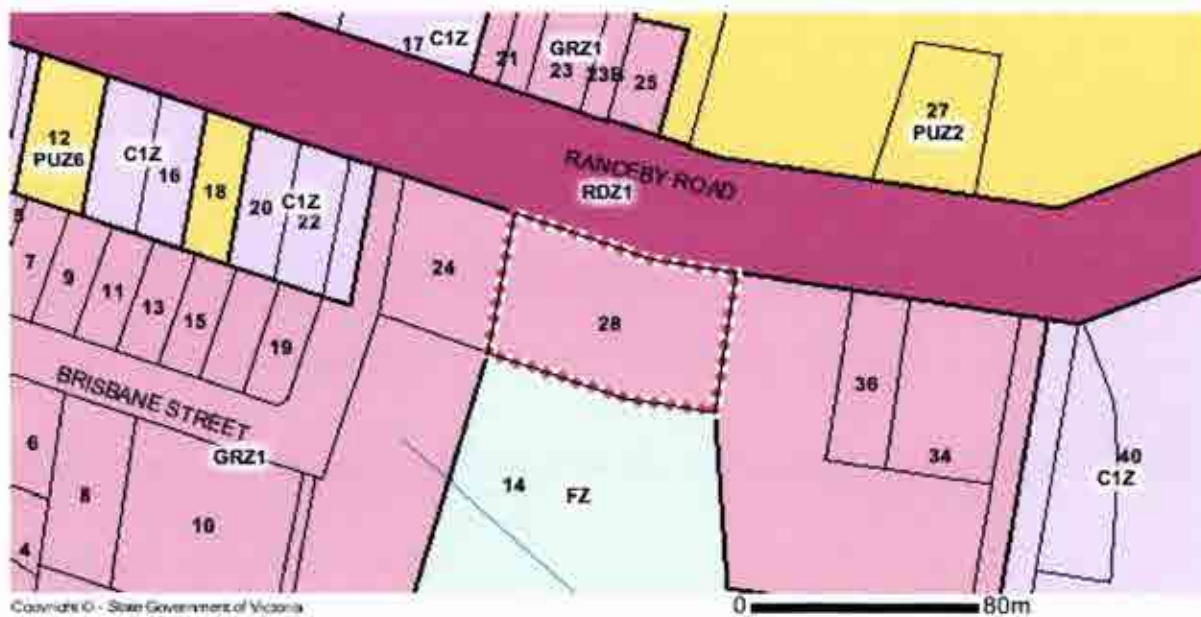
Local Government (Council): SOUTH GIPPSLAND Council Property Number: 201542

Directory Reference: VicRoads 709 Q3

Planning Zone

GENERAL RESIDENTIAL ZONE - SCHEDULE 1 (GRZ1)

SCHEDULE TO THE GENERAL RESIDENTIAL ZONE - SCHEDULE 1



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

Zones Legend

| | | |
|---------------------------------|--|---------------------------|
| ACZ - Activity Centre | IN1Z - Industrial 1 | R1Z - General Residential |
| B1Z - Commercial 1 | IN2Z - Industrial 2 | R2Z - General Residential |
| B2Z - Commercial 1 | IN3Z - Industrial 3 | R3Z - General Residential |
| B3Z - Commercial 2 | LDRZ - Low Density Residential | RAZ - Rural Activity |
| B4Z - Commercial 2 | MLUZ - Mixed Use | RCZ - Rural Conservation |
| B5Z - Commercial 1 | NRZ - Neighbourhood Residential | RDZ1 - Road - Category 1 |
| C1Z - Commercial 1 | PCRZ - Public Conservation & Resource | RDZ2 - Road - Category 2 |
| C2Z - Commercial 2 | PDZ - Priority Development | RGZ - Residential Growth |
| CA - Commonwealth Land | PPRZ - Public Park & Recreation | RLZ - Rural Living |
| CCZ - Capital City | PUZ1 - Public Use - Service & Utility | RUZ - Rural |
| CDZ - Comprehensive Development | PUZ2 - Public Use - Education | SUZ - Special Use |
| DZ - Dockland | PUZ3 - Public Use - Health Community | TZ - Township |
| ERZ - Environmental Rural | PUZ4 - Public Use - Transport | UFZ - Urban Floodway |
| FZ - Farming | PUZ5 - Public Use - Cemetery/Crematorium | UGZ - Urban Growth |
| GRZ - General Residential | PUZ6 - Public Use - Local Government | -- Urban Growth Boundary |
| GWAZ - Green Wedge A | PUZ7 - Public Use - Other Public Use | |
| GWZ - Green Wedge | PZ - Port | |

