



# Delegate Assessment Report

File Number: DA6835  
Planning Application No. P226/22  
Responsible Officer: Nicole Embling, Coordinator Statutory Planning  
Attachments: N/A

## Conflict of Interest

After reading the definitions of a general or material conflict of interest as defined by the *Local Government Act 2020*, do you have a conflict of interest?

Yes  No

<i>Application Details</i>	
<b>APPLICANT</b>	Tessindi Park Enterprises Pty Ltd C/- Urban Design and Management Pty Ltd
<b>PROPOSAL</b>	Multi lot (13) staged subdivision of land
<b>APPLICATION LODGED</b>	27 October 2022
<b>NOTICE AND SUBMISSIONS</b>	Five (5) current objections
<i>Property Details</i>	
<b>PROPERTY ADDRESS</b>	70-72 Highton Lane, Mansfield
<b>LAND DESCRIPTION</b>	Lot 1 LP200086N Parish of Loyola (proposed Lot 1 PS905405)
<b>RESTRICTIVE COVENANTS</b>	Nil
<b>LAND AREA</b>	1.341 ha
<b>EXISTING USE</b>	Dwelling and vacant land
<i>Planning Provisions</i>	
<b>ZONE</b>	Clause 32.08 – General Residential Zone
<b>OVERLAYS</b>	Nil

<p><b>MUNICIPAL PLANNING STRATEGY</b></p>	<p>Clause 02.03-1 – Settlement                  Clause 02.03-3 – Environmental risks and amenity (Bushfire)                  Clause 02.03-4 – Natural resource management (Water and Declared Special Water Supply Catchments)                  Clause 02.03-5 – Built environment and heritage                  Clause 02.03-6 – Housing                  Clause 02.03-8 – Transport                  Clause 02.03-9 – Infrastructure</p>
<p><b>PLANNING POLICY FRAMEWORK</b></p>	<p>Clause 11.01-1L – Mansfield Township                  Clause 11.02-1S – Supply of urban land                  Clause 13.02-1S – Bushfire planning                  Clause 15.01-1S – Urban design                  Clause 15.01-1L – Urban design in Mansfield Township CBD                  Clause 15.01-3S – Subdivision design                  Clause 15.01-5S – Neighbourhood character                  Clause 16.01-1S – Housing supply                  Clause 16.01-1L – Housing supply in Mansfield Township                  Clause 18.02-4S – Roads                  Clause 19.03-3S – Integrated water management</p>
<p><b>PARTICULAR PROVISIONS</b></p>	<p>Clause 53.01 – Public open space contribution and subdivision                  Clause 56 – Residential subdivision</p>
<p><i>Permit Triggers</i></p>	
<p>Clause 32.08-3 – <i>A permit is required to subdivide land.</i></p>	
<p><i>Other</i></p>	
<p><b>CULTURAL SENSITIVITY</b></p>	<p>The site is not in an area of aboriginal cultural heritage sensitivity</p>

## Background

The permit applicant, Tessindi Park Enterprises Pty Ltd C/- Urban Design and Management seeks approval for the multi-lot staged subdivision of land (13 lots) on the subject land at 70-72 Highton Lane, Mansfield (Lot 1 LP200084N Parish of Mansfield).

The proposal would comprise the following features:

- Creation of 13 lots, comprising 12 vacant lots for conventional general residential development, with areas between 627-769m<sup>2</sup> (save for Lot 8 with 1,178m<sup>2</sup>), and 1 lot containing the existing dwelling of 988m<sup>2</sup>.
- Internal road providing for future connection to abutting land at 66 Highton Lane, and new road access/intersection to Highton Lane.
- Proposed Lot 1 will retain existing crossover to Highton Lane, with all new lots in the site accessed via the new internal road.
- Internal roads width is proposed to be 16m (Access Street Level 1).
- Two (2) stages are proposed, with Lots 1-4 to be created in Stage 1, and Lots 5-13 to be created in Stage 2.

A copy of the proposed development plans is attached below:



Image 1: Proposed subdivision layout. Source: Application documents

## Subject site, neighbourhood and environs

The subject site comprises a typical infill General Residential greenfield site within Highton Lane, with an area of approximately 1.341ha in one piece. Highton Lane has long been identified as an area that can absorb a large amount of infill/greenfield residential growth within

Mansfield, which is evident by a number of recent permit applications having been made and approved on similar allotments in Highton Lane. The site has frontage to Highton Lane of 44.49m. Highton Lane is currently a sealed Council road providing access to a number of existing and developing properties and residential areas, with works soon to be undertaken to upgrade this carriageway.

The subject land comprises vacant residential land, save for an existing dwelling fronting Highton Lane. There are a number of planted trees on the subject site which would be removed to accommodate the proposed subdivision.

The site is on the eastern urban periphery of Mansfield. All surrounding land is zoned General Residential Zone, and is at varying stages/forms of development. Land along Highton Lane (and on the western side of the road) is generally used and developed by single dwellings on conventional residential lots. A number of these properties have been subject to infill 'battle-axe' subdivisions, with average lot areas between 600-1,200m<sup>2</sup>. Land to the north, south and west comprises larger holdings, zoned GRZ, typically containing single dwellings. These lots, including the subject land, are expected to cater for a large proportion of residential growth within Mansfield in the coming years. A Development Plan Overlay (DPO) applies to larger lots at the rear of the site to guide future use and development forms.

The site is connected to reticulated power, telecommunications, water and sewer.

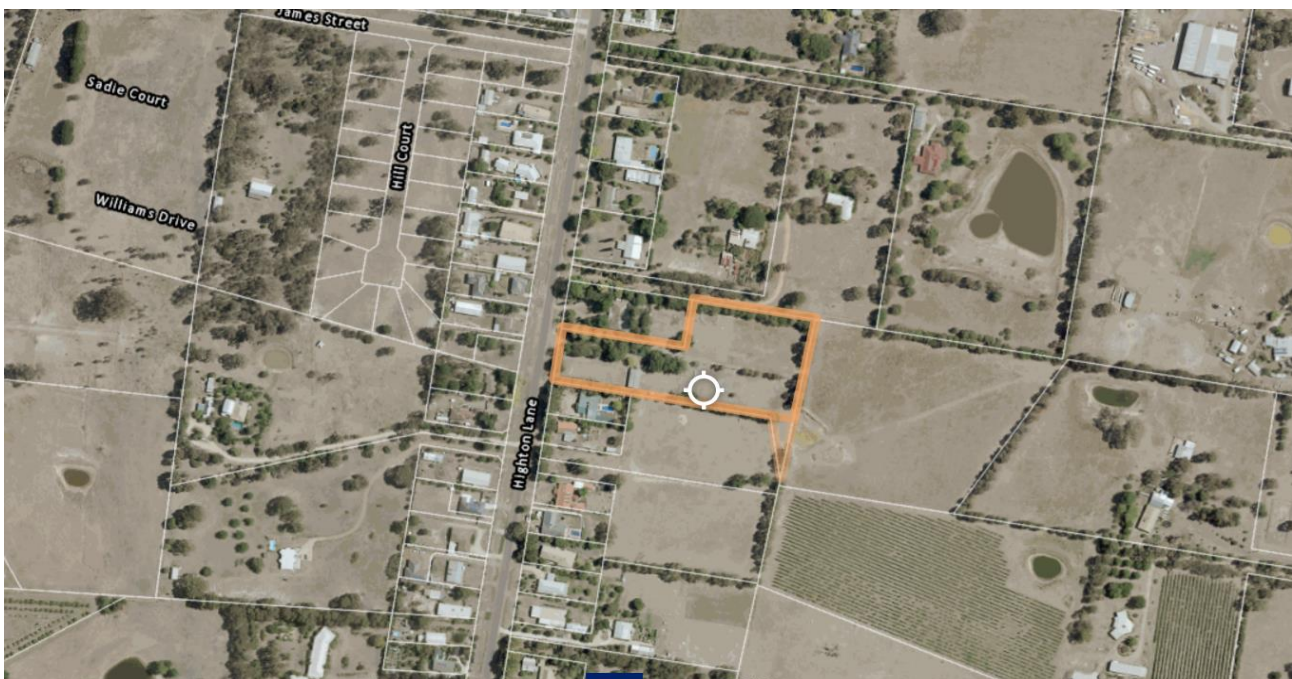


Image 2: Aerial image of subject site and immediate surrounds. Source: Council GIS images

### Site History

Council records do not indicate any previous permits issued for the subject land.

