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Clause 56.01 Site context description and design response and 56.01-1 Site and context description

Objective	An application must be accompanied by a site and context description. This requirement must be provided unless the responsible authority is of the opinion that this requirement is not relevant.
Standard	<p>In relation to the site the plan, photographs or other techniques must accurately describe: site shape, dimensions, size, orientation, levels and contours, trees, other significant vegetation, drainage lines, water courses, ridgelines, hill tops, siting and use of existing buildings and structures, street frontage features such as poles, street trees and kerb crossovers, access points, drainage and infrastructure connections, easements, identified natural or cultural features, significant views, noise and odour sources or other external influences, soil conditions and notable features, adjacent uses and inundation.</p> <p>For subdivision of three or more lots the plan, photographs or other techniques must accurately describe: the pattern of subdivision, existing land uses, the siting and use of buildings on adjacent properties, abutting street and path widths, materials and detailing and location and type of significant vegetation.</p> <p>For subdivision of 60 or more lots the plan, photographs or other techniques must accurately describe: location and distance from nearby public open space and recreational facilities, direction and distances to public transport routes, local shops and community facilities, directions and walking distances to public transport routes and stops, direction and walking distances to existing neighbourhood, major and principal activity centres and major employment area, existing transport routes, local street network – potential connection to adjacent subdivisions, traffic volumes and movements, paths – primary role neighbourhood or regional access, cultural significance, natural features, proximity of any fire threats and pattern of ownership of adjoining lots.</p>
Assessment	

Clause 56.01-2 Design response

Objective	<p>The design response must explain how the proposed design:</p> <ul style="list-style-type: none"> • Derives from and responds to the site and context description; • Meets the objectives of Clause 56; • Responds to any site and context features for the area identified in the local planning policy or Neighbourhood Character Overlay; and • Responds to any relevant objective, policy, strategy or plan set out for the area.
Standard	<p>The plan and other techniques should show and explain:</p> <ul style="list-style-type: none"> • Proposed uses of each part of the site; • Natural features of the site and identify any features proposed to be altered; • Proposed integrated water management system; and • Proposed staging of the subdivision.

Assessment	
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Clause 56.02 Policy implementation and 56.02-1 Strategic implementation objective

Objective	To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.
Standard	<p>Subdivision should be consistent with and implements any:</p> <ul style="list-style-type: none"> • 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.
Assessment	

Clause 56.03 Livable and sustainable communities and 56.03-1 Compact and walkable neighbourhoods objectives

Objective	To create compact neighbourhoods that are orientated around easy walking distances to activity centres, schools and community facilities, public open space and public transport and to allow easy movement through and between neighbourhoods for all people.
Standard	<p>Subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area.</p> <p>Subdivision must include a plan of the layout that:</p> <ul style="list-style-type: none"> • Meets the objectives (if relevant to the class of subdivision specified in the zone) of: <ul style="list-style-type: none"> • Clause 56.03-2; • Clause 56.03-3; • Clause 56.04-1; • Clause 56.06-2; • Clause 56.06-3; and • Clause 56.06-4. • Shows walking distance around each existing or proposed bus stop (400m), tram stop (600), railway station (800m) and estimated number of dwellings within those distances; • Shows layout of the subdivision in relation to the surrounding area; and • Is designed to be accessible for people with disabilities.

Assessment	
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Clause 56.03-2 Activity centre objective

Objective	To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.
Standard	<p>Subdivision should be supported by activity centres that are:</p> <ul style="list-style-type: none"> • Accessible by neighbourhood and regional walking and cycling networks; • Served by public transport that is connected to the regional public transport network; • Located at public transport interchange points; • Located on arterial roads or connector streets; • Of appropriate size to accommodate a mix of uses that meet local community needs; and • Orientated to support active street frontages, support street-based community interaction and pedestrian safety.
Assessment	