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Planning Overlay

None affecting this land - there are overlays in the vicinity

ENVIRONMENTAL AUDIT OVERLAY (EAO)

ENVIRONMENTAL SIGNIFICANCE OVERLAY (ESO)

ROAD CLOSURE OVERLAY (RXO)



Overlays Legend

| | |
|---------------------------------------|--------------------------------------|
| AEO - Airport Environs | LSIO - Land Subject to Inundation |
| BMO - Bushfire Management (also WMO) | MAEO1 - Melbourne Airport Environs 1 |
| CLPD - City Link Project | MAEO2 - Melbourne Airport Environs 2 |
| DCPO - Development Contributions Plan | NCO - Neighbourhood Character |
| DDO - Design & Development | PO - Parking |
| DDOPT - Design & Development Part | PAO - Public Acquisition |
| DPD - Development Plan | RO - Restructure |
| EAO - Environmental Audit | RCO - Road Closure |
| EMO - Erosion Management | SBO - Special Building |
| ESO - Environmental Significance | SLO - Significant Landscape |
| FO - Floodway | SMO - Salinity Management |
| HO - Heritage | SRO - State Resource |
| IPO - Incorporated Plan | VPO - Vegetation Protection |

Note: due to overlaps some colours on the maps may not match those in the legend.

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appendix 6.

Clause 56 assessment for a proposed 4 lot subdivision at 26-32 Ranceby Road, Poowong.

56.02 POLICY IMPLEMENTATION

56.02-1 Strategic implementation objective

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

RESPONSE

Not applicable

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.

RESPONSE

Not applicable

56.03 LIVABLE AND SUSTAINABLE COMMUNITIES

56.03-1 Compact and walkable neighbourhoods objectives

To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.

To allow easy movement through and between neighbourhoods for all people.

RESPONSE

Not applicable

Standard C2

A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme.

An application for subdivision must include a plan of the layout of the subdivision that:

- Meets the objectives (if relevant to the class of subdivision specified in the zone) of:
 - Clause 56.03-2 Activity centres
 - Clause 56.03-3 Planning for community facilities
 - Clause 56.04-1 Lot diversity and distribution
 - Clause 56.06-2 Walking and cycling network
 - Clause 56.06-3 Public transport network
 - Clause 56.06-4 Neighbourhood street network
- Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or proposed railway station and shows the estimated number of dwellings within those distances.
- Shows the layout of the subdivision in relation to the surrounding area.
- Is designed to be accessible for people with disabilities.

RESPONSE

Not applicable

56.03-2 Activity centre objective

To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.

RESPONSE

Not applicable

Standard C3

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

Subdivision should be supported by activity centres that are:

- Accessible by neighbourhood and regional walking and cycling networks.
- Served by public transport that is connected to the regional public transport network.
- Located at public transport interchange points for the convenience of passengers and easy connections between public transport services.
- Located on arterial roads or connector streets.
- Of appropriate size to accommodate a mix of uses that meet local community needs.
- Oriented to support active street frontages, support street-based community interaction and pedestrian safety.

RESPONSE

Not applicable

56.03-3 Planning for community facilities objective

To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.

RESPONSE

Not applicable

Standard C4

A subdivision should:

- Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme.
- Locate community facilities on sites that are in or near activity centres and public transport.
- School sites should:
 - Be integrated with the neighbourhood and located near activity centres.
 - Be located on walking and cycling networks.
 - Have a bus stop located along the school site boundary.
 - Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets.
- Adjoin the public open space network and community sporting and other recreation facilities.
- Be integrated with community facilities.

