



Delegate Assessment Report

File Number: DA7942
Planning Application No. P135/22
Responsible Officer: Claire Wilkinson- Senior Statutory Planner
Attachments: Appendix A - Clause 56 Assessment

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>	
APPLICANT	Michael Cameron- Dexiosis Benalla Pty Ltd (VKM Holdings Pty Ltd)
PROPOSAL	Multi-Lot Subdivision of land and use and development of land for a Childcare Centre
APPLICATION LODGED	15 July 2022 Further information request: 16 August 2022 Further information response: 13 September 2022
NOTICE AND SUBMISSIONS	Notices sent to sixteen Owners/Occupiers of surrounding properties. Notice on site - Yes 4 objections to the application have been received.
<i>Property Details</i>	
PROPERTY ADDRESS	57 Stock Route, Mansfield
LAND DESCRIPTION	Lot B PS749838M Parish of Mansfield
RESTRICTIVE COVENANTS	Nil
LAND AREA	6.3ha
EXISTING USE	Vacant

<i>Planning Provisions</i>	
ZONE	Clause 32.08 – General Residential Zone
OVERLAYS	Nil
MUNICIPAL PLANNING STRATEGY	<p>Clause 02.03-1 – Settlement</p> <p>Clause 02.03-3 – Environmental risks and amenity (Bushfire)</p> <p>Clause 02.03-4 – Natural resource management (Water and Declared Special Water Supply Catchments)</p> <p>Clause 02.03-5 – Built environment and heritage</p> <p>Clause 02.03-6 – Housing</p> <p>Clause 02.03-8 – Transport</p> <p>Clause 02.03-9 – Infrastructure</p>
PLANNING POLICY FRAMEWORK	<p>Clause 11.01-1L – Mansfield Township</p> <p>Clause 11.02-1S – Supply of urban land</p> <p>Clause 13.02-1S – Bushfire planning</p> <p>Clause 13.07-1S – Land use compatibility</p> <p>Clause 15.01-1S – Urban design</p> <p>Clause 15.01-1L – Urban design in Mansfield Township CBD</p> <p>Clause 15.01-2S – Building design</p> <p>Clause 15.01-3S – Subdivision design</p> <p>Clause 15.01-5S – Neighbourhood character</p> <p>Clause 16.01-1S – Housing supply</p> <p>Clause 16.01-1L – Housing supply in Mansfield Township</p> <p>Clause 17.02-1S – Business</p> <p>Clause 18.02-4S – Roads</p> <p>Clause 19.03-3S – Integrated water management</p>
PARTICULAR PROVISIONS	<p>Clause 52.06 – Car parking</p> <p>Clause 53.01 – Public open space contribution and subdivision</p> <p>Clause 53.18 – Stormwater management in urban development</p>

	Clause 56 – Residential subdivision
<i>Permit Triggers</i>	
GENERAL RESIDENTIAL ZONE	<p>Clause 32.08-2 – A permit is required to use land for a Child Care Centre.</p> <p>Clause 32.08-3 – A permit is required to subdivide land.</p> <p>Clause 32.08-9 – A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.</p>
<i>Other</i>	
CULTURAL SENSITIVITY	The site is not in an area of aboriginal cultural heritage sensitivity
SITE INSPECTION	Yes

Background

Proposal

The permit applicant, Dexiosis Properties Benalla Pty Ltd (VKM Holdings Pty Ltd) seeks approval for the Multi-Lot subdivision of land (76 lots) and use and development of land for a Childcare Centre on the subject land at 57 Stock Route, Mansfield (Lot B PS905370 Parish of Mansfield).

The proposal would comprise the following features:

Subdivision

- Creation of 76 lots; being 75 lots for conventional general residential development (with areas between 451-1063m²) and one lot for the proposed Childcare Centre.
- Internal roads to connect with abutting approved (and amendment pending) subdivision at Lot A PS905370 Parish of Mansfield, which provides through connection to Stockmans Rise and Withers Lane to the west.
- Primary frontage of site to the Stock Route, with 10 lots and Childcare Centre having sole frontage to this road.
- Internal roads with widths of 20m for connection to Stockmans Drive and internal north-south road (Access Street Level 2), with other internal roads serving fewer lots having widths of 16 metres (Access Street Level 1).
- No staging of the subdivision is proposed.

Childcare Centre

- Proposed to be constructed on a new lot of 4,021m², with primary access via Stock Route.
- Total development area on the land of approximately 1,120m².

- Maximum capacity of business 164 children.
- 35 car parking spaces shown (note that Planning Report states 36 are to be provided, which accords with the requirements of Clause 52.06 Car Parking of the Mansfield Planning Scheme).
- Minimum building setback 5.83m from Stock Route and 4.55m from closest residential boundary.
- 2.1m high acoustic fencing proposed to property boundaries interfacing with residential lots.
- No hours of operation specified in the application documents for the centre.
- Single storey development form with high pitched roofing, with a maximum height of 7.55m above ground level.
- Anticipated cost of development is \$1 million.

A copy of the proposed development plans is attached below:

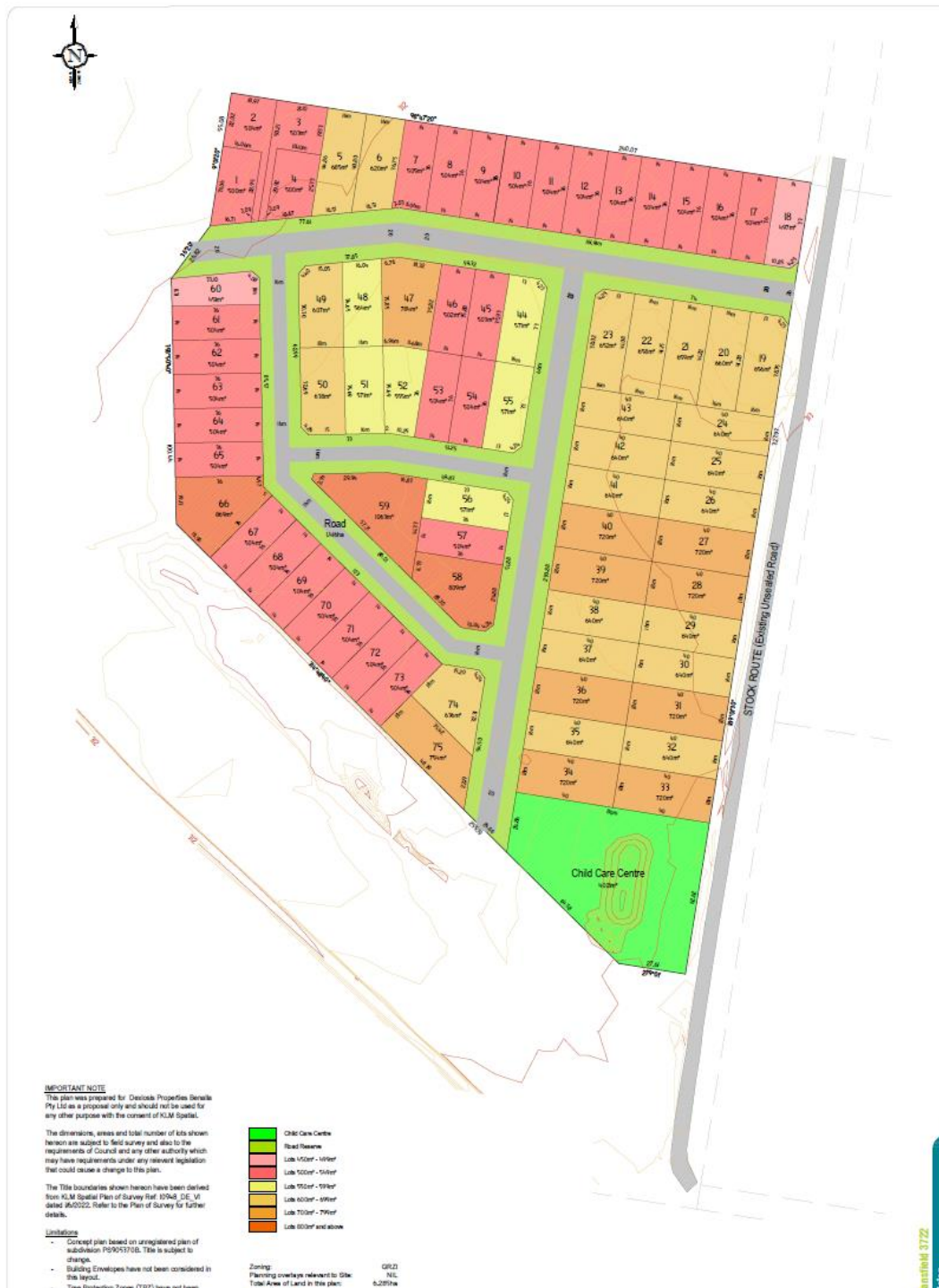


Image 1: Proposed subdivision layout (note childcare centre site in green). Source: Application documents