Clause 56.03-3 Planning for community facilities

Objective	To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sport facilities.
Standard	<p>A subdivision should:</p> <ul style="list-style-type: none"> • Implement any relevant regional and local community facility strategy, plan or policy for the area; and • Locate community facilities on sites that are in or near activity centres and public transport. <p>School sites should:</p> <ul style="list-style-type: none"> • Be integrated with the neighbourhood and located near activity centres; • Be located on walking and cycling networks; • Have a bus stop located along the school site boundary; • Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets; • Adjoin the public open space network and community sporting and other recreation facilities; • Be integrated with community facilities; and • Be located on land that is not affected by physical, environmental or other constraints. <p>Primary schools should be located on connector streets and not arterial roads</p> <p>New State Government school sites must meet the requirements of the Department of Education and Training and abut at least two street with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.</p>

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Clause 56.03-4 Built environment

Objective	To create urban places with identity and character.
Standard	<p>The built environment should:</p> <ul style="list-style-type: none"> • Implement any relevant urban design strategy, plan or policy for the area • Provide living and working environments that are functional, safe and attractive • Provide and integrated layout, built form and urban landscape • Contribute to a sense of place and cultural identity
Assessment	

Clause 56.03-5 Neighbourhood character

Objective	To design subdivisions that respond to neighbourhood character.
Standard	<p>Subdivision should:</p> <ul style="list-style-type: none"> • Respect the existing neighbourhood character or achieve a preferred neighbourhood character consistent with any relevant neighbourhood character objective, policy or statement set out; • Respond to and integrate with the surrounding urban environment; and • Protect significant vegetation and site features.
Assessment	

Clause 56.04 Lot design and 56.04-1 Lot diversity and distribution objectives

Objective	To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services, to provide higher housing densities within walking distance of activity centres, to achieve increased housing densities in designated growth areas and to provide a range of lot sizes to suit a variety of dwelling and household types.
Standard	<p>A subdivision should implement any relevant housing strategy, plan or policy for the area.</p> <p>Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out.</p> <p>A range and mix of lot sized should be provided including lots suitable for the development of single dwellings, two dwellings or more, higher density housing, residential buildings and retirement villages.</p>

Standard continued	<p>Unless the site is constrained by topography or other site conditions lot distribution should provide for 95% of dwellings to be located no more than 400 metres walking distance from the nearest existing/proposed bus stop, 600 metres walking distance from the nearest/proposed tram stop and 800 metres walking distance from nearest existing/proposed railway station.</p> <p>Lots of 300sqm or less in area, lots suitable for the development of two dwellings or more, higher density housing and residential buildings and retirement villages should be located in and within 400 metres walking distance of an activity centre.</p>
Assessment	

Clause 56.04-2 Lot area and building envelopes

Objective	<p>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.</p>
Standard	<p>To subdivide land that creates lots less than 300sqm should be accompanied by information that shows:</p> <ul style="list-style-type: none"> • That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme; and • That a dwelling may be constructed on each lot in accordance with the requirements of this scheme. <p>Lots of between 300sqm and 500sqm should:</p> <ul style="list-style-type: none"> • Contain a building envelope that is consistent with a development of the lot approved; or • If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope. <p>If lots between 300sqm and 500sqm are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.</p> <p>Lots greater than 500sqm should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope</p> <p>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</p> <ul style="list-style-type: none"> • The objectives of the relevant standards are met; and • The building envelope is shown as a restriction on a plan of subdivision registered under the Subdivision Act 1988, or is specified as a covenant in an agreement under Section 173 of the Act. <p>Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:</p> <ul style="list-style-type: none"> • The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and • The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement. <p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> • Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations; • Existing or proposed easements on lots; and • Significant vegetation and site features.

Assessment	
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Clause 56.04-3 Solar orientation of lots

Objective	To provide good solar orientation of lots and solar access for future dwellings.
Standard	<p>Unless the site is constrained by topography or other site conditions, at least 70% of lots should have appropriate solar orientation.</p> <p>Lots have appropriate solar orientation when:</p> <ul style="list-style-type: none"> • The long axis of lots are within the range north 20 degrees west to north 30 degrees east, or east 20 degrees north to north east 30 degrees south; • 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 30 degrees east and 20 degrees west of north; and • 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.
Assessment	

Clause 56.04-4 Street orientation

Objective	To provide a lot layout that contributes to community social interaction, personal safety and property security.
Standard	<p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> • Ensuring lots fronting all roads and streets and avoid the side or rear of lots being orientated to connector streets and arterial roads. • Providing lots of 300sqm or less in an area and lots for two or more dwellings around activity centres and public open space. • Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries. • Providing roads and streets along public open space boundaries.
Assessment	