## Consultation

### Referral Responses

<i>Referral Agency</i>	<i>Referral Trigger</i>	<i>Response</i>
<b>AUSNET SERVICES</b>	Clause 66.01 – Determining	Conditional consent. Response dated 14 December 2022
<b>COUNTRY FIRE AUTHORITY</b>	Clause 66.01 - Determining	Conditional consent. Response dated 10 January 2023
<b>GOULBURN VALLEY WATER</b>	Clause 66.01 – Determining	Conditional consent. Response dated 20 December 2022
<b>GOULBURN MURRAY WATER</b>	Clause 66.02-5 - Determining	Conditional consent. Response dated 15 December 2022
<b>MSC ENGINEERING</b>	Internal comments	Conditional consent. Response dated 3 May 2023

### Advertising

Advertising was carried out in accordance with the requirements of the Planning and Environment Act 1987, including:

- Direct mail notification to adjoining and nearby owners and occupiers;
- Signs on site;

As a result of public notification, seven (7) objections to the application were received. The permit applicant provided a response to the objections and subsequently two (2) objections were withdrawn. The concerns raised by five (5) outstanding objections include:

- Traffic impacts to Highton Lane/internal road;
- Subdivision inconsistent with character of area;
- Loss of privacy; and
- Lack of public open space (park or playground).

These concerns are summarised in the assessment section of this report.

It is also noted that additional concerns were raised in relation to the current state of the road pavement of Highton Lane, confirmation was sent to the objectors regarding the correspondence and community consultation regarding the IMPACT Route Project and scheduled upgrade works. Council Officers are satisfied that these concerns will be satisfied once the works for the IMPACT Route Project are completed.

## Mansfield Planning Scheme and Context Assessment

Mansfield Planning Scheme seeks to ensure that the objectives of planning in Victoria (as set out in Section 4 of the Planning and Environment Act 1987) are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

The following Planning Policies and Objectives are relevant to this application:

### Planning Policy Framework (PPF)

#### Clause 11.01-1L – Mansfield Township

##### Objective

- *To support the growth of Mansfield township as the focus of development in the Shire.*

##### Relevant Strategies

- *Contain and intensify residential development within existing residentially zoned land.*
- *Encourage the redevelopment of key strategic sites, infill sites and currently vacant General Residential land.*
- *Provide on-site car parking as part of retail and commercial development, wherever possible.*
- *Ensure urban development is connected to existing town infrastructure.*
- *Reduce vehicular, pedestrian and bicycle traffic conflicts within the precinct through the closure of Stock Route to prevent vehicular movement through the precinct.*
- *Manage transport movements and access interfaces with the surrounding transport network to improve access arrangement and navigation to and from the site for all transport modes.*

##### Comment:

The proposed development and subdivision provides for the growth of Mansfield and choice of lot and housing options within an existing residential area. This Clause seeks to prevent urban sprawl and direct growth into existing settlements through infill development, which ultimately minimises the amount of land on the periphery of Mansfield that would need to be rezoned to accommodate future population growth. The application provides for an appropriate residential development option within the existing urban area, in a manner providing connectivity to nearby land.

#### Clause 13.02-1S – Bushfire planning

##### Objective:

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

### **Relevant Strategies:**

- *Give priority to the protection of human life by:*
  - *Prioritising the protection of human life over all other policy considerations.*
  - *Directing population growth and development to low risk locations and ensuring the availability of, and safe access to, areas where human life can be better protected from the effects of bushfire.*
  - *Reducing the vulnerability of communities to bushfire through the consideration of bushfire risk in decision-making at all stages of the planning process.*
- *In a bushfire prone area designated in accordance with regulations made under the Building Act 1993, bushfire risk should be considered when assessing planning applications for the following uses and development:*
  - *Subdivisions of more than 10 lots.*
  - *Child care centre.*

### **Comment:**

The emphasis of relevant bushfire policy at the State and local level is on the preservation of significant landscapes and character of towns like Mansfield and as the highest priority the preservation of human life in bushfire affected areas.

The subject land is not within a Bushfire Management Overlay, however is a declared Bushfire Prone Area under the Building Act 1993. The site is primarily at risk of grassland fire and ember attack from the east, which would be mitigated by future residential developments in the rear. The development of the land, and likely future development of abutting land will further reduce risk in the long term as the immediate area transitions from open farmland to a more conventional residential form.

As the land is within a Bushfire Prone Area, any future dwellings would be required to be constructed to a Bushfire Attack Level of 12.5, and the land is required to be serviced with fire hydrants to the satisfaction of the Country Fire Authority before new titles can be issued. Access into the Mansfield Town Centre is readily achievable from the land through non-hazardous vegetation.

Based on these factors, it is considered that the proposal is acceptable from a bushfire safety perspective.

### **Clause 15.01-1S – Urban design**

## Objective

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

## Relevant Strategies

- *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure the interface between the private and public realm protects and enhances personal safety.*
- *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
- *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
- *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
- *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*
- *Promote good urban design along and abutting transport corridors.*

### Comment:

The proposed subdivision is considered responsive to the surrounding context and character, providing a diversity of lot sizes that will appropriately transition from a lower density form to the west of the site to a conventional residential area in line with the zoning of the land. The layout of the subdivision provides appropriate connectivity, minimises cul-de-sacs and battleaxes to ensure good passive surveillance and user friendly streetscapes, and appropriate provision for landscaping.

## Clause 15.01-1L – Urban design in Mansfield Township CBD

### Relevant Strategies

- *Site and design development to respond to the existing built form character of the centre.*
- *Protect existing environmental features, including large stands of trees, remnant River Red Gums, native vegetation, native animal habitat and movement corridors, high points, watercourses and drainage lines as part of residential development.*
- *Maintain a sense of character and provide for pedestrian amenity as part of commercial development, including through the use of verandahs extending to the kerb.*
- *Design access to parking to minimise impacts on active frontages and preferably be*



*provided via a secondary streets, laneways or other parking areas.*

**Comment:**

The majority of strategies in this clause relate to the CBD area, however the proposal provides for an appropriate character outcome and pedestrian friendly environment, with character and form of lots consistent with the surrounding area.

**Clause 15.01-3S – Subdivision design**

**Objective**

- *To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.*

**Relevant Strategies**

- *In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:*
  - *Creating compact neighbourhoods that have walkable distances between activities.*
  - *Developing activity centres in appropriate locations with a mix of uses and services and access to public transport.*
  - *Creating neighbourhood centres that include services to meet day to day needs.*
  - *Creating urban places with a strong sense of place that are functional, safe and attractive.*
  - *Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.*
  - *Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.*
  - *Protecting and enhancing native habitat.*
  - *Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.*
  - *Reduce car dependency by allowing for:*
    - *Convenient and safe public transport.*
    - *Safe and attractive spaces and networks for walking and cycling.*
    - *Subdivision layouts that allow easy movement within and between neighbourhoods.*
    - *A convenient and safe road network.*
  - *Being accessible to people with disabilities.*
  - *Creating an urban structure and providing utilities and services that enable energy efficiency, resource conservation, integrated water management and minimisation of waste and air pollution.*

**Comment:**

As discussed above, the design of the subdivision provides good servicing and walkability, a diversity of lot sizes, functional streetscape and close proximity to existing public open space.

### **Clause 15.01-5S – Neighbourhood character**

#### **Objective**

- *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

#### **Relevant Strategies**

- *Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.*
- *Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.*
- *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:*
  - *Pattern of local urban structure and subdivision.*
  - *Underlying natural landscape character and significant vegetation.*
  - *Neighbourhood character values and built form that reflect community identity*

#### Comment:

The subject site and immediate surrounds is in a state of transition, as larger lots that have been zoned general residential now become subdivided for conventional residential development; with the consequence being that there is no existing character comparable in the immediate area. The design of the subdivision is consistent with relevant policy and provides a sound basis to achieve a positive character outcome with future development.

### **Clause 16.01-1S – Housing Supply**

#### **Objective**

- *To facilitate well-located, integrated and diverse housing that meets community needs.*

#### **Relevant Strategies**

- *Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.*

- *Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.*
- *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
- *Identify opportunities for increased residential densities to help consolidate urban areas.*
- *Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.*
- *Encourage the development of well-designed housing that:*
  - *Provides a high level of internal and external amenity.*
  - *Incorporates universal design and adaptable internal dwelling design.*
- *Support opportunities for a range of income groups to choose housing in well-serviced locations.*
- *Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.*

Comment:

As discussed previously, a diversity in lot sizes (and therefore an opportunity for associated diversity in housing types and densities) is provided within the subdivision. The proposal helps to consolidate urban land within Mansfield for urban purposes and ensure that such land is being used and developed for its intended purpose.