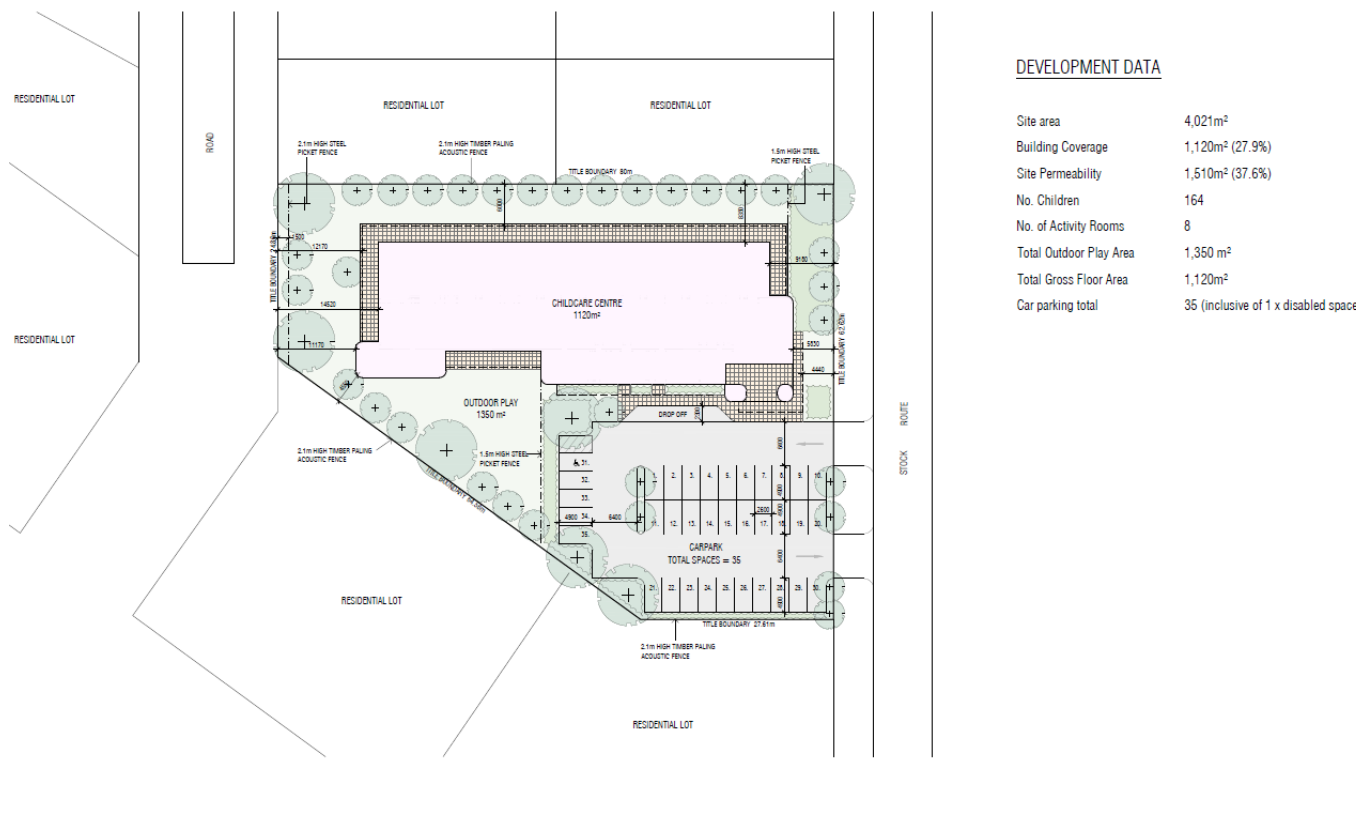


Image 2: Proposed site plan for childcare centre. Source: Application documents

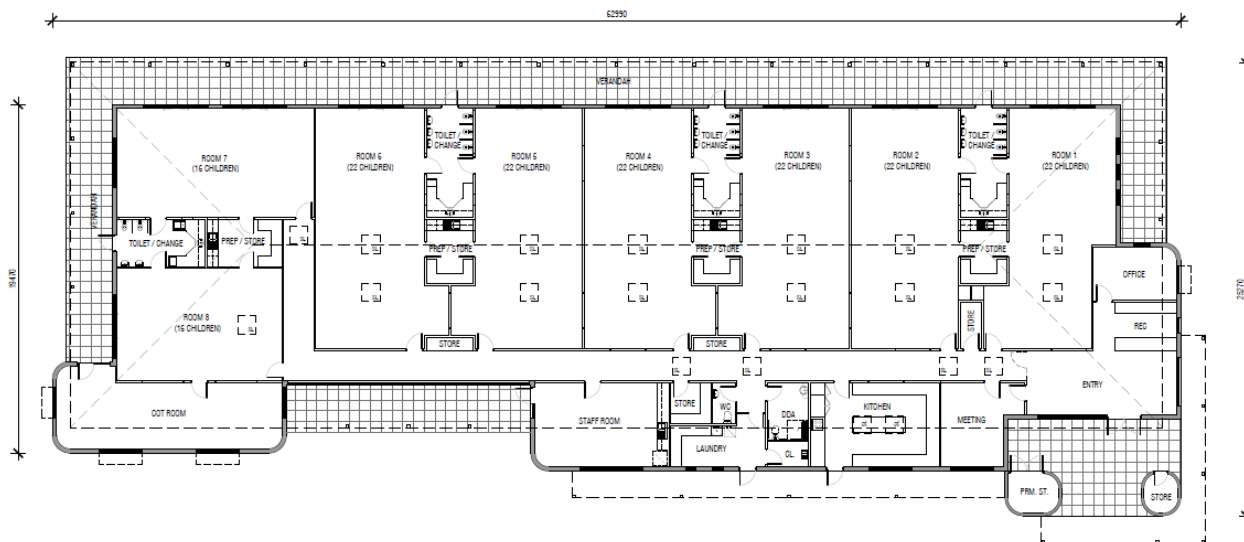


Image 3: Proposed floor plan for childcare centre. Source: Application documents



Image 4: Proposed elevations for childcare centre. Source: Application documents

Subject site, neighbourhood and environs

The subject site comprises a large General Residential greenfield site, with an area of approximately 6.3ha in one piece. The site abuts existing approved development (with an amendment currently being sought to same) which will provide through connections to the west to Stockmans Drive. The site independently has frontage to Stock Route of approximately 327.6m. The Stock Route is currently an unsealed Council road providing local access to what have historically been primarily agricultural properties.

The subject land comprises vacant residential land. While there are a number of large trees on the land, these have existing approvals to be removed and as such, are not considered an encumbering or notable feature of the site as their presence is at this point, temporary.

The site is on the urban periphery of Mansfield. Land to the north of the site is located within the Farming Zone, with active strategic work being undertaken seeking to rezone this site to a Neighbourhood Residential Zone. To the east of the site on the opposite side of the Stock Route, is land in the Industrial 1 Zone and General Residential Zone – the Industrial 1 Zoned land appears to be used for storage/light industry and sawmilling (with the site previously having

formed part of a larger sawmilling operation). The General Residential Land is vacant. Land to the south is within the Mansfield ‘Station Precinct’; being a large linear open space reserve comprising the former Mansfield Railway Station. To the west of the site is the ‘Stockmans Rise’ subdivision, comprising a Low Density Residential subdivision with lots averaging 2,000m².

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



Image 5: Aerial image of subject site and immediate Source: Council GIS images

Site History

Planning permits approved for the subject land include the following:-

- C45 Mans- Subject site was part of the Mansfield Shire Planning Scheme Rezoning Amendment from Low Density Residential LDRZ to General Residential GRZ1

Exhibited 23 September 2021 to 24 October 2021 (no submissions) Adopted by Council 16 November 2021. Approved and Gazetted 14 April 2022.

- Planning Permit P071447V/15 approved 23 December 2015, which allowed the Subdivision of land into 38 lots; and removal of native vegetation. This permit considered and approved the subdivision of Stockmans Rise and the subject land, when all land was within the Low Density Residential Zone and the loss of most large native trees. As part of the permit, the submitted Native Vegetation Impact Assessment was endorsed and the relevant permit conditions required a native vegetation offset for the total 37 trees, of which 17 are within the subject site for this proposal. This planning permit has since expired and is no longer able to be acted upon or

amended for the proposed subdivision, as such a new application was required.

Consultation

Referral Responses

<i>Referral Agency</i>	<i>Referral Trigger</i>	<i>Response</i>
AUSNET SERVICES	Clause 66.01 – Determining	Conditional consent. Response dated 20 July 2022 .
COUNTRY FIRE AUTHORITY	Clause 66.01 - Determining	Conditional consent. Response dated 16 August 2022 .
DEPARTMENT OF TRANSPORT AND PLANNING	Clause 66.02-11 - Determining	Letter of advice 16 February 2023 Further response is pending the outcome of the current Request for Further Information, requiring an amended Traffic Impact Assessment Report.
GOULBURN BROKEN CATCHMENT MANAGEMENT AUTHORITY	Section 52 notice	Consent, no conditions. Response dated 15 August 2022 .
GOULBURN VALLEY WATER	Clause 66.01 – Determining	Conditional consent Response dated 19 August 2022 .
MSC ENGINEERING	Internal comment	

Clause 66.02-11 Land Use and transport integration.