Clause 56.04-5 Common area

Objective	To identify common areas and the purpose for which the area is commonly held, to ensure the provision of common area is appropriate and that necessary management arrangements are in place, to maintain direct public access throughout the neighbourhood street network.
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Standard	<p>To subdivide land that creates common land must be accompanied by a plan and report identifying:</p> <ul style="list-style-type: none"> • The common area to be owned by the body corporate, including any streets and open space; • The reasons why the area should be commonly held; • Lots participating in the body corporate; and • The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.
Assessment	

Clause 56.05 Urban landscape and 56.05-1 Integrated urban landscape

Objective	<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, to incorporate natural and cultural features in the design of streets and public open space where appropriate, to protect and enhance native habitat and discourage the planting and spread of noxious weeds, and to provide for integrated water management systems and contribute to drinking water conservation.</p>
Standard	<p>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 open spaces; • Respond to the site and context description for the site and surrounding area; • Maintain significant vegetation where possible within an urban context; • Take account of the physical features of the land including landform, soil and climate; • Protect and enhance any significant natural and cultural features; • Protect and link areas of significant local habitat where appropriate; • Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space; • Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment; • Ensure landscaping supports surveillance and provides shade in streets, parks and public open space; • Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas; • Provide for walking and cycling networks that link with community facilities; • Provide appropriate pathways, signage, fencing, public lighting and street furniture; and • Create low maintenance, durable landscapes that are capable of a long life. <p>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>
Assessment	

Clause 56.05-2 Public open space provision

Objective	To provide a variety of open spaces with links to other open spaces and regional parks where possible, to ensure that public open space of appropriate quality and quantity is provided in convenient locations to meet the recreational and social needs of a community, and to support active and healthy communities.
Standard	<p>The provision of public open space should:</p> <ul style="list-style-type: none">• Implement any relevant open space plan, strategy or policy for the area set out in this scheme;• Provide a network of well-distributed regional and local open space that includes:<ul style="list-style-type: none">• Regional public open space where appropriate, including along foreshores, streams and permanent water bodies;• Regional parks of at least 3 hectares, combining passive and active use, within 2 kilometres of all dwellings;• Large local parks of at least 1 hectare for active and passive use, within 500 metres safe walking distance from all dwellings; and• Small local parks within 150 metres to 300 metres safe walking distance of all dwellings, where appropriate.• Include land use for drainage control or stream and floodway purposes if generally available for recreational use;• Be integrated with urban water management systems including watercourses and water bodies;• Incorporate natural and cultural features where appropriate;• Encourage shared use of active open space;• Adjoin schools and other community facilities where practical;• Meet the social, cultural recreational and sporting needs of the community including different age groups and abilities;• Be linked to existing or proposed future public open spaces where appropriate; and• Include publicly owned plazas or parks in activity centres where appropriate. <p>Land provided for public open space should be:</p> <ul style="list-style-type: none">• Of a quality, quantity and character that makes it fit for its potential functions;• Located so that every lot in the subdivision is within 500 metres walking distance of existing/ proposed public open space;• Related to the street and lot layout in a manner that promotes personal safety and surveillance of users of the public open space from streets along public open space boundaries; and• Of an area and dimensions to allow easy adaptation to different uses in response to changing community sport and recreational preferences.
Assessment	

Clause 56.06 Access and mobility management and 56.06-1 Integrated mobility

Objective	To achieve an urban structure where compact and walkable neighbourhoods are clustered to support larger activity centres on the regional public transport network outside Metropolitan Melbourne, to provide for walking (including persons with impaired mobility), cycling, public transport and other motor vehicles in an integrated manner, and to contribute to reduced car dependence, improved energy efficiency, reduced greenhouse gas emissions and reduced air pollution.
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Standard	An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of: <ul style="list-style-type: none"> • Clause 56.06-2 Walking and cycling network; • Clause 56.06-3 Public transport network; and • Clause 56.06-4 Neighbourhood street network.
Assessment	