### **Clause 16.01-1L – Housing supply in Mansfield Township**

#### **Relevant Strategies**

- *Encourage higher density development in areas that can capitalise on existing physical and social infrastructure in proximity to the Mansfield town centre.*
- *Support smaller housing options and retirement and aged care accommodation close to town centres and areas with existing social and physical infrastructure.*
- *Encourage opportunities to increase the supply of affordable housing to cater for lower income households, older people and young people.*

Comment:

The proposal provides for higher density development in an existing serviced area where such growth is targeted. The site is proximate to the Mansfield CBD and provides a diversity of lot sizes which will increase opportunities for affordable and smaller housing supply.

### **Clause 18.02-4S – Roads**

#### **Objective**

- *To facilitate an efficient and safe road network that integrates all movement networks and*

*makes best use of existing infrastructure.*

### **Relevant Strategies**

- *Plan and develop the road network to:*
  - *Ensure people are safe on and around roads.*
  - *Improve people's perceptions of safety on and around roads.*
  - *Improve road connections for all road users.*
  - *Facilitate the use of public transport, cycling and walking.*
  - *Integrate new and emerging technologies into road design, including the increasing connectivity and automation of vehicles.*
  - *Accommodate the expansion of the High Productivity Freight Vehicle Network, and oversize and overmass vehicles.*
- *Plan an adequate supply of car parking that is designed and located to:*
  - *Protect the role and function of nearby roads.*
  - *Enable the efficient movement and delivery of goods.*
  - *Facilitate the use of public transport.*
  - *Maintain journey times and the reliability of the on-road public transport network.*
  - *Protect residential areas from the effects of road congestion created by on-street parking.*
  - *Enable easy and efficient use.*
  - *Achieve a high standard of urban design.*
  - *Protect the amenity of the locality, including the amenity of pedestrians and other road users.*
  - *Create a safe environment, particularly at night.*

### **Comment:**

The proposal provides for appropriate internal road form and sizes, with all infrastructure to be provided. Conditions will require appropriate intersection treatments to be provided to Highton Lane into the internal road, noting that Highton Lane is already undergoing upgrade works to address broader road impacts.

### **Clause 19.03-3S – Integrated water management**

#### **Objective**

- *To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.*

#### **Relevant Strategies**

- *Plan and coordinate integrated water management, bringing together stormwater, wastewater, drainage, water supply, water treatment and re-use, to:*

- *Take into account the catchment context.*
- *Protect downstream environments, waterways and bays.*
- *Manage and use potable water efficiently.*
- *Reduce pressure on Victoria's drinking water supplies.*
- *Minimise drainage, water or wastewater infrastructure and operational costs.*
- *Minimise flood risks.*
- *Provide urban environments that are more resilient to the effects of climate change.*
- *Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.*
- *Facilitate use of alternative water sources such as rainwater, stormwater, recycled water and run-off from irrigated farmland.*
- *Ensure that development protects and improves the health of water bodies including creeks, rivers, wetlands, estuaries and bays by:*
- *Minimising stormwater quality and quantity related impacts.*
  - *Filtering sediment and waste from stormwater prior to discharge from a site.*
  - *Managing industrial and commercial toxicants in an appropriate way.*
  - *Requiring appropriate measures to mitigate litter, sediment and other discharges from construction sites.*
  - *Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.*
- *Provide for sewerage at the time of subdivision or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.*
- *Ensure land is set aside for water management infrastructure at the subdivision design stage.*
- *Minimise the potential impacts of water, sewerage and drainage assets on the environment.*

Comment:

The proposal will be required to treat and disperse all stormwater into the existing stormwater network, with appropriate treatment systems in place to protect water quality. This will be required by way of permit condition.

## **Zoning**

### **Clause 32.08 – General Residential Zone Schedule 1 (GRZ1)**

#### **Purpose**

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly 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.*

## Decision Guidelines

### General

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

### Subdivision

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

### Comment:

The key considerations applying to this application and the application of policy relate to the level of intensity of development in the GRZ and ResCode compliance, with the overwhelming policy direction being to intensify residential development in such areas in close proximity to jobs, transport and services.

When assessing the application against the state policies in the PPF and the decision guidelines above, there is clear support for the proposed increase in density on the site as the site is well serviced by infrastructure and community services, and has been zoned for conventional residential development. This ensures efficient use of infrastructure and supports the usual preference that designated residential areas experience residual increase in population and density.

The lot configuration demonstrates that each lot can be readily developed in accordance with the Scheme and ResCode, and there are ample landscaping opportunities within the site. The intensity of the development is therefore consistent with State Planning Policy.

The key planning considerations associated with the proposal relate to whether the proposed intensity of the subdivision, including its layout, will achieve satisfactory outcomes. In determining the appropriateness of the proposal in the context of the local policies, due weight and consideration must also be given to the sites' location within a zoned residential area and the role of the town.

The proposed subdivision will facilitate an increase in residential density in an existing residential area within close proximity to the Mansfield town centre. The proposed subdivision is appropriate with regards to character considerations in terms of lot configuration and layout, and will create a diverse residential area with varied lot sizes that will allow a diversity of development forms.

Objections to the proposal raise traffic concerns, particularly relating to Highton Lane and flowing onto Mt Buller Road. It is true that the development of the subject land will ultimately increase traffic flow, however this is a reasonable expectation with any development of the subject land for residential purposes. The ongoing upgrade works to Highton Lane will ensure that the concerns raised more generally with regards to this road (which are broadly outside the control of the permit applicant) are addressed in the long term. This will only improve in the long term as more land in the immediate area becomes fully developed in accordance with the strategic vision of the Scheme and new road connections are developed throughout the area.

For these reasons, the proposal is considered to accord with the decision guidelines of the zone.

### **Overlays**

No overlays apply to the subject site.

### **Particular Provisions**

#### **Clause 53.01 – Public Open Space Contribution and Subdivision**

*A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution for public open space may still be required under section 18 of the Subdivision Act 1988.*

#### **Comment:**

The Schedule to Clause 53.01 does not stipulate a mandatory public open space contribution to apply to the subdivision of residential, commercial or industrial land. As the subject land has not previously paid a public open space contribution, the relevant tests for the application of a contribution to this application are found in Section 18 of the *Subdivision Act 1988*.

Section 18(1A) states (*inter alia*):

The Council may only make a public open space requirement if it considers that, as a result of the subdivision, there will be a need for more open space, having regard to—

(a) *the existing and proposed use or development of the land;*

- (b) any likelihood that existing open space will be more intensively used after than before the subdivision;*
- (c) any existing or likely population density in the area of the subdivision and the effect of the subdivision on this;*
- (d) whether there are existing places of public resort or recreation in the neighbourhood of the subdivision, and the adequacy of these;*
- (e) how much of the land in the subdivision is likely to be used for places of resort and recreation for lot owners;*
- (f) any policies of the Council concerning the provision of places of public resort and recreation.*

The creation of 13 additional residential lots will undoubtedly lead to an increase in usage of Public Open Space (POS) in the broader area, particularly given the range of lots sizes provided within the subdivision. The subdivision does not include any unencumbered POS areas that could serve the site.

Consequently, a condition will be imposed requiring contribution in accordance with Section 18 of the *Subdivision Act 1988*, prior to the issue of a Statement of Compliance for the subdivision to the satisfaction of Council.

### **Clause 56 – Residential Subdivision**

An assessment against the relevant provisions of Clause 56 is provided at Attachment 1 to this report. In summary, the proposal exhibits a high level of compliance with the objectives and strategies listed therein.

## **General Provisions**

### **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.*
- Any significant effects the environment, including the contamination of land, may have on the use or development.*
- 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 environment, human health and 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.*
- *The impact the use or development will have on the current and future development and operation of the transport system.*

### **Clause 65.02 – Approval of An Application to Subdivide Land**

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

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

*of the transport system.*

Comment:

The Municipal Planning Strategy and Planning Policy Framework have been addressed under separate headings in the body of the report. The proposal is consistent with the purpose of the General Residential Zone and allows for the orderly planning and use of land in the area in accordance with that zone. The proposed subdivision creates a variety of lot sizes consistent with the intent of the zone, that harmonise with likely future subdivisions of adjoining land and will facilitate increased residential development within Mansfield. No native vegetation is extant on the subject site.

The proposal will increase traffic generation to Highton Lane. However, the land is zoned for residential purposes, with such impacts reasonably expected with any development of the land. Conditions of any permit issued will require the permit holder to create intersection works to the new internal road, and undertake appropriate works to ensure the safe and efficient operation of the transport network.