An application to subdivide land, to construct a building or to construct or carry out works for a residential development comprising 60 or more dwellings or lots must be referred to the Department of Transport and Planning as a Section 55 Determining referral authority.

The Department of Transport and Planning in their correspondence dated 16 February supports a closure of Stock Route, as a through-road, to the south of the subject site to prevent vehicles from accessing Maroondah Highway at the Maroondah Highway/Stock Route intersection. Access to allow emergency service vehicles only is supported.

The proposed development will generate additional traffic which may trigger a need for mitigating works at the intersections of Midland Highway/Dead Horse Lane and Maroondah Highway/Withers Lane.

Further information has been requested from The Department of Transport and Planning prior to a determination being made:

- A Transport Impact Assessment in accordance with the relevant guidelines. This report

must address traffic and access issues arising from the proposed development on Maroondah Highway in particular, its impact on the intersections of Midland Highway/Dead Horse Lane and Maroondah Highway/Withers Lane. predicted traffic generation and the impact of the development on the existing arterial road network in all relevant peak periods. The report will also identify any mitigation works required.

Advertising

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

- (a) Direct mail notification to sixteen adjoining and nearby owners and occupiers;
- (b) Signs on site; and
- (c) Public notice in the Mansfield Courier newspaper.

As a result of public notification, four objections to the application have been received. The concerns raised by objectors include:

- Traffic impacts to Stockmans Rise and broader road network from the subdivision; and
- Vegetation removal/lack of public open space.

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

Consultation

Subsequent to the close of the advertising period, a meeting of parties was held at Council's offices between the permit applicants, Councils Officers and submitters on 13 December 2022 the purpose of the meeting was to discuss the concerns raised and what matters Council may consider in determining the permit application.

During the meeting the permit applicant suggested, and agreed to, a slight re-design of subdivision to remove the proposed battle-axe designed lots at Lots 1, 2, 3, and 4. An amended plan is yet to be submitted and is therefore a requirement included in the recommended permit conditions.

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.*

Officer Response:

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 rezoning of the land from Low Density Residential to General Residential achieves this outcome and provides for an appropriate residential development option close to the CBD. Permit conditions will require works to be undertaken to the Stock Route (particularly northbound towards Dead Horse Lane) and Stockmans Drive connections, which will assist in directing traffic away from the Stock Route via the Station Precinct, in line with the policy preference towards its eventual closure.

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.*
 - *Childcare centre.*

Officer response:

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 south-west, north and east, which would be mitigated by existing residential developments on Stockmans Drive. 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 minimum 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.

In regards to the proposed childcare centre, permit conditions will require the preparation of a Bushfire Emergency Management Plan, which will ensure that the increased risk to human life from such a use is appropriately managed.

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

Clause 13.07-1S – Land use compatibility

Objective

- *To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.*

Relevant Strategies

- *Ensure that use or development of land is compatible with adjoining and nearby land uses.*
- *Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.*
- *Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.*
- *Protect existing commercial, industrial and other uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.*

Officer response:

The proposed development comprises the residential use and development of residential zoned land, in a manner envisaged by the Mansfield Planning Scheme. The application is accompanied by an acoustic report which proposes various mitigation measures to minimise impacts to adjoining and nearby sensitive land uses.

While there is Industrial Zoned land to the east of the site, no objections have been received from these operators, with this land sitting in isolation from the core industrial areas of Mansfield. The Mansfield Township Framework Plan at Clause 11.01-1L-01 seeks to remove this piece of Industrial land in the long term; with the consequence being that residential use is the expected and preferred outcome for the site and area. Consequently, it is considered that the proposal currently provides for appropriate land use compatibility, and may aid the long term strategic vision in relation to the isolated Industrial land to the east transitioning away from such uses.

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.*

Officer response:

The proposed subdivision is considered responsive to the surrounding context and character, providing a diversity of lot sizes that will appropriately transition from a low density development form to the west of the site to a conventional residential area (noting that land to the east of the Stock Route is also zoned General Residential). 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.*

Officer response:

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, in close proximity to the linear drainage reserve in Stockmans Drive and the Station Precinct. The childcare centre is designed appropriately and will be sympathetic with the residential character of the area.

Clause 15.01-2S – Building design

Objective

- *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

Relevant Strategies

- *Require a comprehensive site analysis as the starting point of the design process.*
- *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
- *Ensure development responds and contributes to the strategic and cultural context of its location.*
- *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
- *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
- *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
- *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
- *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
- *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
- *Encourage development to retain existing vegetation.*

Officer response:

The design and form of the childcare centre is such that it will present to abutting properties and the streetscape as a large dwelling, with materials and form consistent with the valued alpine character of Mansfield. The vast majority of lots provide good interface to the public realms. There is an anomaly of the two battle axe lots in the north-western corner of the subdivision. The developer has verbally consented to remove/ reconfigure these, which will ensure development responds to the site and area context.

Furthermore, recommended conditions would require a restriction on Title to ensure future residential buildings are appropriately designed to reflect a high-quality subdivision design. These design features were recommended by the permit applicant in an effort to address some submitter concerns.

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.*

Officer response:

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*

Officer response:

The subject site and immediate surrounds represent a transition area from low density development to 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.*

Officer response:

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.*

Officer response:

The proposal provides for higher density development than what otherwise would have been realised under the former Low Density Residential Zoning. 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 17.02-1S - Business**Objective**

- *To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.*

Relevant Strategies

- *Ensure that use or development of land is compatible with adjoining and nearby land uses.*
- *Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.*
- *Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.*
- *Protect existing commercial, industrial and other uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.*

Officer response:

As previously discussed, the proposed childcare centre is considered compatible with adjoining future residential land use, in a manner that each use can be protected from adverse impact from each other. Childcare centres are reasonably envisaged in a residential zone in such circumstances, and in this instance will provide a net community benefit to the immediate and broader area.

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.*

Officer response:

The proposal will provide greater road connections through Stockmans Drive, and improve the quality and useability of the Stock Route as that road begins to service conventional residential lots rather than rural/agricultural properties. A Traffic Impact Assessment Report has been submitted with the application, which justifies the proposed road construction widths within the subdivision and finds that the surrounding road network can cater for the increased traffic (noting

that when Stockmans Drive was subdivided, it was envisaged that the subject land would be developed for residential purposes, albeit at a lower density). Car parking for the childcare centre is appropriate as discussed further in this report.

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.*

Officer response:

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 conditions.

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.*

Non-residential use and development

- *Whether the use or development is compatible with residential use.*
- *Whether the use generally serves local community needs.*
- *The scale and intensity of the use and development.*
- *The design, height, setback and appearance of the proposed buildings and works.*
- *The proposed landscaping.*
- *The provision of car and bicycle parking and associated accessways.*

- *Any proposed loading and refuse collection facilities.*
- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

Officer response:

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 establishing residential area within walking distance of the Mansfield town centre. Given the absence of general residential development immediately abutting the site (as development in Stockmans Rise west of the drainage reserve is Low Density Residential Zone), 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.

In terms of the proposed childcare centre, the proposed use is one that is much needed within Mansfield, with the zone envisaging such community orientated uses to establish where interface issues can be appropriately addressed. The intensity of the use is considered compatible with residential use, with the submitted acoustic report demonstrating that the centre can operate without unreasonable impact on future residents. The proposed built form is designed to be compatible with a residential area, and from abutting properties will largely present like a large dwelling screened by boundary landscaping. The development form is considered to provide a positive outcome for the area.

Objections to the proposal raise traffic concerns, particularly relating to the Stock Route through the station precinct and through Stockmans Rise. In terms of Stockmans Rise, the development of the subject land will ultimately increase traffic flows, however this is a reasonable expectation with any development of the subject land for residential purposes. The location of the proposed childcare centre, coupled with upgrade works required to the Stock Route and that have been undertaken by Council to Dead Horse Lane, will incentivise traffic to utilise alternative routes than Stockmans Drive in accessing this facility. 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.

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 52.06 – Car parking

Purpose

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Officer response:

The application documents state that the proposed childcare centre will provide 36 car parking spaces. Pursuant to Clause 52.06-5, car parking is to be provided at a rate of 0.22 spaces/child. Based on the submitted plans showing a maximum capacity of 164 children, 36 car parking spaces are required and the statutory requirement would be met.

It is noted that the submitted plans only show 35 car parking spaces for the centre, which is a shortfall of 1. Given that no application has been made to reduce the requirement and the material

states that 36 will be provided, this will be required to be shown by way of an amended plans conditions.

All car parking spaces proposed on site comply with the design standards specified at Clause 52.06-9 of the Scheme. As such, the proposed centre is considered acceptable with regards to car parking provision.

Clause 53.18 – Stormwater Management in Urban Development

Purpose

- *To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.*

Officer response:

In relation to the proposed childcare centre, the site provides ample permeable space and gardens to ensure that stormwater can be harvested, stored and re-used on the site without adverse impacts to other land. In relation to the subdivision, detailed stormwater designs will be required as a condition of approval to ensure no impacts to the broader stormwater or waterway network in Stockmans Rise.