Clause 56.06-2 Walking and cycling network

Objective	To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors, to provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists and to reduce car use, greenhouse gas emissions and air pollution.
Standard	The walking and cycling network should be designed to: <ul style="list-style-type: none"> • Implement any relevant regional and local walking and cycling strategy, plan or policy for the area; • Link to any existing pedestrian and cycling networks; • Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces; • Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces; • Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling; • Ensure safe street and road crossings including the provision of traffic controls where required; • Provide an appropriate level of priority for pedestrians and cyclists; • Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night; and • Be accessible to people with disabilities.
Assessment	

Clause 56.06-3 Public transport network

Objective	To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system and to encourage maximum use of public transport
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Standard	<p>The public transport network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant transport strategy, plan or policy for the area; • Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority; • Provide for public transport links between activity centres and other locations that attract people using the regional public transport network outside Metropolitan Melbourne; • Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide: <ul style="list-style-type: none"> • Safe and direct movement between activity centres without complicated turning manoeuvres; • Direct travel between neighbourhoods and neighbourhood activity centres; and • A short safe walk to a public transport stop from most dwellings.
Assessment	

Clause 56.06-4 Neighbourhood street network

Objective	To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network.
Standard	<p>The neighbourhood street network must:</p> <ul style="list-style-type: none"> • Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, footpaths and public transport routes; • Provide clear physical distinctions between arterial roads and neighbourhood street types; • Comply with the Roads Corporation’s arterial road access management policies; • Provide and 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; and • Incorporate any necessary traffic control measures and traffic management infrastructure. <p>The neighbourhood street network should be designed to:</p> <ul style="list-style-type: none"> • Implement any relevant strategy, plan or policy for the area; • Include arterial roads at intervals of approx 1.6km that have adequate reservation widths to accommodate long-term movement demand; • Include connector streets approx half way 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 vehicles; • Provide an appropriate level of local traffic dispersal; • Indicate the appropriate street type; • Provide a speed environment that is appropriate to the street type; • Provide a street environment that appropriately manages movement demand (volume, type & mix of pedestrians, cyclists, public transport and other motor vehicles); • Encourage appropriate and safe pedestrian, cyclist and driver behaviour;

Standard continued	<ul style="list-style-type: none"> • Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles; • Minimise the provision of culs-de-sac; • Provide for service and emergency vehicles to safely turn at the end of a dead-end street • Facilitate solar orientation of lots; • Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees; • Contribute to the area's character and identity; and • Take account of any identified significant features.
Assessment	

Clause 56.06-5 Walking and cycling network detail

Objective	To design and construct footpaths, shared path and cycle networks that are safe, comfortable, well constructed and accessible for people with disabilities and to design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.
Standard	<p>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> • Be part of a comprehensive design of the road or street reservation; • Be continuous and connect; • Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots; • Accommodate projected user volumes and mix; • Meet the requirements of Table C1; • Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound; • Provide appropriate signage; • Be constructed to allow access to lots without damage to the footpath or share path surfaces; • Be constructed with durable, non-skid surface; • Be of a quality and durability to ensure: <ul style="list-style-type: none"> • Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles; • Discharge of urban run-off; • Preservation of all-weather access; • Maintenance of a reasonable, comfortable riding quality; and • A minimum 20-year life span. • Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.
Assessment	

Clause 56.06-6 Public transport network detail

Objective	To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users and to provide public transport stops that are accessible to people with disabilities
Standard	<p>Bus priority measures must be provided along arterial roads forming part of the existing or proposed regional public transport network system outside Metropolitan Melbourne to the requirements of the relevant roads authority.</p> <p>Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.</p> <p>The design of public transport stops should not impede the movement of pedestrians.</p> <p>Bus and tram stops should have:</p> <ul style="list-style-type: none">• Surveillance from streets and adjacent lots;• Safe street crossing conditions for pedestrians and cyclists;• Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority;• Continuous hard pavement from the footpath to the kerb;• Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage; and• Appropriate signage. <p>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.</p>
Assessment	

Clause 56.06-7 Neighbourhood street network detail

Objective	To design and construct street carriageways and verges so that the street geometry and traffic speeds provide an accessible and safe neighbourhood street system for all users.
Standard	<p>The design of streets and roads should:</p> <ul style="list-style-type: none">• Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met;• Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed;• Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs;• Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users;• Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay;• Provide a safe environment for all street users applying speed control measures where appropriate;• Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles;