**Response to objections**

**Concern:** *Traffic impacts to Highton Lane and internal road*

**Response:** As discussed through this report, the development of the subject land for residential purposes has been envisaged since land on Highton Lane was rezoned in 2006. The land has been through a strategic process to be rezoned to General Residential Zone, with more intense residential development as a result. The surrounding street network can absorb this without adverse impact, with the permit holder to be required to undertake works to provide adequate intersection treatments into the site. Highton Lane is currently undergoing upgrades undertaken by Council (independent of this application) which will resolve a number of the ongoing complaints relating to this road.

**Concern:** *Subdivision inconsistent with the character of the area.*

**Response:** As discussed throughout this assessment, the intensification of the land is expected by the zoning of the land, with character relating to large residential land changing as anticipated by the zoning. The proposed lot sizes are considered generous and in keeping with the prevailing character along Highton Lane and in new subdivisions nearby.

**Concern:** *Loss of privacy.*

**Response:** In terms of the subdivision overall, the proposal has no impact on privacy. In relation to future dwelling developments, any future dwelling will be required to comply with ResCode in relation to overlooking, overshadowing and other amenity impacts.

**Concern:** *Lack of public open space (park or playground).*

**Response:** The Highton Lane area, including the subject land has reasonable walkability to the Mansfield Township and its open parklands, furthermore existing approved development at the

northern end of Highton Lane provide for large open spaces and recreational areas which could be utilised by the future residents of this development. Additionally, south of Highton Lane there is access to bicycle tracks and a Mountain Bike Park.

## Conclusions

This application proposes the multi lot staged subdivision of land at the site known as 70-72 Highton Lane, Mansfield. Having assessed the application against the relevant clauses of the Mansfield Planning Scheme, it is considered that the proposal responds appropriate to the requirements of the Scheme with respect to land use in the GRZ and general decision guidelines. The proposal will provide for the subdivision of residential land for residential purposes providing a diversity of lot sizes, in a manner envisaged by that zone and applicable particular provisions.

The application is therefore recommended for approval.

## Officer Recommendation

### NOTICE OF DECISION TO GRANT A PERMIT

That Council issue a Notice of Decision to Grant a Permit for Planning Application P226/22 for the Multi lot (13) staged subdivision of land on **Lot 1 LP200086N Parish of Loyola (proposed Lot 1 PS905405)**, commonly addressed as 70-72 Highton Lane, Mansfield in accordance with the endorsed plans and subject to the following conditions:-

### Endorsed Plans

1. The subdivision must be in accordance with the endorsed plans forming part of this permit and must not be altered without the prior written consent of the Responsible Authority.
2. The subdivision must proceed in the order of stages as shown on the approved and endorsed plan. The Responsible Authority may consent in writing to vary this requirement.

### Subdivision Conditions – Prior to Certification

3. The plan of subdivision submitted for certification must include a notice of restriction, to the effect that:
  - a) The land must not be further subdivided unless each proposed lot provides a minimum frontage to a street of 15 metres.
  - b) Any fencing forward of the front façade of a dwelling must not exceed 1.2 metres in height.

The restriction must not include provisions that allow for written consent to vary its requirements.

4. Prior to the commencement of works or certification of the plan of subdivision (whichever occurs first), the owner or developer must submit to the Responsible Authority a written report and photos of any existing/prior damage to public infrastructure. The report must detail the condition of kerb & channel, footpath, seal, streetlights, signs and other public infrastructure fronting the property and abutting at least two properties either side of the development.
5. Unless identified within the written report, any damage to infrastructure will be attributed to the development. The permit holder must pay for any damage caused to the Councils assets/Public infrastructure caused as a result of the development permitted by this permit, prior to the issue of a Statement of Compliance or at a later time as may be agreed by the Responsible Authority.
6. Prior to the certification of the plan of subdivision, the permit holder must either:
  - a) Demonstrate that each internal road provides sufficient width for waste collection vehicles to collect waste and turn/exit with no reversing manoeuvres; or
  - b) Create temporary turning areas (including easements over private land where required) to ensure that waste collection vehicles can service each lot with no reversing manoeuvres.
7. Prior to the certification of the plan of subdivision, road names must be submitted to and approved by the Responsible Authority. Until such time as these road names are approved, they must not be shown on any plans submitted for endorsement or certification.
8. Prior to the certification of the plan of subdivision, all design drawings must be submitted to Council for approval. All works must be designed in accordance with the Infrastructure Design Manual (IDM) and to the satisfaction of Council. All works constructed or carried out must be in accordance with these plans to the satisfaction of the Responsible Authority.
  - a. All roads, road reserve, footpaths, on street parking, kerb and channeling are to be designed in accordance with the Infrastructure Design Manual (IDM) and to the satisfaction of the Council.
  - b. Temporary court bowls or road dead ends shall be fully fenced or have bollards, appropriately signed, shaped, drained, and be of all-weather construction, with a minimum turning radius of 10 metres.
  - c. Concrete footpaths must be provided on both sides of all roads created and connected to the footpath on Highton Lane.
9. Before the certification of the plan of subdivision, construction and drainage plans and computations to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. All works constructed or carried out must be in accordance with those plans to the satisfaction of the Responsible Authority. The plans must include the proposed stormwater treatment and detention system for the contributing

catchment (contributing upstream catchment developed). A Stormwater Drainage Master Plan for Highton Lane will be provided by Council.

10. Prior to the certification of the plan of subdivision, a detailed landscape plan must be submitted to and approved by the Responsible Authority. When approved, the landscape plan will be endorsed and will then form part of the permit. The landscape plan must be drawn to scale with dimensions must be provided. The landscape plan must be consistent with the construction plans for the development and must show:
- a) New planting, including their layout to be provided in any road reserves and municipal reserves;
  - b) Detailed planting schedule of all proposed trees, shrubs and groundcovers, including botanical names, common names, pot sizes, sizes at maturity and quantities of each plant. The plant schedule should be based on the recommended planting schedule documented in the Revegetation Guide for the Goulburn Broken Catchment as published by the Goulburn Broken Catchment Management Authority;
  - c) The removal of all existing disused structures, foundations, pipelines or stockpiles and the eradication of weeds;
  - d) All trees planted as part of the landscape works must have a minimum height of 2.0 to 2.5m at the time of planting unless otherwise agreed by the Responsible Authority;
  - e) The supply and spread of sufficient topsoil and sub soil if required on the proposed areas of open space to provide a stable, free draining surface and hydro-seeding of proposed grass areas (including within the drainage reserve/s);
  - f) Soil quality and planting techniques in median or verge tree planting zones along arterial roads (including service road nature strips) that will support full growth of medium to large trees;
  - g) Mechanisms for the exclusion of vehicles;
  - h) All proposed open space, streetscape embellishments such as installation of pathways, garden beds, seating, shelters, picnic facilities, boardwalks, tree planting, signage, drinking fountains, irrigation systems, playgrounds, artwork, retaining walls, protective fencing (temporary and permanent), wetlands and ornamental water bodies (including within the drainage reserve); and
  - i) Detailed designs for all stormwater treatment features such as bio-retention systems consistent with the submitted Stormwater MUSIC modelling.

### **Subdivision Conditions – Works requirements**

11. Prior to the commencement of any works within the road reserve, an application for Works Within Roads Reserve Permit must be submitted to and approved by Council.
12. All new powerlines within the subdivision must be underground.
13. The extent and depth of any proposed lot filling must be denoted on the design plan. Where depths of fill on allotments exceed 300 mm, those areas are to be clearly differentiated from areas where the depths of fill are less than 300 mm.
14. Where the depth of fill exceeds 300mm, the fill is to be compacted in accordance with the requirements of Table 204.131 Compaction Requirements Scale C of VicRoads Technical Specification 204 and shaped to match existing site levels. Geotechnical test results are to be submitted to Council's Engineering Department for confirmation that the required compaction has been achieved.
15. Where fill is imported onto the site, written records are to be provided to Council's Engineering Department to confirm the source of the fill and to provide evidence that the soil is not contaminated.
16. All construction and ongoing activities must be in accordance with sediment control principles outlined in 'Construction Techniques for Sediment Pollution Control' (EPA, 1991).
17. All services must avoid root zones of existing native trees. Where services cannot be placed to avoid the root zone, boring and/or hand digging must be undertaken to minimise root damage to the satisfaction of the Responsible Authority.
18. Temporary barriers must be erected around the drip line of existing native trees and maintained during construction to the satisfaction of the Responsible Authority.
19. Prior to the commencement of works, the permit holder must provide to the Responsible Authority the name of the project coordinator appointed to oversee the works and notification of commencement date of the works.
20. All pavement is to be constructed in accordance with the Infrastructure Design Manual (IDM) and a suitably qualified CPEng, National Engineering Registered (NER) engineer, to the satisfaction of the Responsible Authority.
21. All design plans and specifications must be detailed in accordance with the IDM to the satisfaction of the Responsible Authority and will be valid for a period of 12 months only after approval. Following the expiry date design plans must be resubmitted for review and accepted prior to works commencing.