- Be located on land that is not affected by physical, environmental or other constraints.

Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.

Primary schools should be located on connector streets and not on arterial roads.

New State Government school sites must meet the requirements of the Department of Education and Training and abut at least two streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.

RESPONSE

Not applicable

56.03-4 Built environment objective

To create urban places with identity and character.

RESPONSE

Not applicable

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.
- 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.

RESPONSE

Not applicable

56.03-5 Neighbourhood character objective

To design subdivisions that respond to neighbourhood character.

RESPONSE

The subdivision involves lots of approximately 1,000 sq.m. in area, which are consistent with the lot sizes of the older parts of the Poowong township. This size will also provide opportunity for on-site landscaping which will enable development similar to the character of the township.

Standard C6

Subdivision should:

- 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.

RESPONSE

There is no preferred neighbourhood character outlined in the Planning Scheme for Poowong. The proposed subdivision provides for lot sizes that will enable development that respects the existing neighbourhood character.

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.

RESPONSE

The shape and relatively small size of the subject land limits the possibility of more dense and compact development. Such development would be inconsistent with the township character.

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 distance from the nearest existing or proposed railway station.

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.

RESPONSE

The shape and relatively small size of the subject land limits the viability of more dense and compact development.

The subject land is well located for pedestrian and cycle access to commercial, community and recreation facilities.

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.

RESPONSE

The proposed lot size is relatively large by contemporary standards and will provide adequate opportunity for the siting of a dwelling, open space areas and associated landscaping

Standard C8

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

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

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

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

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

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

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

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

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:

- 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.

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.

RESPONSE

All lots are in excess of 700 sq.m. in area and can contain a building envelope of 10 x 15 metres.

56.04-3 Solar orientation of lots objective

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

RESPONSE

The proposed lots have a desirable north-south orientation and are slightly larger by conventional residential standards which will provide adequate opportunity for appropriate solar orientation for 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.

RESPONSE

The lots are slightly larger by conventional residential standards which will provide adequate opportunity for appropriate solar orientation for dwellings.

56.04-4 Street orientation objective

To provide a lot layout that contributes to community social interaction, personal safety and property security.

RESPONSE

The lots have adequate frontage to the Ranceby Road.

Standard C10

Subdivision should increase visibility and surveillance by:

- Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads.
- Providing lots of 300 square metres or less in area and lots for 2 or more dwellings around activity centres and public open space.
- Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.
- Providing roads and streets along public open space boundaries.

RESPONSE

All of the lots have adequate frontage to the Ranceby Road.

No open space areas are proposed or necessary in a subdivision of 4 lots. The slightly larger lot sizes will provide opportunity for internal private open space.

56.04-5 Common area objectives

To identify common areas and the purpose for which the area is commonly held.

To ensure the provision of common area is appropriate and that necessary management arrangements are in place.

To maintain direct public access throughout the neighbourhood street network.

RESPONSE

No common area is proposed in the subdivision.

Standard C11

An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:

- 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.

RESPONSE

No common area is proposed in the subdivision.

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.

RESPONSE

The slightly larger lot size will facilitate the planting of vegetation on the site.

The street in front of the site is well vegetated.

Standard C12

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

The landscape design should:

- Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.
- Create attractive landscapes that visually emphasise streets and public open spaces.
- Respond to the site and context description for the site and surrounding area.
- Maintain significant vegetation where possible within an urban context.
- Take account of the physical features of the land including landform, soil and climate.
- Protect and enhance any significant natural and cultural features.
- Protect and link areas of significant local habitat where appropriate.
- Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.
- Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment.
- Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.
- Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.
- Provide for walking and cycling networks that link with community facilities.
- Provide appropriate pathways, signage, fencing, public lighting and street furniture.
- 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.

RESPONSE

The subdivision does not create streets or public open space

56.05-2 Public open space provision objectives

To provide a variety of open spaces with links to other open spaces and regional parks where possible.

To ensure that public open space of appropriate quality and quantity is provided in convenient locations to meet the recreational and social needs of the community.

To support active and healthy communities.