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.*

Officer response:

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. In terms of the childcare centre, the proposal provides for a needed community service within Mansfield, in an area that will be well serviced and located for such a use to establish without adverse impact to surrounding land uses. The proposed subdivision creates a variety of lot sizes consistent with the intent of the zone, that harmonise with approved and proposed subdivisions of adjoining land and will facilitate increased residential development within Mansfield. While native vegetation will be removed from the site, this approval has already been granted previously and the vegetation offset, such that it is already considered lost for the purpose of this permit application.

The proposal will increase traffic generation to Stockmans Rise and the Stock Route (and by extension, Dead Horse Lane and Withers 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 upgrade the Stock Route and undertake appropriate works to ensure the safe and efficient operation of the transport network.

Response to Objector Concerns

Traffic impacts to Stockmans Rise and broader road network from the subdivision

Response: As discussed through this report, the development of the subject land for residential purposes has always been envisaged since Stockmans Rise was developed. 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 (as per the submitted Traffic Impact Assessment Report), with the permit holder to be required to undertake works to the Stock Route to allow traffic to exit the development without following Stockmans Drive. In the long term, residents of the LDRZ estate in Stockmans Rise may also utilise the through connections in the subdivision to access services without going via Withers Lane.

Vegetation removal/lack of public open space

Response: In terms of vegetation removal, the removal has already been permitted and does not form part of this assessment. Previously issued planning permit P071447V/15, dated 23 December 2015, allowed a 38 Lot Subdivision and removal of Native Vegetation. This permit was issued for the subject land (when it was zones Low Density Residential) and the adjoining land, now known as Stockmans Rise. A total of seventeen (17) large trees were identified for required offsetting within the subject site and have since been appropriately offset.

The design of the subdivision could allow for some native vegetation to potentially be retained within proposed Road Reserves. Whilst this cannot be a requirement of any permit issued, Council is encouraging the Applicant to retain native vegetation where possible. Furthermore, the recommended conditions would require a significant number of new plantings of fairly established trees to be within the Road Reserves.

Whether the decision to remove the vegetation was meritorious or not, is unfortunately outside of what can be considered in this application.

In terms of public open space, the site and surrounds are well located and serviced by the linear reserve to the west of the site, the Great Victorian Rail Trail, and the Station Precinct more generally. There is no impetus to requiring additional open space in this subdivision with other open space reserves in the immediate area.

Character of the area

Response: The meeting of parties raised that some of the proposed lot configurations are not reflective of the predominant pattern of existing development. The applicant indicated that they are willing to amend the proposed plan of subdivision to remove battle-axe style allotments in the far north western corner of the proposed subdivision (Lots 1 – 4).

Conclusions

This application proposes the multi lot subdivision of land and use and development of a childcare centre at the site known as 57 Stock Route, 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, particular provisions relating to car parking and general decision guidelines.

The proposal will provide for the use of land for a needed community service to Mansfield in a well serviced location, and 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 officer assessment of the current proposal acknowledges that the proposed subdivision will generate additional traffic which may trigger a need for mitigating works at the intersections of Midland Highway/Dead Horse Lane and Maroondah Highway/Withers Lane as well as the Stock Route access off the Maroondah Highway. Further information is required in the form of an amended Traffic Impact Assessment.

The application is recommended for approval subject to the Consent of the Department of Transport and Planning in their capacity as a determining referral authority.

Officer Recommendation

NOTICE OF DECISION TO GRANT A PLANNING PERMIT

That Council issue a **Notice of Decision to Grant a Planning Permit** for Planning Application P135/22 for a Multi-Lot Subdivision of land and use and development of land for a Childcare Centre on Lot B PS749838M Parish of Mansfield commonly addressed as 57 Stock Route, Mansfield in accordance with the endorsed plans and subject to the following conditions: -

Amended Plans Required

1. Prior to the commencement of works and certification of the plan of subdivision, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the plans will be endorsed and will then form part of the permit.
 - ▶
 - ▶ The plans must be drawn to scale and be generally in accordance with those submitted with the application, but modified to show:
 - ▶
 - a) Amended plan of subdivision that reconfigures lot layout to remove the battle-axe shaped lots and proposed Lots 1, 2, 3, and 4.
 - b) Proposed staging of the subdivision, including the Childcare Centre.
 - c) Provision of 36 car parking spaces for the childcare centre.
 - d) Waste storage and collection areas for the childcare centre.
 - e) All plant and equipment for the childcare centre, screened from public view and suitably baffled.
 - f) Details of all reports per Conditions 3-8 and 29-33 of this permit.
 - ▶
2. Prior to the commencement of works and certification, an amended Traffic Impact Assessment must be submitted in accordance with the relevant guidelines considering the closure to through traffic on Stock Route, from Maroondah Highway. This report must address traffic and access issues arising from the proposed development, the adjoining proposed development of 27 Lots and additional traffic by Heavy Vehicle Alternative Route on Dead Horse Lane / Stock Route intersection, Midland Highway/Dead Horse Lane and Maroondah Highway/Withers Lane. The report will also identify a list of any mitigation works required at the intersections.

Endorsed Plans

- ▶
3. The use, development and 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.

Childcare Centre - Prior to commencement of works

4. Prior to the commencement of works, a stormwater management plan to the satisfaction of the Responsible Authority must be submitted to and approved by the responsible authority. The stormwater system must be designed to meet the objectives of Clause 53.18 of the Mansfield Planning Scheme and be designed to:
 - a) Restrict flows to pre-developed levels.
 - b) 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).
 - c) Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.

When approved, the plan will be endorsed and will then form part of this permit.

5. Prior to the commencement of works, a Waste Management Plan must be submitted to and approved by the Responsible Authority. When approved the WMP will be endorsed and will then form part of the permit.
- ▶ The Waste Management Plan must provide for the following matters:
 - a) Details on the number, volume and location of waste receptacles.
 - b) How appropriate management of the waste and recycling will be ensured.
 - c) Detail of the bin storage area showing path of access, hard waste areas etc.
 - d) Detail of the frequency of waste collections.
 - e) Swept paths demonstrating access and egress for the largest expected waste collection vehicle to the waste storage area. If waste is to be collected within car parks, collection vehicles must enter and exit forward facing.
 - f) Include a notation that any drainage at bin wash areas will be to a sewerage outlet only (not stormwater).

All waste collection must be undertaken in accordance with the endorsed Waste Management Plan to the satisfaction of the Responsible Authority. No alterations to the Waste Management Plan may occur without the prior written consent of the Responsible Authority.

- ▶
 6. Prior to the commencement of works, a detailed landscape plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and must show:
 - a) Details of surface finishes of pathways and driveways.
 - b) A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.
 - c) Landscaping and planting within all open areas of the site.
 - d) Suitable landscaping and plantings along the Stock Route (eastern) boundary.
 All species selected must be to the satisfaction of the responsible authority. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the

responsible authority, including that any dead, diseased or damaged plants are to be replaced.

7. Prior to the commencement of works, a construction management plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. The construction management plan must describe how the site will be managed prior to and during the construction period and set out requirements for managing:
 - a) Erosion and sediment.
 - b) Stormwater.
 - c) Litter, and other construction wastes.
 - d) Chemical contamination.

When approved, the plan will be endorsed and will then form part of this permit.

8. Prior to the commencement of works, a Bushfire Emergency Management Plan (BEMP) must be submitted to and approved by the Responsible Authority. Once approved, the BEMP will be endorsed and will then form part of the permit.
- ▶ The BEMP must be developed in accordance with AS 3745-2010 Planning for emergencies at facilities and specifically consider the following in response to the bushfire risks:
- a) Clearly describe the emergency management arrangements that will be implemented to reduce the risk of bushfire and should address the following matters:
 - i. Describe property and business details.
 - ii. Identify the purpose of the BEMP stating that the plan outlines procedures for:
 - 1) Closure of premises on any day with a Fire Danger Rating of Code Red.
 - 2) Evacuation (evacuation from the site to a designated safer off-site location).
 - 3) Shelter-in-place (remaining on-site in a designated building).
 - iii. Review of the BEMP
 - iv. Outline that the plan must be reviewed and updated annually prior to the commencement of the declared Fire Danger Period
 - v. Include a Version Control Table.
 - vi. Roles and Responsibilities:
 - 1) Detail the staff responsibilities for implementing the emergency procedures in the event of a bushfire and the triggers for acting. For example, when the facility will be closed and the circumstances under which guests and patrons will shelter in place or evacuate.
 - vii. Emergency contact details
 - viii. Bushfire monitoring procedures
 - 1) Details the use of radio, internet and social networks that will assist in monitoring potential threats during the bushfire danger period.
 - 2) Describe and show (include a map) the area to be monitored for potential bushfire activity.