22. Traffic calming treatments must be installed within the subdivision in accordance with Austroads and the Traffic Impact Assessment Report requirements to achieve a target speed of 50km/hr.
23. Temporary court bowls or road dead ends shall be fully fenced, appropriately signed, shaped, drained, and be of all-weather construction (minimum pavement thickness 100mm, class 4 FCR), with a minimum turning radius of 10m. Prior to installation of a temporary court bowl, formal agreement with the neighbouring property must be achieved if applicable. Maintenance of the temporary court bowl will remain the responsibility of the developer during the applicable maintenance period.
24. All road, road related areas and public open spaces / reserves within the new subdivision shall be provided with public lighting in accordance with the minimum requirement for Category P lighting guidelines and light technical parameters in AS/NZS 1158.3.1 and as approved by the Responsible Authority. All public lighting must incorporate the use of energy efficient globes (i.e. T5).
25. All road intersections, must be signed and line marked to be compliant with VicRoads Traffic Engineering Manual Volume 2.

### **Subdivision Conditions – Prior to Statement of Compliance**

26. Prior to the issue of a Statement of Compliance of Stage 1 the existing infrastructure, shed and stables as shown on the endorsed plans, are to be removed to the satisfaction of the Responsible Authority.
27. Prior to the issue of Statement of Compliance, for the final Stage, a Development Contribution must be agreed to and provided to Council for the upgrade of Highton Lane along the effective frontage of the property. The contribution must be monetary and to the value of \$96,171.00, unless otherwise agreed by Council in writing.
28. Prior to the issue of a Statement of Compliance, a sealed Basic Left Turn and Basic Right Turn (type BAL / BAR) must be provided on Highton Lane at the proposed junction to the internal road, at the cost of the developer and to the satisfaction of the Council.
29. Any damage to Council managed assets such as roads, footpaths, street trees and stormwater infrastructure, must be repaired at the cost of the developer to the satisfaction of the Responsible Authority.
30. The landscaping shown on the approved landscaping plan must either:
  - a) Be established prior to the issue of the Statement of Compliance and maintained for a twelve (12) month period thereafter to the satisfaction of the responsible authority; or

- b) A monetary contribution as determined by the responsible authority made to provide for the above-mentioned landscaping and maintenance.

31. Prior to the issue of Statement of Compliance under the *Subdivision Act 1988* for the subdivision, the permit holder must pay to the Responsible Authority:

- a) A contribution in accordance with Clause 53.01 (Public Open Space Contribution and Subdivision) of Mansfield Planning Scheme at time of payment, or Certification of the plan in the case of a land contribution; and
- b) Any costs associated with valuation of the land including valuers fees.

The permit holder must make a request to Council to commence the process involved with this condition.

32. Prior to the issue of a Statement of Compliance, the permit holder must enter into an agreement with the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act 1987*, to the effect that:

- a) Any dwelling constructed must provide a rainwater tank with a capacity not less than 15,000 litres. The rainwater tanks must be installed and connected to the toilet cistern, laundry and garden taps.
- b) The floor level of any new dwelling must be a minimum of 300mm above the 1% AEP (100yr) flood level as specified by the Goulburn Broken Catchment Management Authority.

The permit holder must pay reasonable costs of the preparation, review, execution and registration of the Section 173 Agreement by Council's preferred solicitors.

33. Altered overland flow paths must pass through the designed routes within reserves for municipal purposes or within easements to the satisfaction of the Responsible Authority.

34. Prior to the issue of Certificate of Practical Completion and subsequent Statement of Compliance, the Developer is to lodge a security bond to the Responsible Authority for 5% of the total actual documented cost of the engineering works based on actual tender fees. This bond will be released following a satisfactory inspection, 52 weeks after a Certificate of Practical Completion is issued.

35. Prior to the issue of a Statement of Compliance, the permit holder must pay to the Responsible Authority a cash contribution of:

- a) 0.75% of the total actual documented cost of the engineering works for the checking



of engineering plans associated with the development approved herewith.

- b) 2.50% of the total actual documented cost of the engineering works for the supervision of works associated with the development approved herewith.

36. Following completion of all works, and prior to issuing of the Statement of Compliance, “as constructed” drawings must be submitted and accepted by the Council. The preferred format of the drawings are AutoCAD \*.DWG or \*.DXF. Drainage drawings to DSpec requirements must also be provided prior to issuing of the Statement of Compliance.

37. The owner of the land must enter into an agreement with:

- a) A telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider’s requirements and relevant legislation at the time; and
- b) A suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

38. Before the issue of a statement of compliance for any stage of the subdivision under the *Subdivision Act 1988*, the owner of the land must provide written confirmation from:

- a) A telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider’s requirements and relevant legislation at the time; and
- b) A suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

39. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities, electricity and gas services to each lot shown on the endorsed plan in accordance with the authority’s requirements and relevant legislation at the time.

40. All existing and proposed easements and sites for existing or required utility services and roads on the land must be set aside in the plan of subdivision submitted for certification in favour of the relevant authority for which the easement or site is to be created.

41. The plan of subdivision submitted for certification under the *Subdivision Act 1988* must be referred to the relevant authority in accordance with Section 8 of that Act.

### **AusNet Electricity Services**

42. The Plan of Subdivision submitted for certification must be referred to AUSNET ELECTRICITY SERVICES PTY LTD in accordance with Section 8 of the *Subdivision Act 1988*.

43. The applicant must:

- a) Enter in an agreement with AUSNET ELECTRICITY SERVICES PTY LTD for supply of electricity to each lot on the endorsed plan.
- b) Enter into an agreement with AUSNET ELECTRICITY SERVICES PTY LTD for the rearrangement of the existing electricity supply system.
- c) Enter into an agreement with AUSNET ELECTRICITY SERVICES PTY LTD for rearrangement of the points of supply to any existing installations affected by any private electric power line which would cross a boundary created by the subdivision, or by such means as may be agreed by AUSNET ELECTRICITY SERVICES PTY LTD.
- d) Provide easements satisfactory to AUSNET ELECTRICITY SERVICES PTY LTD for the purpose of "Power Line" in the favour of "AUSNET ELECTRICITY SERVICES PTY LTD" pursuant to Section 88 of the *Electricity Industry Act 2000*, where easements have not been otherwise provided, for all existing AUSNET ELECTRICITY SERVICES PTY LTD electric power lines and for any new power lines required to service the lots on the endorsed plan and/or abutting land.
- e) Obtain for the use of AUSNET ELECTRICITY SERVICES PTY LTD any other easement required to service the lots.
- f) Adjust the position of any existing AUSNET ELECTRICITY SERVICES PTY LTD easement to accord with the position of the electricity line(s) as determined by survey.
- g) Set aside on the plan of subdivision Reserves for the use of AUSNET ELECTRICITY SERVICES PTY LTD for electric substations.
- h) Provide survey plans for any electric substations required by AUSNET ELECTRICITY SERVICES PTY LTD and for associated power lines and cables and executes leases for a period of 30 years, at a nominal rental with a right to extend the lease for a further 30 years. AUSNET ELECTRICITY SERVICES PTY LTD requires that such leases are to be noted on the title by way of a caveat or a notification under Section 88 (2) of the *Transfer of Land Act* prior to the registration of the plan of subdivision.

- i) Provide to AUSNET ELECTRICITY SERVICES PTY LTD a copy of the plan of subdivision submitted for certification that shows any amendments that have been required.
- j) Agree to provide alternative electricity supply to lot owners and/or each lot until such time as permanent supply is available to the development by AUSNET ELECTRICITY SERVICES PTY LTD. Individual generators must be provided at each supply point. The generator for temporary supply must be installed in such a manner as to comply with the *Electricity Safety Act 1998*.
- k) Ensure that all necessary auditing is completed to the satisfaction of AUSNET ELECTRICITY SERVICES PTY LTD to allow the new network assets to be safely connected to the distribution network.

### Country Fire Authority

44. Prior to the issue of a Statement of Compliance under the *Subdivision Act 1988* the following requirements must be met to the satisfaction of the CFA:

- a) Above or below ground operable hydrants must be provided. The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of building envelopes, the rear of the lots) must be 120 metres and the hydrants must be no more than 200 metres apart. These distances must be measured around lot boundaries.
- b) The hydrants must be identified with marker posts and road reflectors as applicable to the satisfaction of the Country Fire Authority.

▶ 45. Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable width.