RESPONSE

Not applicable.

Standard C13

The provision of public open space should:

- Implement any relevant open space plan, strategy or policy for the area set out in this scheme.
- Provide a network of well-distributed regional and local open space that includes:
 - Regional public open space where appropriate, including along foreshores, streams and permanent water bodies.
 - Regional parks of at least 3 hectares, combining passive and active use, within 2 kilometres of all dwellings.
 - Large local parks of at least 1 hectare for active and passive use, within 500 metres safe walking distance from all dwellings.
 - Small local parks within 150 metres to 300 metres safe walking distance of all dwellings, where appropriate.
- Include land used for drainage control or stream and floodway purposes if generally available for recreational use.
- Be integrated with urban water management systems including watercourses and water bodies.
- Incorporate natural and cultural features where appropriate.
- Encourage shared use of active open space.
- Adjoin schools and other community facilities where practical.
- Meet the social, cultural, recreational and sporting needs of the community including different age groups and abilities.
- Be linked to existing or proposed future public open spaces where appropriate.
- Include publicly owned plazas or parks in activity centres where appropriate.

Land provided for public open space should be:

- Of a quality, quantity and character that makes it fit for its potential functions.
- Located so that every lot in the subdivision is within 500 metres street walking distance of existing or proposed public open space.
- Related to the street and lot layout in a manner that promotes personal safety and surveillance of users of the public open space from streets along public open space boundaries.
- Of an area and dimensions to allow easy adaptation to different uses in response to changing community sport and recreational preferences.

RESPONSE

Not applicable

56.06 ACCESS AND MOBILITY MANAGEMENT

56.06-1 Integrated mobility objectives

To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.

To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.

To contribute to reduced car dependence, improved energy efficiency, reduced greenhouse gas emissions and reduced air pollution.

RESPONSE

Not applicable

Standard C14

An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:

- Clause 56.06-2 Walking and cycling network.
- Clause 56.06-3 Public transport network.
- Clause 56.06-4 Neighbourhood street network.

RESPONSE

Not applicable

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.

To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.

To reduce car use, greenhouse gas emissions and air pollution.

RESPONSE

The subdivision is well located for convenient pedestrian and cycle access to the town's commercial, community, education and recreation areas.

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.
- 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.

RESPONSE

The subdivision is well located for convenient pedestrian and cycle access to the town's commercial, community, education and recreation areas.

56.06-3 Public transport network objectives

To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.

To encourage maximum use of public transport.

RESPONSE

Not applicable

Standard C16

The public transport network should be designed to:

- Implement any relevant public transport strategy, plan or policy for the area set out in this scheme.
- Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority.
- Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne.
- Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide:
 - Safe and direct movement between activity centres without complicated turning manoeuvres.
 - Direct travel between neighbourhoods and neighbourhood activity centres.
 - A short and safe walk to a public transport stop from most dwellings.

RESPONSE

Not applicable

56.06-4 Neighbourhood street network objective

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.

RESPONSE

The lot layout is constrained by the relatively small size and shape of the subject land, however it is well located to utilise the existing pedestrian and street networks.

Standard C17

The neighbourhood street network must:

- Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle 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 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 pedestrians, cyclists, public transport and other motor vehicles).
- Encourage appropriate and safe pedestrian, cyclist and driver behaviour.
- Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.
- Minimise the provision of culs-de-sac.
- Provide for service and emergency vehicles to safely turn at the end of a dead-end street.
- Facilitate solar orientation of lots.
- Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.
- Contribute to the area's character and identity.
- Take account of any identified significant features.

RESPONSE

The lot layout is constrained by the size and shape of the subject land and no internal roads or pedestrian paths are possible.

56.06-5 Walking and cycling network detail objectives

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

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

RESPONSE

The lot layout is constrained by the size and shape of the subject land and no internal roads or pedestrian paths are possible.

Standard C18

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

- Be part of a comprehensive design of the road or street reservation.
- Be continuous and connect.

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

RESPONSE

The lot layout is constrained by the size and shape of the subject land and no internal roads or pedestrian paths are possible.