Childcare Centre – Operating and amenity

- ▶ 9. Prior to the commencement of the use authorised by this permit, all works required as per the endorsed plans (including but not limited to the built form, stormwater drainage, accessways and landscaping) must be completed to the satisfaction of the Responsible Authority.
- ▶ 10. Except with the prior written consent of the Responsible Authority, the Childcare Centre must only operate between:
 - a. 6:00am – 6:30pm Monday to Friday.
- ▶ 11. Waste collection must only be undertaken between:
 - a. 7am – 6pm Monday to Friday; and
 - b. 7am – 1pm Saturdays.
- ▶ 12. Prior to the commencement of use, the permit holder must implement all recommendations of the Renzo Tonin and Associates Acoustic Report, reference MD921-01F01.
- ▶ 13. All plant and equipment (including, but not limited to air conditioner condensers, exhaust fans and other mechanical services) must be baffled so as to comply with EPA Publication 1826 *Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues*, and must be screened from public view.
- ▶ 14. The use must at all times comply with EPA Publication 1826 *Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (or as amended).
- ▶ 15. Prior to the commencement of the use authorised by this permit, the area set-aside for vehicle access and movement through the site, as shown on the endorsed plans, must be:
 - a. constructed;
 - b. properly formed to such levels that they can be used in accordance with the plans;
 - c. surfaced with an all-weather coat;
 - d. drained;
 - e. line marked to indicate each car space and all access lanes; and
 - f. clearly marked to show the direction of traffic along access lanes and driveways,▶ to the satisfaction of the Responsible Authority. Car spaces, access lanes and driveways must be kept available for these purposes at all times.
- ▶ 16. The loading and unloading of goods, including waste collection must be carried out entirely within the boundaries of the subject land.
- ▶ 17. Outdoor lighting must be designed, baffled and located to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.
- ▶ 18. Maintenance of all building's surrounds and accessways within the site must be carried out

so that the site is neat, tidy and clean at all times to the satisfaction of the Responsible Authority.

- ▶
- 19. The landscaping shown on the endorsed plans must be maintained in good condition to the satisfaction of the Responsible Authority, and any dead, dying, diseased or damaged plants are to be replaced with like for like replacements of the same or greater size.
- ▶
- 20. The stormwater management system must be maintained in good working order at all times to the satisfaction of the Responsible Authority.
- ▶
- 21. The external materials of the Childcare Centre, including the roof, must be constructed of materials of muted colours to protect the aesthetic amenity of the area. No materials having a highly reflective surface must be used.
For the purpose of this clause "highly reflective" includes unpainted or untreated aluminium, zinc or similar materials.

Subdivision Conditions – Prior to Certification

- 22. 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 development on the land must not consist of or include:
 - i. Tiled roofing
 - ii. Colorbond fencing, or similar
 - iii. Fencing forward of the front façade of the dwelling
 - iv. Any fencing higher than 1.8m from natural ground level
- ▶ The restriction must not include provisions that allow for written consent to vary its requirements.
- 23. 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.
- ▶
- 24. 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.
- ▶
- 25. 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.
- ▶
- 26. Prior to certification of the plan of subdivision for each stage, road names must be submitted to and approved by the Responsible Authority. Until such time as these road

names are approved, they should not be shown on any plans submitted for endorsement or certification.

▶ 27. 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.

▶ 28. 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.

▶ 29. 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.

If the submitted plans show that waste collection is dependent on through roads being constructed through the abutting lot (Lot A PS905370), such roads must be constructed prior to the issue of a Statement of Compliance for the subdivision.

▶ 30. 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.

▶ 31. Prior to 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:

- a. A detailed drainage and detention design for the subdivision. The capacity of detention system must cater for any flows through the site and detain a 1% AEP event. The proposed design must meet current best practice performance objectives contained in *Urban Stormwater – Best Practice Environmental Management Guidelines*.
- b. On-site detention by use of rainwater tanks or similar detention system(s) designed by a suitably qualified engineering consultant to ensure no net increase in stormwater discharge from predevelopment levels by the proposed development.

- c. Measures to enhance stormwater discharge quality from the development including output from “MUSIC” with design calculation summaries of the treatment elements.
- d. A maintenance plan for all stormwater treatment assets.



32. Prior to the certification of the plan of subdivision, a Site Management Plan (SMP) is to be submitted and approved by Council. The SMP must contain at minimum:
- a) Protection of significant native vegetation during the construction of roads, reticulated services and other infrastructure.
 - b) Prevention of adverse environmental impacts on existing waterways including through run-off and siltation.
 - c) Procedures to ensure access by construction vehicles during the construction does not impact the amenity of the surrounding neighbourhood.
 - d) Measures in accordance with EPA Victoria Publication 960 *Doing it right on subdivisions: Temporary environmental protection measures for subdivision construction sites*.
- ▶
33. 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 street 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 – Work's requirements

34. 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.
- ▶
35. 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.
- ▶
36. 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.
- ▶
37. All construction and ongoing activities must be in accordance with sediment control principles outlined in 'Construction Techniques for Sediment Pollution Control' (EPA, 1991).
- ▶
38. All services must avoid root zones of existing retained 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.
- ▶
39. Temporary barriers must be erected around the drip line of existing trees and maintained during construction to the satisfaction of the Responsible Authority.
- ▶
40. 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.
- ▶
41. All pavement is to be constructed in accordance with the Infrastructure Design Manual (IDM) and a suitably qualified CEng, National Engineering Registered (NER) engineer, to the satisfaction of the Responsible Authority.
- ▶
42. 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.

- ▶ 43. 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.
- ▶ 44. 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.
- ▶ 45. 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).
- ▶ 46. All road intersections must be signed, and line marked to be compliant with VicRoads Traffic Engineering Manual Volume 2.
- ▶ 47. All new powerlines within the subdivision must be underground.

Subdivision Conditions – Prior to Statement of Compliance

- ▶ 48. 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.
- ▶ *External Road Infrastructure*
 - ▶ 49. Prior to the issue of a Statement of Compliance, the permit holder must construct the Stock Route, where Stock Route adjoins the subject land, to a minimum standard of Access Street – per IDM standard, including:
 - a. Sealed 2-way carriageway with minimum 7.3m lane width;
 - b. A Basic Left Turn and Basic Right Turn lane into Stockmans Rise and the proposed Childcare Centre;
 - c. On-street car parking on the western side of the Stock Route; and
 - d. Provision of a 1.5m footpath on the western side of the Stock Route
 - ▶ 50. Prior to the issue of a Statement of Compliance, the remainder of the Stock Route on the North side of the development connecting to Dead Horse Lane will remain an unsealed

road but must be upgraded with improved horizontal and vertical alignments, widened, re-sheeted with drainage improvements to the satisfaction of the responsible authority.

- ▶ 51. The Stock Route, south of the subject land, is to be closed to through traffic from Maroondah Highway. The closure will be completed by the relevant authorities, at the request of the permit holder.
Prior to the issued of a Statement of Compliance appropriate signage is to be placed at the intersection of Stock Route and the new internal road to identify the road closure, or no-through traffic, to the satisfaction of the Responsible Authority.

Internal Road Infrastructure

- 52. Before the use and development hereby permitted starts, all design drawings must be submitted to Council for approval.
 - a. All roads, road reserve, court bowls, footpaths, on street parking, kerb and channelling are to be designed in accordance with the Infrastructure Design Manual (IDM) and to the satisfaction of the Council.
- 53. All pavement is to be constructed in accordance with the Infrastructure Design Manual (IDM) and by a suitably qualified CPEng, National Engineering Registered (NER) engineer, to the satisfaction of the Responsible Authority.
- ▶ 54. Concrete footpaths must be provided on both sides of all the roads and must be connected to existing footpaths.
- 55. Traffic calming treatments must be installed in accordance with Austroads.
- 56. 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).
- 57. All road intersections, shall be signed and line marked to be compliant with VicRoads Traffic Engineering Manual Volume 2.
 - ▶
- 58. Prior to the issue of a Statement of Compliance, all nature strips must be seeded and fertilised and grass must be established to the satisfaction of the Responsible Authority
- ▶ 59. 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.

- ▶
- 60. Prior to the issue of Statement of Compliance under the Subdivision Act 1988 for the subdivision, the permit holder must provide 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.

- ▶
- 61. 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.

- 62. The waste pad shown on any approved construction plans must be installed to the satisfaction of the Responsible Authority.
- ▶
- 63. 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.
- ▶
- 64. All stormwater infrastructure such as retardation and treatment facilities must be completed to the satisfaction of the Responsible Authority.
- ▶ All infrastructure will remain the responsibility of the developer for a period of two (2) years following the issue of a Statement of Compliance for the subdivision. The stormwater infrastructure must be maintained to a standard acceptable to the Responsible Authority.
- ▶
- 65. 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.
- ▶
- 66. 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.

▶

67. 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.

68. 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.

▶

69. 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.

Ausnet Services

70. 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.

▶

71. 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

72. 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.