- a. Proposed roads must have a suitable trafficable width to allow the unimpeded access of emergency fire fighting vehicles (notwithstanding any parking restrictions that Council may apply) to the satisfaction of CFA.
- b. Dead-end roads and cul-de-sacs more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8 metres (including roll-over kerbs if provided); T or Y heads of dimensions specified by CFA may be used as alternatives.
- c. The average grade must be no more than 1 in 7 (14.4%) (8.1 degrees) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 metres. Dips must have no more than 1 in 8 (12%) (7.1 degrees) entry and exit angle.
- d. Curves must have a minimum inner radius of 10 metres.

## Goulburn Murray Water

46. Any Plan of Subdivision lodged for Certification must be referred to Goulburn Murray Rural Water Corporation pursuant to Section 8(1)(a) of the *Subdivision Act*.
47. All works within the subdivision must be done in accordance with EPA Publication 1834 Civil Construction, Building and Demolition Guide (November 2020).
- ▶
48. Each lot must be provided with connection to the reticulated sewerage system in accordance with the requirements of the relevant urban water authority.
49. All stormwater discharged from the site must meet the urban run-off objectives and Standard C25 as specified in Clause 56.07-4 of the Victorian Planning Provisions. All infrastructure and works to manage stormwater must be in accordance with the requirements of the Responsible Authority.

## Goulburn Valley Water

50. Payment of new customer contribution charges for water supply to the development, such amount being determined by the Corporation at the time of payment;
51. Provision of a reticulated water supply and associated construction works to each allotment within the development, at the developer's expense, in accordance with standards of construction adopted by and to the satisfaction of the Goulburn Valley Region Water Corporation;
52. Provision of one water tapping per lot at the developer's expense, in accordance with standards of construction adopted by and to the satisfaction of the Goulburn Valley Region Water Corporation;
- ▶
53. Any existing water service that crosses any of the proposed allotment boundaries within the proposed development must be disconnected and re-located at the developer's expense, to be wholly within one allotment only, including notification of the proposed lot to be serviced by the existing water meter, to the satisfaction of the Goulburn Valley Region Water Corporation;
54. Payment of new customer contributions charges for sewerage services to the development, such amount being determined by the Corporation at the time of payment;
55. Provision of reticulated sewerage and associated construction works to each allotment within the development, at the developer's expense, in accordance with standards of construction adopted by and to the satisfaction of the Goulburn Valley Region Water

Corporation; (The works may include, but not be limited to the construction of a sewerage pumping station, rising mains and gravity mains);

56. Provision of sewerage connection points with an inspection opening to each allotment within the development, at the developer's expense, in accordance with standards of construction adopted by and to the satisfaction of the Goulburn Valley Water Corporation (sewer branch cut-in for Proposed Lot 1);
57. Relocation if any existing house connection drain, and each allotment to be independently and directly connected to a sewer main of the Goulburn Valley Region Water Corporation;
58. Provision of easements in favour of the Goulburn Valley Region Water Corporation over all existing and proposed sewer mains located within private property;
59. The operator under this permit shall be obliged to enter into an Agreement with Goulburn Valley Region Water Corporation relating to the design and construction of any sewerage or water works required. The form of such Agreement shall be to the satisfaction of Goulburn Valley Water. A copy of the format of the Agreement will be provided on request;
60. The plan of subdivision lodged for certification is to be referred to the Goulburn Valley Region Water Corporation pursuant to Section 8(1) of the *Subdivision Act, 1988*.

### Permit Expiry

61. This permit will expire if one of the following circumstances applies:
  - a) The first stage of the subdivision is not certified within two (2) years of the date of this permit.
  - b) The second stage of the subdivision is not certified within two (2) years of the date of certification of the first stage.
  - c) The subdivision is not completed within five (5) years of the date of certification.

The Responsible Authority may extend the periods referred to if a request is made in writing in accordance with Section 69 of the *Planning and Environment Act 1987*.

**Attachment 1: Clause 56 Assessment**

<b>LOT DESIGN</b>				
<b>56.04-1 Lot Diversity and Distribution</b>	<b>Met?</b>	<b>Standard C7</b>	<b>Met?</b>	<b>Comments</b>
<i>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</i>	Yes	<i>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</i>	Yes	No density requirements are specified within the Planning Scheme. The density of the proposed is appropriate taking into account the proximity of the site to essential services, recreation and education opportunities and public transport.
<i>To provide higher housing densities within walking distance of activity centres.</i>	Yes	<i>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.</i>	Yes	As above.
<i>To achieve increased housing densities in designated growth areas.</i>	Yes	<i>A range and mix of lot sizes should be provided including lots suitable for the development of:</i> <ul style="list-style-type: none"> <li>• <i>Single dwellings</i></li> <li>• <i>Two dwellings or more.</i></li> <li>• <i>Higher density housing.</i></li> <li>• <i>Residential buildings and Retirement Villages</i></li> </ul>	Yes	There are a range of lot sizes that can accommodate a variety of house sizes.
<i>To provide a range of lot sizes to suit a variety of dwelling and household types.</i>	Yes	<i>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.</i>	Yes	The site is proximate to public transport options within Mansfield
		<i>Lots of 300sqm or less in area, lots suitable for 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.</i>	N/A	No lots less than 300sqm are proposed.

56.04-2 Lot Area and Building Envelopes	Met?	Standard C8	Met?	Comments
<p><i>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.</i></p>	<p>Yes</p>	<p><i>An application to subdivide land that creates lots of less than 300sqm should be accompanied by information that shows:</i></p> <ul style="list-style-type: none"> <li><i>• That the lots are consistent or contain a building envelope that is consistent with a development approved under this scheme, or</i></li> <li><i>• That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</i></li> </ul>	<p>N/A</p>	<p>No lots less than 300sqm are proposed.</p>
		<p><i>Lots of between 300sqm and 500sqm should:</i></p> <ul style="list-style-type: none"> <li><i>• Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</i></li> <li><i>• If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10m x 15m, or 9m x15m if a boundary wall is nominated as part of the building envelope</i></li> </ul>	<p>N/A</p>	<p>No lots less than 500sqm are proposed</p>
		<p><i>If lots of between 300sqm and 500sqm are proposed to contain buildings that are built to the boundary, the long axis of the lots should be within 30°E and 20°W of N unless there are significant physical constraints that make this difficult to achieve.</i></p>	<p>N/A</p>	<p>No dwellings are proposed as part of the subdivision.</p>
		<p><i>Lots greater than 500sqm in area should be able to contain a rectangle measuring 10m x 15m, and may contain a building envelope.</i></p>	<p>Yes</p>	<p>Each lot greater than 500m<sup>2</sup> can contain a rectangle measuring 10m x 15m.</p>
		<p><i>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</i></p> <ul style="list-style-type: none"> <li><i>• The objectives of the relevant standard are met, and</i></li> <li><i>• 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.</i></li> </ul>	<p>N/A</p>	<p>No building envelopes are proposed.</p>
		<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>• The building envelope must meet Standards A10 and A11 and Clause 54 in relation to the adjoining lot, and</i></li> <li><i>• 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.</i></li> </ul>	<p>N/A</p>	<p>No building envelopes are proposed.</p>
		<p><i>Lot dimensions and building envelopes should protect:</i></p>	<p>N/A</p>	<p>No building envelopes are proposed.</p>

		<ul style="list-style-type: none"> <li>Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.</li> <li>Existing or proposed easements on lots.</li> <li>Significant vegetation and site features.</li> </ul>		
<b>56.04-3 Solar Orientation</b>	<b>Met?</b>	<b>Standard C9</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide good solar orientation of lots and solar access for future dwellings</i>	Yes	<i>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</i>	Yes	Appropriate solar access is provided given the site characteristics.
		<i>Lots have appropriate solar orientation when:</i> <ul style="list-style-type: none"> <li>The long axes of lots are within the range N20°W to N30°E, or E20°N to E30°S.</li> <li>Lots between 300sqm and 500sqm are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within N20°W to N30°E.</li> <li>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.</li> </ul>	Yes	Appropriate solar access is provided given the site characteristics.
<b>56.04-4 Street Orientation</b>	<b>Met?</b>	<b>Standard C10</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide a lot layout that contributes to community social interaction, person safety and property security.</i>	Yes	<i>Subdivision should increase visibility and surveillance by:</i> <ul style="list-style-type: none"> <li>Ensuring lots front all roads and streets and avoid the side and rear lots being orientated to connector streets and arterial roads.</li> <li>Providing lots of 300sqm or less in area and lots for 2 or more dwellings around activity centres and public open space.</li> <li>Ensuring streets and houses look onto public open space and avoiding sides and rears of lot along public open space boundaries.</li> <li>Providing roads and streets along public open space boundaries.</li> </ul>	Yes	The orientation of the lots encourage dwelling designs that front the street to provide for passive surveillance, safety and social interaction.
<b>56.04-5 Common Area</b>	<b>Met?</b>	<b>Standard C11</b>	<b>Met?</b>	<b>Comments</b>
<i>To identify common areas and the purpose for which the area is commonly held.</i>	N/A	<i>An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:</i>	N/A	No common property is proposed.
<i>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</i>	N/A	<ul style="list-style-type: none"> <li>The common area to be owned by the body corporate, including any streets and open space.</li> <li>The reasons why the area should be commonly held.</li> <li>Lots participating in the body corporate.</li> <li>The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</li> </ul>		
<i>To maintain direct public access throughout the neighbourhood street network.</i>	N/A			