56.06-6 Public transport network detail objectives

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

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

RESPONSE

Not applicable

Standard C19

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.

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 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.

RESPONSE

Not applicable

56.06-7 Neighbourhood street network detail objective

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.

RESPONSE

The lot layout is constrained by the size and shape of the subject land and no internal roads or pedestrian paths are possible.

Standard C20

The design of streets and roads should:

- Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.
- Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.
- Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.
- Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.
- Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.
- Provide a safe environment for all street users applying speed control measures where appropriate.
- Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.
- Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.
- Ensure streets are of sufficient strength to:
 - Enable the carriage of vehicles.
 - Avoid damage by construction vehicles and equipment.
- Ensure street pavements are of sufficient quality and durability for the:
 - Safe passage of pedestrians, cyclists and vehicles.
 - Discharge of urban run-off.
 - Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.
- Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.
- Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.
- Provide pavement edges, kerbs, channel and crossover details designed to:
 - Perform the required integrated water management functions.
 - Delineate the edge of the carriageway for all street users.

- Provide efficient and comfortable access to abutting lots at appropriate locations.
- Contribute to streetscape design.
- Provide for the safe and efficient collection of waste and recycling materials from lots.
- Be accessible to people with disabilities.

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

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

RESPONSE

The lot layout is constrained by the size and shape of the subject land and no internal roads or pedestrian paths are possible.

56.06-8 Lot access objective

To provide for safe vehicle access between roads and lots.

RESPONSE

The lots have adequate frontage to the Ranceby Road. VicRoads preliminary advice is that consideration should be given to providing shared access points to minimise conflict points. This has been provided.

Consideration will also need to be given in the design phase to provide for adequate sight distance in relation to the existing vegetation.

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.

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.

The design and construction of a crossover should meet the requirements of the relevant road authority.

Table C1 Design of roads and neighbourhood streets

Access Lane

A side or rear lane principally providing access to parking on lots with another street frontage.

| | |
|--|--|
| ▪ Traffic volume ¹ | 300vpd |
| ▪ Target speed ² | 10kph |
| ▪ Carriageway width ³ & parking provision within street reservation | 5.5m wide with no parking spaces to be provided. Appropriately signed. |
| ▪ Verge width ⁴ | No verge required. |
| ▪ Kerbings ⁵ | |
| ▪ Footpath provision | None |
| | Carriageway designed as a shared zone and appropriately |

| | |
|------------------------|---------|
| | signed. |
| ▪ Cycle path provision | None |

Access Place

A minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority.

| | |
|--|---|
| ▪ Traffic volume ¹ | 300vpd to 1000vpd |
| ▪ Target speed ² | 15kph |
| ▪ Carriageway width ³ & parking provision within street reservation | 5.5m wide with 1 hard standing verge parking space per 2 lots. or 5.5m wide with parking on carriageway - one side. Appropriately signed. |
| ▪ Verge width ⁴ | 7.5m minimum total width. For services provide a minimum of 3.5m on one side and a minimum of 2.5m on the other. |
| ▪ Kerbing ⁵ | Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area. |
| ▪ Footpath provision | Not required if serving 5 dwellings or less and the carriageway is designed as a shared zone and appropriately signed. or 1.5m wide footpath offset a minimum distance of 1m from the kerb. |
| ▪ Cycle path provision | None |

Access Street - Level 1

A street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated.

| | |
|--|--|
| ▪ Traffic volume ¹ | 1000vpd to 2000vpd |
| ▪ Target speed ² | 30kph |
| ▪ Carriageway width ³ & parking provision within street reservation | 5.5m wide with 1 hard standing verge parking space per 2 lots. |
| ▪ Verge width ⁴ | 4m minimum each side |
| ▪ Kerbing ⁵ | Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area. |
| ▪ Footpath provision | 1.5m wide footpaths on both sides. Footpaths should be widened to 2.0m in vicinity of a school, shop or other activity centre. Be offset a minimum distance of 1m from the kerb. |
| ▪ Cycle path provision | Carriageway designed as a shared zone and appropriately signed. |

Access Street - Level 2

A street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated.