Goulburn Valley Water

- ▶ 73. Payment of new customer contribution charges for water supply to the development, such amount being determined by the Corporation at the time of payment;
- ▶ 74. 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; (The works may include, but not be limited to water main upgrade/extension, construction of a water booster pumping station, storage or tanks and trunk mains);
- ▶ 75. Water Supply network augmentation works are required;
- ▶ 76. 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;
- ▶ 77. Payment of new customer contributions charges for sewerage services to the development, such amount being determined by the Corporation at the time of payment;
- ▶ 78. 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 sewer main upsizing/duplication and pump station upgrades);
- ▶ 79. Provision of easements in favour of the Goulburn Valley Region Water Corporation over all existing and proposed sewer mains located within private property;
- ▶ 80. Pursuant to Section 36 of the Subdivision Act, if the Corporation considers that, for the economical and efficient subdivision and servicing of the land covered by the Application for Permit, it requires the owner of the land to acquire an easement over other land in the vicinity. That is, any land not owned by the Developer through which a sewerage extension servicing the development is to be located, easements shall be created in favour of the Corporation;
- ▶ 81. 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;
- ▶ 82. 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

83. This permit as it relates to subdivision will expire if one of the following circumstances applies:

- a. The plan of subdivision for the first stage is not certified under the Subdivision Act 1988 within two (2) years of the date of this permit.
- b. The plan of subdivision for each subsequent stage is not certified under the Subdivision Act 1988 within two (2) years of the previous stage.
- c. The subdivision is not completed within five (5) years of the date of certification under the Subdivision Act 1988.

▶ 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*.

84. This permit as it relates to use and development will expire if one of the following circumstances applies:

- a. The development has not commenced within two (2) years of the date of this permit.
- b. The development is not completed, and the use commenced within four (4) years of the date of this permit.
- c. The use ceases for a period of two (2) or more years.

▶ 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*.

Planner Responsible:	Claire Wilkinson Senior Statutory Planner	Reviewed by:	Nicole Embling Coordinator Statutory Planning
.....		
Signature:		Signature:	
.....		
Date:	7 March 2023	Date:	15 March 2023
.....		

Appendix A: Clause 56 Assessment

POLICY IMPLEMENTATION				
56.02-1 Strategic Implementation	Met?	Standard C1	Met?	Comments

<p><i>To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.</i></p>	<p>Yes</p>	<p><i>An application must be accompanied by a written statement that describes how the subdivision is consistent with and implements any relevant growth area, activity centre, housing, access and mobility, community facilities, open space and recreation, landscape (including any native vegetation precinct plan) and urban design objective, policy, strategy or plan for the area set out in this scheme.</i></p>	<p>Yes</p>	<p>For the reasons discussed throughout the assessment, the application is considered to be consistent with policies relating to residential land development and urban growth.</p>
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<p>LIVEABLE AND SUSTAINABLE COMMUNITIES</p>				
<p>56.03-1 Compact and walkable neighbourhoods</p>	<p>Met?</p>	<p>Standard C2</p>	<p>Met?</p>	<p>Comments</p>
<p><i>To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.</i></p> <p><i>To allow easy movement through and between neighbourhoods for all people.</i></p>	<p>Yes</p>	<p><i>A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area set out in this scheme.</i></p> <p><i>An application for subdivision must include a plan of the layout of the subdivision that:</i></p> <ul style="list-style-type: none"> • <i>Meets the objectives (if relevant to the class of subdivision specified in the zone) of:</i> <ul style="list-style-type: none"> • <i>Clause 56.03-2 Activity centres</i> • <i>Clause 56.03-3 Planning for community facilities</i> • <i>Clause 56.04-1 Lot diversity and distribution</i> • <i>Clause 56.06-2 Walking and cycling network</i> • <i>Clause 56.06-3 Public transport network</i> • <i>Clause 56.06-4 Neighbourhood street network</i> • <i>Shows the 400 metre street walking distance around each existing or proposed bus stop, 600 metres street walking distance around each existing or proposed tram stop and 800 metres street walking distance around each existing or proposed railway station and shows the estimated number of dwellings within those distances.</i> • <i>Shows the layout of the subdivision in relation to the surrounding area.</i> • <i>Is designed to be accessible for people with disabilities.</i> 	<p>Yes</p>	<p>For the reasons discussed throughout the assessment, the application is considered to be consistent with policies relating to residential land development and urban growth.</p> <p>Complies (as appropriate).</p>
<p>56.03-2 Activity centre</p>	<p>Met?</p>	<p>Standard C3</p>	<p>Met?</p>	<p>Comments</p>

<p><i>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location</i></p>	<p>N/A</p>	<p><i>A subdivision should implement any relevant activity centre strategy, plan or policy for the area set out in this scheme.</i></p> <p><i>Subdivision should be supported by activity centres that are:</i></p> <ul style="list-style-type: none"> • <i>Accessible by neighbourhood and regional walking and cycling networks.</i> • <i>Served by public transport that is connected to the regional public transport network.</i> • <i>Located at public transport interchange points for the convenience of passengers and easy connections between public transport services.</i> • <i>Located on arterial roads or connector streets.</i> • <i>Of appropriate size to accommodate a mix of uses that meet local community needs.</i> • <i>Oriented to support active street frontages, support street-based community interaction and pedestrian safety</i> 	<p>N/A</p>	<p>N/A – The Mansfield Framework Plan does not intend for this site to be developed for an activity centre. The site is relatively close (800m approx.) to the Mansfield CBD.</p>
<p>56.03-3 Planning for community facilities</p>	<p>Met?</p>	<p>Standard C5</p>	<p>Met?</p>	<p>Comments</p>
<p><i>To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.</i></p>	<p>Yes</p>	<p><i>A subdivision should:</i></p> <ul style="list-style-type: none"> • <i>Implement any relevant regional and local community facility strategy, plan or policy for the area set out in this scheme.</i> • <i>Locate community facilities on sites that are in or near activity centres and public transport.</i> <p><i>School sites should:</i></p> <ul style="list-style-type: none"> • <i>Be integrated with the neighbourhood and located near activity centres.</i> • <i>Be located on walking and cycling networks.</i> • <i>Have a bus stop located along the school site boundary.</i> • <i>Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets.</i> • <i>Adjoin the public open space network and community sporting and other recreation facilities.</i> • <i>Be integrated with community facilities.</i> • <i>Be located on land that is not affected by physical, environmental or other constraints.</i> <p><i>Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne. Primary schools should be located on connector streets and not on arterial roads.</i></p> <p><i>New State Government school sites must meet the requirements of the Department of Education and Training and abut at least two streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.</i></p>	<p>Yes</p>	<p>The proposal includes a childcare centre, and is within a reasonable distance of existing school facilities within Mansfield.</p>

56.03-4 Built Environment	Met?	Standard C5	Met?	Comments
<i>To create urban places with identity and character.</i>	Yes	<p><i>The built environment should:</i></p> <ul style="list-style-type: none"> <i>Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.</i> <i>Provide living and working environments that are functional, safe and attractive.</i> <i>Provide an integrated layout, built form and urban landscape.</i> <i>Contribute to a sense of place and cultural identity.</i> <p><i>An application should describe the identity and character to be achieved and the elements that contribute to that identity and character.</i></p>	Yes	As deliberated throughout this report, the proposal is consistent with the strategic direction for the area. The layout of the subdivision is functional and complements surrounding development.

LOT DESIGN				
56.04-1 Lot Diversity and Distribution	Met?	Standard C7	Met?	Comments
<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	<p><i>A range and mix of lot sizes should be provided including lots suitable for the development of:</i></p> <ul style="list-style-type: none"> <i>Single dwellings</i> <i>Two dwellings or more.</i> <i>Higher density housing.</i> <i>Residential buildings and Retirement Villages</i> 	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</i>	N/A	No lots less than 300sqm are proposed.

		<i>suitable for Residential buildings and Retirement villages should be located in and within 400 metres street walking distance of an activity centre.</i>				
56.04-2 Lot Area and Building Envelopes	Met?	Standard C8	Met?	Comments		
<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>	Yes	<i>An application to subdivide land that creates lots of less than 300sqm should be accompanied by information that shows:</i>	N/A	No lots less than 300sqm are proposed.		
		<ul style="list-style-type: none"> <i>That the lots are consistent or contain a building envelope that is consistent with a development approved under this scheme, or</i> <i>That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</i> 				
		<i>Lots of between 300sqm and 500sqm should:</i>			Yes	Each lot between 300 – 500m ² can contain a rectangle measuring 10m x 15m.
		<ul style="list-style-type: none"> <i>Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</i> <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 x 15m if a boundary wall is nominated as part of the building envelope</i> 				
		<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>			N/A	No dwellings are proposed as part of the subdivision.
		<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>			Yes	Each lot greater than 500m ² can contain a rectangle measuring 10m x 15m.
		<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>			N/A	No building envelopes are proposed.
<ul style="list-style-type: none"> <i>The objectives of the relevant standard are met, and</i> <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> 						
<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>	N/A	No building envelopes are proposed.				
<ul style="list-style-type: none"> <i>The building envelope must meet Standards A10 and A11 and Clause 54 in relation to the adjoining lot, and</i> 						