URBAN LANDSCAPE				
56.05-1 Integrated Urban Landscape	Met?	Standard C12	Met?	Comments
<i>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.</i>	N/A	<i>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</i>	N/A	A landscaping plan for the road reserve and public open space reserves will be a condition on the planning permit and will be assessed by Council's Parks and department prior to certification.
<i>To incorporated natural and cultural features in the design of streets and public open space where appropriate.</i>	Yes	<p><i>The landscape design should:</i></p> <ul style="list-style-type: none"> <li><i>Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.</i></li> <li><i>Create attractive landscapes that visually emphasise streets and public spaces.</i></li> <li><i>Respond to the site and context description for the site and surrounding area.</i></li> <li><i>Maintain significant vegetation where possible within an urban context.</i></li> <li><i>Take account of the physical features of the land including landform, soil and climate.</i></li> <li><i>Protect and enhance any significant natural and cultural features.</i></li> <li><i>Protect and link areas of significant local habitat where appropriate.</i></li> <li><i>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.</i></li> <li><i>Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread to the surrounding environment.</i></li> </ul>	N/A	As above. All landscaping within the subdivision will be required to be planted prior to SOC.
<i>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</i>	N/A	<ul style="list-style-type: none"> <li><i>Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</i></li> </ul>		
<i>To provide integrated water management systems and contribute to drinking water conservation.</i>	N/A	<ul style="list-style-type: none"> <li><i>Develop appropriate landscape for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.</i></li> <li><i>Provide for walking and cycling networks that link with community facilities.</i></li> <li><i>Provide appropriate pathways, signage, fencing, public lighting and street furniture.</i></li> <li><i>Create low maintenance, durable landscapes that are capable of a long life.</i></li> <li><i>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</i></li> </ul>	Yes	No drainage basins for water re-use are proposed.

<b>ACCESS AND MOBILITY MANAGEMENT</b>				
<b>56.06-2 Walking and Cycling Network</b>	<b>Met?</b>	<b>Standard C15</b>	<b>Met?</b>	<b>Comments</b>
<i>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</i>	Yes	<p><i>The walking and cycling network should be designed to:</i></p> <ul style="list-style-type: none"> <li><i>Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</i></li> <li><i>Link to any existing pedestrian and cycling networks.</i></li> <li><i>Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</i></li> <li><i>Provide an interconnected and continuous network of safe and 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.</i></li> <li><i>Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</i></li> <li><i>Ensure safe street and road crossings including the provision for traffic controls where required.</i></li> <li><i>Provide an appropriate level of priority for pedestrians and cyclists.</i></li> <li><i>Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</i></li> <li><i>Be accessible to people with disabilities.</i></li> </ul>	Yes	Appropriate walking and cycling infrastructure will be provided with connections to the existing and future street network. Detailed design to be assessed by Engineering as part of the certification process.
<i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i>	Yes			
<i>To reduce car use, greenhouse gas emissions and air pollution.</i>	Yes			
<b>56.06-4 Neighbourhood Street Network</b>	<b>Met?</b>	<b>Standard C17</b>	<b>Met?</b>	<b>Comments</b>
<i>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.</i>	Yes	<p><i>The neighbourhood street network must:</i></p> <ul style="list-style-type: none"> <li><i>Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, footpaths and public transport routes.</i></li> <li><i>Provide clear physical distinctions between arterial roads and neighbourhood street types.</i></li> <li><i>Comply with the Roads Corporation's arterial road access management policies.</i></li> <li><i>Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.</i></li> <li><i>Provide safe and efficient access to activity centres for commercial and freight vehicles.</i></li> <li><i>Provide safe and efficient access to all lots for service and emergency vehicles.</i></li> <li><i>Provide safe movement for all vehicles.</i></li> <li><i>Incorporate any necessary traffic control measures and traffic management infrastructure.</i></li> </ul>	Yes	The street network appropriately links with the existing road network to achieve direct, safe and easy movement between neighbourhoods for all users. Detailed design to be assessed by Engineering as part of the certification process.

		<p><i>The neighbourhood street network should be designed to:</i></p> <ul style="list-style-type: none"> <li>• <i>Implement any relevant transport strategy, plan or policy for the area set out in this scheme.</i></li> <li>• <i>Include arterial roads at intervals of approximately 1.6km that have adequate reservation widths to accommodate long term movement demand.</i></li> <li>• <i>Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.</i></li> <li>• <i>Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.</i></li> <li>• <i>Provide and interconnected and continuous network of street within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.</i></li> <li>• <i>Provide an appropriate level of local traffic dispersal.</i></li> <li>• <i>Indicate the appropriate street type.</i></li> <li>• <i>Provide a speed environment that is appropriate to the street type.</i></li> <li>• <i>Provide a street environment that appropriately management movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).</i></li> <li>• <i>Encourage appropriate sharing of access lanes and access places by pedestrians, cyclists and vehicles.</i></li> <li>• <i>Minimise the provision of culs-de-sac.</i></li> <li>• <i>Provide for service and emergency vehicles to safely turn at the end of a dead-end street.</i></li> <li>• <i>Facilitate solar orientation of lots.</i></li> <li>• <i>Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.</i></li> <li>• <i>Contribute to the area's character and identity.</i></li> <li>• <i>Take account of any identified significant features.</i></li> </ul>	Yes	As above.
<b>56.06-5 Walking and Cycling Network detail</b>	<b>Met?</b>	<b>Standard C18</b>	<b>Met?</b>	<b>Comments</b>
<i>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</i>	Yes	<p><i>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</i></p> <ul style="list-style-type: none"> <li>• <i>Be part of a comprehensive design of the road or street reservation.</i></li> <li>• <i>Be continuous and connect.</i></li> <li>• <i>Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</i></li> <li>• <i>Accommodate projected volumes and mix.</i></li> <li>• <i>Meet the requirements of Table C1.</i></li> </ul>	Yes	Walking and cycling network to be designed in accordance with Council requirements. Detailed deign to be assessed by Engineering as part of the certification process.
<i>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</i>	Yes			

<p><i>To provide public transport stops that are accessible to people with disabilities.</i></p>	<p>N/A</p>	<ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>Provide appropriate signage.</i></li> <li>• <i>Be constructed to allow access to lots without damage to footpath or shared path surfaces.</i></li> <li>• <i>Be constructed with a durable, non-skid surface.</i></li> <li>• <i>Be of a quality and durability to ensure:</i> <ul style="list-style-type: none"> <li>▪ <i>Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</i></li> <li>▪ <i>Discharge of urban run-off.</i></li> <li>▪ <i>Preservation of all weather access.</i></li> <li>▪ <i>Maintenance of a reasonable, comfortable riding quality.</i></li> <li>▪ <i>A minimum 20 year life space.</i></li> </ul> </li> <li>• <i>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.</i></li> </ul>		
<p><b>56.06-7 Neighbourhood Street Network Detail</b></p>	<p><b>Met?</b></p>	<p><b>Standard C20</b></p>	<p><b>Met?</b></p>	<p><b>Comments</b></p>
<p><i>To design and construct street carriageways and verges so that the street geometry and traffic speed provide an accessible and safe neighbourhood street system for all users.</i></p>	<p>Yes</p>	<p><i>The design of streets and roads should:</i></p> <ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>Provide street blocks that are generally between 120m and 240m in length and generally between 60m and 120m in width to facilitate pedestrian movement and control traffic speed.</i></li> <li>• <i>Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</i></li> <li>• <i>Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</i></li> <li>• <i>Provide a low-speed environment while allowing all road users to proceed without inconvenience or delay.</i></li> <li>• <i>Provide a safe environment for all street users applying speed control measures where appropriate.</i></li> <li>• <i>Ensure intersection layouts clearly indicate the travel path and priority movement for pedestrians, cyclists and vehicles.</i></li> <li>• <i>Provide a minimum 5m by 5m corner splay at junctions with arterial roads and a minimum 3m by 3m corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.</i></li> <li>• <i>Ensure street are sufficient strength to:</i> <ul style="list-style-type: none"> <li>▪ <i>Enable the carriage of vehicles.</i></li> </ul> </li> </ul>	<p>Yes</p>	<p>Road network to be designed in accordance with Council requirements, with roads meeting the requirements of Table C1 for Access Streets.</p>