| | |
|--|---|
| ▪ Traffic volume ¹ | 2000vpd to 3000vpd |
| ▪ Target speed ² | 40kph |
| ▪ Carriageway width ³ & parking | 7m-7.5m ² wide with parking on both sides of carriageway |

| provision within street reservation | |
|-------------------------------------|--|
| ▪ Verge width⁴ | 4.5m minimum each side |
| ▪ Kerbing⁵ | Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area. |
| ▪ Footpath provision | 1.5m wide footpaths on both sides. Footpaths should be widened to 2.0m in vicinity of a school, shop or other activity centre. Be offset a minimum distance of 1m from the kerb. |
| ▪ Cycle path provision | Carriageway designed as a shared zone and appropriately signed. |

Connector Street - Level 1

A street that carries higher volumes of traffic. It connects access places and access streets through and between neighbourhoods.

| | |
|--|---|
| ▪ Traffic volume¹ | 3000vpd |
| ▪ Target speed² | 50kph ³ reduced to 40kph at schools and 20kph at pedestrian and cycle crossing points. |
| ▪ Carriageway width³ & parking provision within street reservation | 6m-6.5m wide with indented parking on both sides on a bus route. or 7m-7.5m wide with indented parking on one side and kerbside parking opposite on a bus route. or 7.2m-7.5m wide with parking on both sides of carriageway. |
| ▪ Verge width⁴ | 4.5m minimum each side with adequate road reserve width for widening for future bus route if required. |
| ▪ Kerbing⁵ | Layback or flush and swale or other water sensitive urban design treatment area. |
| ▪ Footpath and cycle path provision | 2.5m wide shared path on each side or 1.5m wide footpath on each side and 1-1.5m cycle lane marked on carriageway on each side. |

Connector Street - Level 2

A street that carries higher volumes of traffic. It connects access places and access streets through and between neighbourhoods.

| | |
|--|--|
| ▪ Traffic volume¹ | 3000vpd to 7000vpd |
| ▪ Target speed² | 60kph ³ |
| ▪ Carriageway width³ & parking provision within street reservation | 2 x 5.5m wide carriageways with central median. Parallel parking should be provided in locations that allow cars to exit in a forward direction. or 7.2m-7.5m wide carriageway with indented parking on both sides and turning lanes at intersections with other Level 2 connector Streets and Arterial Roads. Bus bays to be indented. |
| ▪ Verge width⁴ | 6m minimum each side (plus central median). |
| ▪ Kerbing⁵ | Layback or flush and swale or other water sensitive urban design treatment area. |
| ▪ Footpath and cycle path provision | 2.5m wide shared path on each side |

or

1.5m wide footpath on each side and 1-1.5m cycle lane marked on carriageway on each side appropriately signed.

Arterial Road

| | |
|--|--|
| ▪ Traffic volume ¹ | Greater than 7000vpd |
| ▪ Target speed ² | Arterial road design as required by the relevant roads authority. |
| ▪ Carriageway width ³ & parking provision within street reservation | Arterial road design as required by the relevant roads authority. |
| ▪ Verge width ⁴ | Arterial road design as required by the relevant roads authority. |
| ▪ Kerbing ⁵ | Arterial road design as required by the relevant roads authority. |
| ▪ Footpath and cycle path provision | 2.5m wide shared path on each side or as otherwise required by the relevant roads authority. |

Key to Table C1:

1. Indicative maximum traffic volume for 24-hour period. These volumes depend upon location. Generation rates may vary between existing and newly developing areas.

2. Target speed is the desired speed at which motorists should travel. This is not necessarily the design speed and is not greater than the marked legal speed limit.

3. The maximum width within the range should be used when bus use is anticipated or when upright kerbs are used. Width is measured from kerb invert to kerb invert.

Widening may be required at bends to allow for wider vehicle paths using appropriate Australian Standards for on street and off-street parking but should not negate the function of bends serving as slow points.

4. Verge width includes footpaths. Additional width may be required to accommodate a bicycle path.

5. Where drainage is not required a flush pavement edge treatment can be used. Layback kerbs are preferred for safety reasons. Upright kerbs may be considered for drainage purposes or in locations where on-street parking should be clearly defined and parking within the verge is not desired.