		<ul style="list-style-type: none"> The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement. 		
		<p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations. Existing or proposed easements on lots. Significant vegetation and site features. 	N/A	No building envelopes are proposed.
56.04-3 Solar Orientation	Met?	Standard C9	Met?	Comments
To provide good solar orientation of lots and solar access for future dwellings	Yes	Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.	Yes	Appropriate solar access is provided given the site characteristics.
		<p>Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> The long axes of lots are within the range N20°W to N30°E, or E20°N to E30°S. 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. 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. 	Yes	Appropriate solar access is provided given the site characteristics.
56.04-4 Street Orientation	Met?	Standard C10	Met?	Comments
To provide a lot layout that contributes to community social interaction, person safety and property security.	Yes	<p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> Ensuring lots front all roads and streets and avoid the side and rear lots being orientated to connector streets and arterial roads. Providing lots of 300sqm or less in area and lots for 2 or more dwellings around activity centres and public open space. Ensuring streets and houses look onto public open space and avoiding sides and rears of lot along public open space boundaries. Providing roads and streets along public open space boundaries. 	Yes	The orientation of the lots encourage dwelling designs that front the street to provide for passive surveillance, safety and social interaction.
56.04-5 Common Area	Met?	Standard C11	Met?	Comments
To identify common areas and the purpose for which the area is commonly held.	N/A	An application to subdivide land that creates common land must be accompanied by a plan and a report identifying:	N/A	No common property is proposed.
To ensure the provision of common area is appropriate and that necessary management arrangements are in place.	N/A	<ul style="list-style-type: none"> The common area to be owned by the body corporate, including any streets and open space. The reasons why the area should be commonly held. Lots participating in the body corporate. 		

<p>To maintain direct public access throughout the neighbourhood street network.</p>	<p>N/A</p>	<ul style="list-style-type: none"> The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held. 		
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<p>URBAN LANDSCAPE</p>				
<p>56.05-1 Integrated Urban Landscape</p>	<p>Met?</p>	<p>Standard C12</p>	<p>Met?</p>	<p>Comments</p>
<p>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.</p>	<p>N/A</p>	<p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</p>	<p>N/A</p>	<p>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.</p>
<p>To incorporated natural and cultural features in the design of streets and public open space where appropriate.</p>	<p>Yes</p>	<p>The landscape design should:</p> <ul style="list-style-type: none"> Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme. Create attractive landscapes that visually emphasise streets and public spaces. Respond to the site and context description for the site and surrounding area. Maintain significant vegetation where possible within an urban context. Take account of the physical features of the land including landform, soil and climate. Protect and enhance any significant natural and cultural features. Protect and link areas of significant local habitat where appropriate. Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space. Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread to the surrounding environment. 	<p>N/A</p>	<p>As above. All landscaping within the subdivision will be required to be planted prior to SOC.</p>
<p>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</p>	<p>N/A</p>	<ul style="list-style-type: none"> Ensure landscaping supports surveillance and provides shade in streets, parks and public open space. 		
<p>To provide integrated water management systems and contribute to drinking water conservation.</p>	<p>N/A</p>	<ul style="list-style-type: none"> 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. Provide for walking and cycling networks that link with community facilities. Provide appropriate pathways, signage, fencing, public lighting and street furniture. 	<p>Yes</p>	<p>No drainage basins for water re-use are proposed.</p>

		<ul style="list-style-type: none"> • Create low maintenance, durable landscapes that are capable of a long life. • The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs. 		
56.05-2 Public open space provision	Met?	Standard C15	Met?	Comments
<p>To provide a network of quality, well-distributed, multi-functional and cost-effective public open space that includes local parks, active open space, linear parks and trails, and links to regional open space.</p> <p>To provide a network of public open space that caters for a broad range of users.</p> <p>To encourage healthy and active communities.</p> <p>To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.</p> <p>To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.</p>	Yes	<p>The provision of public open space should:</p> <ul style="list-style-type: none"> • Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme. • Provide a network of well-distributed neighbourhood public open space that includes: <ul style="list-style-type: none"> • Local parks within 400 metres safe walking distance of at least 95 percent of all dwellings. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for their intended use and to allow easy adaptation in response to changing community preferences. • Additional small local parks or public squares in activity centres and higher density residential areas. • Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is: <ul style="list-style-type: none"> • Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space • Sufficient to incorporate two football/cricket ovals • Appropriate for the intended use in terms of quality and orientation • Located on flat land (which can be cost effectively graded) • Located with access to, or making provision for, a recycled or sustainable water supply • Adjoin schools and other community facilities where practical • Designed to achieve sharing of space between sports. • Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings. <p>Public open space should:</p> <ul style="list-style-type: none"> • Be provided along foreshores, streams and permanent water bodies. • Be linked to existing or proposed future public open spaces where appropriate. • Be integrated with floodways and encumbered land that is accessible for public recreation. • Be suitable for the intended use. • Be of an area and dimensions to allow easy adaptation to different uses in response to 	Yes	The proposal does not include POS. The site is well located with regards to the Station Precinct and linear reserve to the east, which will serve the recreation needs of residents. A cash contribution will be required in lieu.

		<p><i>changing community active and passive recreational preferences.</i></p> <ul style="list-style-type: none"> • <i>Maximise passive surveillance.</i> • <i>Be integrated with urban water management systems, waterways and other water bodies.</i> • <i>Incorporate natural and cultural features where appropriate.</i> 		
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ACCESS AND MOBILITY MANAGEMENT				
56.06-1 Integrated mobility	Met?	Standard C14	Met?	Comments
<p><i>To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.</i></p> <p><i>To provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner.</i></p> <p><i>To contribute to reduced car dependence, improved energy efficiency, improved transport efficiency, reduced greenhouse gas emissions and reduced air pollution.</i></p>	Yes	<p><i>An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</i></p> <ul style="list-style-type: none"> • <i>Clause 56.06-2 Walking and cycling network.</i> • <i>Clause 56.06-3 Public transport network.</i> • <i>Clause 56.06-4 Neighbourhood street network.</i> 	Yes	The proposed subdivision layout encourages walking to nearby destinations by achieving road and public open space connections to the adjacent established residential areas such as Stockmans Rise and the Station Precinct.
56.06-2 Walking and Cycling Network	Met?	Standard C15	Met?	Comments
<p><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></p>	Yes	<p><i>The walking and cycling network should be designed to:</i></p> <ul style="list-style-type: none"> • <i>Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.</i> • <i>Link to any existing pedestrian and cycling networks.</i> • <i>Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</i> • <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,</i> 	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.
<p><i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i></p>	Yes			
<p><i>To reduce car use, greenhouse gas emissions and air pollution.</i></p>	Yes			

		<p><i>neighbourhoods streets and regional public open spaces.</i></p> <ul style="list-style-type: none"> • <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> • <i>Ensure safe street and road crossings including the provision for traffic controls where required.</i> • <i>Provide an appropriate level of priority for pedestrians and cyclists.</i> • <i>Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</i> • <i>Be accessible to people with disabilities.</i> 		
56.06-3 Public transport network	Met?	Standard C16	Met?	Comments
<p><i>To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.</i></p> <p><i>To encourage maximum use of public transport.</i></p>	Yes	<p><i>The public transport network should be designed to:</i></p> <ul style="list-style-type: none"> • <i>Implement any relevant public transport strategy, plan or policy for the area set out in this scheme.</i> • <i>Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority.</i> • <i>Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne.</i> • <i>Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide:</i> <ul style="list-style-type: none"> • <i>Safe and direct movement between activity centres without complicated turning manoeuvres.</i> • <i>Direct travel between neighbourhoods and neighbourhood activity centres.</i> • <i>A short and safe walk to a public transport stop from most dwellings.</i> 	Yes	There are no changes to public transport options resulting from this proposal.
56.06-4 Neighbourhood Street Network	Met?	Standard C17	Met?	Comments
<p><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></p>	Yes	<p><i>The neighbourhood street network must:</i></p> <ul style="list-style-type: none"> • <i>Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, footpaths and public transport routes.</i> • <i>Provide clear physical distinctions between arterial roads and neighbourhood street types.</i> • <i>Comply with the Roads Corporation's arterial road access management policies.</i> 	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

		<ul style="list-style-type: none"> • Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport. • Provide safe and efficient access to activity centres for commercial and freight vehicles. • Provide safe and efficient access to all lots for service and emergency vehicles. • Provide safe movement for all vehicles. • Incorporate any necessary traffic control measures and traffic management infrastructure. 		the certification process.
		<p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant transport strategy, plan or policy for the area set out in this scheme. • Include arterial roads at intervals of approximately 1.6km that have adequate reservation widths to accommodate long term movement demand. • Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand. • Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles. • Provide and interconnected and continuous network of street within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles. • Provide an appropriate level of local traffic dispersal. • Indicate the appropriate street type. • Provide a speed environment that is appropriate to the street type. • Provide a street environment that appropriately management movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles). • Encourage appropriate sharing of access lanes and access places by pedestrians, cyclists and vehicles. • Minimise the provision of culs-de-sac. • Provide for service and emergency vehicles to safely turn at the end of a dead-end street. • Facilitate solar orientation of lots. • Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees. • Contribute to the area's character and identity. • Take account of any identified significant features. 	Yes	As above.
56.06-5 Walking and Cycling Network detail	Met?	Standard C18	Met?	Comments