		<ul style="list-style-type: none"> <li>▪ <i>Avoid damage by construction vehicles and equipment.</i></li> <li>• <i>Ensure street pavements are of sufficient quality and durability for the:</i> <ul style="list-style-type: none"> <li>▪ <i>Safe passage of pedestrians, cyclists and vehicles.</i></li> <li>▪ <i>Discharge of urban run-off.</i></li> <li>▪ <i>Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</i></li> </ul> </li> <li>• <i>Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.</i></li> <li>• <i>Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.</i></li> <li>• <i>Provide pavement edges, kerbs, channel and crossover details designed to:</i> <ul style="list-style-type: none"> <li>▪ <i>Perform the required integrated water management functions.</i></li> <li>▪ <i>Delineate the edge of the carriageway for all street users.</i></li> <li>▪ <i>Provide efficient and comfortable access to abutting lots at appropriate locations.</i></li> <li>▪ <i>Contribute to streetscape design.</i></li> </ul> </li> <li>• <i>Provide for the safe and efficient collection of waste and recycling materials from lots.</i></li> <li>• <i>Be accessible to people with disabilities.</i></li> <li>• <i>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.</i></li> </ul>		
	Yes	<p><i>A street detail plan should be prepared that shows, as appropriate:</i></p> <ul style="list-style-type: none"> <li>• <i>The street hierarchy and typical cross-sections for all street types.</i></li> <li>• <i>Location of carriageway pavement, parking, bus stops, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.</i></li> <li>• <i>Water sensitive urban design features.</i></li> <li>• <i>Location and species of proposed street trees and other vegetation.</i></li> <li>• <i>Location of existing vegetation to be retained and proposed treatment to ensure its health.</i></li> <li>• <i>Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</i></li> </ul>	Yes	Street network shown appropriately integrating with existing infrastructure.
<b>56.06-8 Lot Access</b>	<b>Met?</b>	<b>Standard C21</b>	<b>Met?</b>	<b>Comments</b>

To provide for safe vehicle access between roads and lots.	Yes	Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.	N/A	The subdivision does not create any lots the front an arterial road
		Vehicle access to lots of 300sqm or less in area and lots with frontage of 7.5m or less should be provided via rear or side access lanes, places or streets.	N/A	N/A
		The design and construction of a crossover should meet the requirements of the relevant road authority.	Yes	Each lot proposed as part of this subdivision can achieve orderly access from the existing and proposed road network. As there are no known access constraints, it is considered unnecessary to mandate crossover locations at the subdivision stage for as of right dwellings.

### INTEGRATED WATER MANAGEMENT

56.07-1 Drinking Water Supply	Met?	Standard C22	Met?	Comments
To reduce the use of drinking water	Yes	The supply of drinking water must be: <ul style="list-style-type: none"> <li>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</li> <li>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority</li> </ul>	Yes	Services will be installed in accordance with the requirements of GVW.
To provide adequate, cost-effective supply of drinking water	Yes			
56.07-2 Reused and Recycled Water	Met?	Standard C23	Met?	Comments
To provide for the substitution of drinking water for non-drinking water purposes with reused and recycled water,	N/A	Reused and recycled water supply systems must be: <ul style="list-style-type: none"> <li>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Health and Human Services.</li> <li>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li> </ul>	N/A	Recycled water systems are not available.
56.07-3 Waste Water Management	Met?	Standard C24	Met?	Comments

<p>To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</p>	Yes	<p>Waste water systems must be:</p> <ul style="list-style-type: none"> <li>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environmental Protection Authority.</li> <li>Consistent with any relevant approved domestic waste water management plan.</li> </ul>	Yes	Services will be installed in accordance with the requirements of GVW.
		<p>Reticulated waste water must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>	Yes	As above.
<b>56.07-4 Stormwater Management Objectives</b>	<b>Met?</b>	<b>Standard C25</b>	<b>Met?</b>	<b>Comments</b>
<p>To minimise damage to properties and inconvenience to residents from urban run-off.</p>	Yes	<p>The urban stormwater management system must be:</p> <ul style="list-style-type: none"> <li>Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li> <li>Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</li> <li>Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended.</li> <li>Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.</li> <li>Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.</li> </ul>	Yes	Services will be installed in accordance with the requirements of Councils Engineering Department as the drainage authority.
<p>To ensure that the street operates adequately during major storm events and provides for public safety.</p>	Yes	<p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p>	Yes	As above.
<p>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</p> <p>To encourage stormwater management that maximises the retention and reuse of stormwater.</p>	Yes	<p>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</p> <ul style="list-style-type: none"> <li>Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</li> <li>Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</li> </ul>	Yes	As above.
		<p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none"> <li>Provision must be made for the safe and effective passage of stormwater flows.</li> <li>All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</li> <li>Ensure that streets, footpaths and cycle paths that are subject to flooding meet the</li> </ul>	Yes	As above.

<p>To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.</p>		<p>safety criteria <math>d_a V_{ave} &lt; 0.35m^2/s</math> (where, <math>d_a</math> = average depth in metres and <math>V_{ave}</math> = average velocity in metres per second).</p>		
		<p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> <li>• Ensure run-off is retarded to a standard required by the responsible drainage authority.</li> <li>• Ensure that every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Where possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.</li> <li>• Ensure that inlet and outlet structures take account of the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overload flow in a safe and predetermined manner.</li> <li>• 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.</li> </ul>	Yes	As above.
		<p>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>	Yes	As above.

**SITE MANAGEMENT**

56.08-1 Site Management	Met?	Standard C26	Met?	Comments
<p>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</p>	Yes	<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"> <li>• Erosion and sedimentation.</li> <li>• Dust</li> <li>• Run-off</li> <li>• Litter, concrete and other construction wastes.</li> <li>• Chemical contamination.</li> <li>• Vegetation and natural features planned for retention.</li> </ul>	Yes	<p>A construction management plan will be conditioned prior to certification to manage these matters.</p>
<p>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</p>	Yes	<p>Recycled materials should be used for the construction of streets, shared paths and other infrastructure where practicable.</p>	N/A	<p>As above. There are no site materials that can be reused for the proposed subdivision.</p>
<p>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</p>	N/A			



<b>UTILITIES</b>				
<b>56.09-1 Shared Trenching</b>	<b>Met?</b>	<b>Standard C27</b>	<b>Met?</b>	<b>Comments</b>
<i>To maximise the opportunities for shared trenching.</i>	Yes	<i>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</i>	Yes	Services will be installed in accordance with the requirements of the relevant utility providers.
<i>To minimise constraints on landscaping within street reserves.</i>	Yes			
<b>56.09-2 Electricity, Telecommunications and Gas</b>	<b>Met?</b>	<b>Standard C28</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide public utilities to each lot in a timely, efficient and cost effective manner.</i>	Yes	<i>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.</i>	Yes	Services will be installed in accordance with the requirements of the relevant utility provider.
<i>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</i>		<i>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</i>	N/A	N/A
		<i>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.</i>	Yes	Services will be installed in accordance with the requirements of the relevant utility provider.
		<i>Where proposed to be connected, a reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency.</i>	Yes	Services will be installed in accordance with the requirements of the relevant utility provider.
<b>56.09-3 Fire Hydrants</b>	<b>Met?</b>	<b>Standard C29</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</i>	Yes	<i>Fire hydrants should be provided:</i> <ul style="list-style-type: none"> <li>• <i>A maximum distance of 120 metres from the rear of each lot.</i></li> <li>• <i>No more than 200 metres apart</i></li> </ul>	Yes	This will be required by way of conditions.
		<i>Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.</i>	Yes	Appropriate conditions have been added.

<b>56.09-4 Public Lighting</b>	<b>Met?</b>	<b>Standard C30</b>	<b>Met?</b>	<b>Comments</b>
<i>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</i>	Yes	<i>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.</i>	Yes	Public lighting details will be required prior to the issue of certification in accordance with the relevant Australian Standard. Lighting is required to be installed and operational prior to SOC.
<i>To provide pedestrians with a sense of personal safety at night.</i>	Yes	<i>Public lighting should be designed in accordance with relevant Australian Standards.</i>	Yes	As above.
<i>To contribute to reducing greenhouse emissions and to saving energy</i>	Yes	<i>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</i>	Yes	As above.