6. Turning requirements to access and egress parking on abutting lots may require additional carriageway width. The recommended carriageway width of 5.5m will provide adequate access to a standard 3.5m wide single garage built to the property line.

7. 7m-7.5m widths should be used when parking is required on each side.

8. 50kph is the default urban speed limit in Victoria.

9. Target speed must not exceed the legal speed limit.

RESPONSE

No roads are proposed in the subdivision.

56.07 INTEGRATED WATER MANAGEMENT

56.07-1 Drinking water supply objectives

To reduce the use of drinking water.

To provide an adequate, cost-effective supply of drinking water.

RESPONSE

South Gippsland Water have indicated that the lots can be serviced by an extension of the reticulated system located in the Ranceby Road.

Tank supply can also be provided on the lots

Standard C22

The supply of drinking water must be:

- 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.

RESPONSE

South Gippsland Water have indicated that the lots can be serviced by an extension of the reticulated system located in the Ranceby Road.

56.07-2 Reused and recycled water objective

To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.

RESPONSE

The proposed subdivision is of a small scale and no provision can be made for a treatment system on-site.

Standard C23

Reused and recycled water supply systems must be:

- Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.
- Provided to the boundary of all lots in the subdivision where required by the relevant water authority.

RESPONSE

The proposed subdivision is of a small scale and no provision can be made for a treatment system on-site.

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.

RESPONSE

South Gippsland Water have recently introduced a scheme for the provision of sewerage in the towns of Poowong, Loch and Nyora which is expected to be available in 2016. The subject land is located in an area that will be part of the voluntary subsidised service area of the scheme.

Standard C24

Waste water systems must be:

- 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.

Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.

RESPONSE

All lots can connect to the reticulated sewerage system that will be installed in the area.

56.07-4 Urban run-off management objectives

To minimise damage to properties and inconvenience to residents from urban run-off.

To ensure that the street operates adequately during major storm events and provides for public safety.

To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.

RESPONSE

The drainage from the subdivision will be controlled and in accordance with Water Sensitive Urban Design principles which responds to existing drainage regimes.

Standard C25

The urban stormwater management system must be:

- 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 urban run-off 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) as amended.
- Designed to ensure that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.

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 run-off 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, run-off 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 run-off 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.

RESPONSE

The drainage from the subdivision will be controlled and treated in accordance with Water Sensitive Urban Design principles which responds to existing drainage regimes.

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.

RESPONSE

The subdivision of the land involves only minor construction activity which can be undertaken in a manner that will not impact on the environment of the area.

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.

RESPONSE

The subdivision of the land involves only minor construction activity which can be undertaken in a manner that will not impact on the environment of the area.

56.09 UTILITIES

56.09-1 Shared trenching objectives

To maximise the opportunities for shared trenching.

To minimise constraints on landscaping within street reserves.

RESPONSE

The extension of existing utility services can be provided in shared trenches if required.

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.

RESPONSE

The extension of existing utility services can be provided in shared trenches if required.

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.

RESPONSE

Underground electricity supply can be provided to the lots.

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.

RESPONSE

The utility services other than reticulated gas are already in place in the area.

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.

RESPONSE

Fire Hydrants can be provided in accordance with CFA requirements.

Standard C29

Fire hydrants should be provided:

- A maximum distance of 120 metres from the rear of the each lot.
- No more than 200 metres apart.

Hydrants and fire plugs must be compatible with the relevant fire service equipment.

RESPONSE

Fire Hydrants can be provided in accordance with CFA requirements.

56.09-4 Public lighting objective

To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.

To provide pedestrians with a sense of personal safety at night.

To contribute to reducing greenhouse gas emissions and to saving energy.

RESPONSE

Public lighting will be provided in accordance with relevant standards and AusNet Services requirements.

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.

Public lighting should be designed in accordance with the relevant Australian Standards.

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

RESPONSE

Public lighting will be provided in accordance with relevant standards and AusNet Services requirements.