<p><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></p>	<p>Yes</p>	<p><i>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</i></p> <ul style="list-style-type: none"> • <i>Be part of a comprehensive design of the road or street reservation.</i> • <i>Be continuous and connect.</i> • <i>Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.</i> 	<p>Yes</p>	<p>Walking and cycling network to be designed in accordance with Council requirements. Detailed design to be assessed by Engineering as part of the certification process.</p>
<p><i>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</i></p>	<p>Yes</p>	<ul style="list-style-type: none"> • <i>Accommodate projected volumes and mix.</i> • <i>Meet the requirements of Table C1.</i> • <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> • <i>Provide appropriate signage.</i> • <i>Be constructed to allow access to lots without damage to footpath or shared path surfaces.</i> • <i>Be constructed with a durable, non-skid surface.</i> • <i>Be of a quality and durability to ensure:</i> <ul style="list-style-type: none"> ▪ <i>Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</i> ▪ <i>Discharge of urban run-off.</i> ▪ <i>Preservation of all weather access.</i> ▪ <i>Maintenance of a reasonable, comfortable riding quality.</i> ▪ <i>A minimum 20 year life space.</i> • <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> 		
<p>56.06-6 Public Transport Network Detail</p>	<p>Met?</p>	<p>Standard C19</p>	<p>Met?</p>	<p>Comments</p>
<p><i>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</i></p>	<p>N/A</p>	<p><i>Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.</i></p>	<p>N/A</p>	<p>No PT proposed in subdivision.</p>
<p><i>To provide public transport stops that are accessible to people with disabilities.</i></p>	<p>N/A</p>	<p><i>Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.</i></p> <p><i>The design of public transport stops should not impede the movement of pedestrians.</i></p> <p><i>Bus and tram stops should have:</i></p> <ul style="list-style-type: none"> • <i>Surveillance from streets and adjacent lots.</i> • <i>Safe street crossing conditions for pedestrians and cyclists.</i> 		

		<p><i>Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</i></p> <ul style="list-style-type: none"> • <i>Continuous hard pavement from the footpath to the kerb.</i> • <i>Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.</i> • <i>Appropriate signage.</i> <p><i>Public transport stops and associated waiting areas should be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with physical disabilities.</i></p>		
56.06-7 Neighbourhood Street Network Detail	Met?	Standard C20	Met?	Comments
<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>	Yes	<p><i>The design of streets and roads should:</i></p> <ul style="list-style-type: none"> • <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> • <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> • <i>Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</i> • <i>Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.</i> • <i>Provide a low-speed environment while allowing all road users to proceed without inconvenience or delay.</i> • <i>Provide a safe environment for all street users applying speed control measures where appropriate.</i> • <i>Ensure intersection layouts clearly indicate the travel path and priority movement for pedestrians, cyclists and vehicles.</i> • <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> • <i>Ensure street are sufficient strength to:</i> <ul style="list-style-type: none"> ▪ <i>Enable the carriage of vehicles.</i> ▪ <i>Avoid damage by construction vehicles and equipment.</i> • <i>Ensure street pavements are of sufficient quality and durability for the:</i> 	Yes	<p>Road network to be designed in accordance with Council requirements, with roads meeting the requirements of Table C1 for Access Streets.</p> <p>Conditions have been added to the permit to ensure the efficient collection of waste from the childcare centre, traffic calming and standards of construction for the Stock Route.</p>

		<ul style="list-style-type: none"> ▪ Safe passage of pedestrians, cyclists and vehicles. ▪ Discharge of urban run-off. Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality. • Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority. • Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span. • Provide pavement edges, kerbs, channel and crossover details designed to: <ul style="list-style-type: none"> ▪ Perform the required integrated water management functions. ▪ Delineate the edge of the carriageway for all street users. ▪ Provide efficient and comfortable access to abutting lots at appropriate locations. ▪ Contribute to streetscape design. • Provide for the safe and efficient collection of waste and recycling materials from lots. • Be accessible to people with disabilities. • Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met. 		
	Yes	<p>A street detail plan should be prepared that shows, as appropriate:</p> <ul style="list-style-type: none"> • The street hierarchy and typical cross-sections for all street types. • Location of carriageway pavement, parking, bus stops, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices. • Water sensitive urban design features. • Location and species of proposed street trees and other vegetation. • Location of existing vegetation to be retained and proposed treatment to ensure its health. • Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes. 	Yes	Street network shown appropriately integrating with existing infrastructure.
56.06-8 Lot Access	Met?	Standard C21	Met?	Comments
<i>To provide for safe vehicle access between roads and lots.</i>	Yes	<i>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.</i>	N/A	The subdivision does not create any lots the front an arterial road

		<i>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.</i>	N/A	N/A
		<i>The design and construction of a crossover should meet the requirements of the relevant road authority.</i>	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
<i>To reduce the use of drinking water</i>	Yes	<i>The supply of drinking water must be:</i> <ul style="list-style-type: none"> <i>Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority.</i> <i>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority</i> 	Yes	Services will be installed in accordance with the requirements of GVW.
<i>To provide adequate, cost-effective supply of drinking water</i>	Yes			
56.07-2 Reused and Recycled Water	Met?	Standard C23	Met?	Comments
<i>To provide for the substitution of drinking water for non-drinking water purposes with reused and recycled water,</i>	N/A	<i>Reused and recycled water supply systems must be:</i> <ul style="list-style-type: none"> <i>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.</i> <i>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i> 	N/A	Recycled water systems are not available.
56.07-3 Waste Water Management	Met?	Standard C24	Met?	Comments
<i>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.</i>	Yes	<i>Waste water systems must be:</i> <ul style="list-style-type: none"> <i>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environmental Protection Authority.</i> <i>Consistent with any relevant approved domestic waste water management plan.</i> 	Yes	Services will be installed in accordance with the requirements of GVW.

		<i>Reticulated waste water must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</i>	Yes	As above.
56.07-4 Stormwater Management Objectives	Met?	Standard C25	Met?	Comments
<i>To minimise damage to properties and inconvenience to residents from urban run-off.</i>	Yes	<p><i>The urban stormwater management system must be:</i></p> <ul style="list-style-type: none"> <i>Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</i> <i>Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</i> <i>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.</i> <i>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.</i> <i>Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.</i> 	Yes	Services will be installed in accordance with the requirements of Councils Engineering Department as the drainage authority.
<i>To ensure that the street operates adequately during major storm events and provides for public safety.</i>	Yes	<i>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</i>	Yes	As above.
<p><i>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</i></p> <p><i>To encourage stormwater management that maximises the retention and reuse of stormwater.</i></p> <p><i>To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.</i></p>	Yes	<p><i>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</i></p> <ul style="list-style-type: none"> <i>Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</i> <i>Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</i> 	Yes	As above.
		<p><i>For storm events greater than 20% AEP and up to and including 1% AEP standard:</i></p> <ul style="list-style-type: none"> <i>Provision must be made for the safe and effective passage of stormwater flows.</i> <i>All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</i> <i>Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria $d_a V_{ave} < 0.35m^2/s$ (where, d_a = average depth in metres and V_{ave} = average velocity in metres per second).</i> 	Yes	As above.
		<p><i>The design of the local drainage network should:</i></p> <ul style="list-style-type: none"> <i>Ensure run-off is retarded to a standard required by the responsible drainage authority.</i> 	Yes	As above.

		<ul style="list-style-type: none"> • 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. • 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. • Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs. 		
		Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.	Yes	As above.

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

UTILITIES				
56.09-1 Shared Trenching	Met?	Standard C27	Met?	Comments
To maximise the opportunities for shared trenching.	Yes	Reticulated services for water, gas, electricity and telecommunications should be provided in	Yes	

<i>To minimise constraints on landscaping within street reserves.</i>	Yes	<i>shared trenching to minimise construction costs and land allocation for underground services.</i>		Services will be installed in accordance with the requirements of the relevant utility providers.
56.09-2 Electricity, Telecommunications and Gas	Met?	Standard C28	Met?	Comments
<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.
56.09-3 Fire Hydrants	Met?	Standard C29	Met?	Comments
<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"> • <i>A maximum distance of 120 metres from the rear of each lot.</i> • <i>No more than 200 metres apart</i> 	Yes	This will be required and has been specified in CFA 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.
56.09-4 Public Lighting	Met?	Standard C30	Met?	Comments

<p><i>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</i></p>	<p>Yes</p>	<p><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></p>	<p>Yes</p>	<p>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.</p>
<p><i>To provide pedestrians with a sense of personal safety at night.</i></p>	<p>Yes</p>	<p><i>Public lighting should be designed in accordance with relevant Australian Standards.</i></p>	<p>Yes</p>	<p>As above.</p>
<p><i>To contribute to reducing greenhouse emissions and to saving energy</i></p>	<p>Yes</p>	<p><i>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</i></p>	<p>Yes</p>	<p>As above.</p>