<p>Standard continued</p>	<ul style="list-style-type: none"> • Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners. • Ensure streets are of sufficient strength to: <ul style="list-style-type: none"> • Enable the carriage of vehicles; and • Avoid damage by construction vehicles and equipment. • Ensure street pavements are of sufficient quality and durability for the: <ul style="list-style-type: none"> • Safe passage of pedestrians, cyclists and vehicles; • Discharge of urban run-off; and • Preservation of all-weather access and maintenance of a reasonable, comfortable iding 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 pan. • 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; and • Contribute to streetscape design. • Provide for the safe and efficient collection of waste and recycling materials from lots. • Be accessible to people with disabilities. • Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met. • A street detail plan should be prepared that shows, as appropriate: <ul style="list-style-type: none"> • The street hierarchy and typical cross-sections for all street types; • Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices; • Water sensitive urban design features; • Location and species of proposed street trees and other vegetation; • Location of existing vegetation to be retained and proposed treatment to ensure its health; and • Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.
<p>Assessment</p>	

Clause 56.06-8 Lot access

<p>Objective</p>	<p>To provide for safe vehicle access between roads and lots.</p>
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Standard	<p>Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.</p> <p>Vehicle access to lots of 300sqm or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.</p> <p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p> <p>Refer to tables of this clause – Table C1.</p>
Assessment	

Clause 56.07 Integrated water management and 56.07-1 Drinking water supply

Objective	To reduce the use of drinking water, and to provide an adequate, cost effective supply of drinking water.
Standard	<p>The supply of drinking water must be:</p> <ul style="list-style-type: none"> • Designed and constructed in accordance with the requirements and to the satisfaction of the relevant water authority. • Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.
Assessment	

Clause 56.07-2 Reused and recycled water

Objective	To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.
Standard	<p>Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none"> • Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services • Provided to the boundary of all lots in the subdivision where required by the relevant water authority.
Assessment	

Clause 56.07-3 Wastewater management

Objective	To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.
Standard	<p>Waste water systems must be:</p> <ul style="list-style-type: none">• Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.• Consistent with any relevant approved domestic waste water management plan. <p>Reticulated waste water systems must be provided to the boundary of all lots in the subdivision where required by the relevant water authority.</p>
Assessment	

Clause 56.07-4 Urban run-off management

Objective	To minimise damage to properties and inconvenience to residents from urban run-off, to ensure that the street operates adequately during major storm events and provides for public safety and to minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.
Standard	<p>The urban stormwater management system must be:</p> <ul style="list-style-type: none">• Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority;• Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed;• Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended; and• 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. <p>The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.</p> <p>For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:</p> <ul style="list-style-type: none">• Stormwater flows should be contained within the drainage system to the requirements of the relevant authority; and• Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall. <p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none">• Provision must be made for the safe and effective passage of stormwater flows;• All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority; and• Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria (average depth in metres and average velocity in metres per second $<0.35\text{m}^2/\text{s}$). <p>The design of the local drainage network should:</p> <ul style="list-style-type: none">• Ensure run-off is retarded to a standard required by the responsible drainage authority;• Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, run-off should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge;

Standard continued	<ul style="list-style-type: none"> • Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit should discharge into an overland flow in a safe and predetermined manner; and • 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. <p>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>
Assessment	

Clause 56.08 Site management and 56.08-1 Site management objectives

Objective	<p>To protect drainage infrastructure and receiving waters from sedimentation and contamination, to protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works, and to encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</p>
Standard	<p>A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing:</p> <ul style="list-style-type: none"> • Erosion and sediment; • Dust; • Run-off; • Litter, concrete and other construction wastes; • Chemical contamination; and • Vegetation and natural features planned for retention. <p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable.</p>
Assessment	

Clause 56.09 Utilities and 56.09-1 Shared trenching

Objective	<p>To maximize the opportunities for shared trenching and to minimise constraints on landscaping within street reserves.</p>
Standard	<p>Reticulated services for water, gas, electricity and telecommunications should be provided in shared trenching to minimise construction costs and land allocation for underground services.</p>
Assessment	

Clause 56.09-2 Electricity, telecommunications and gas

Objective	To provide public utilities to each lot in a timely, efficient and cost effective manner and to reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.
Standard	<p>The electricity supply system must be designed in accordance with the requirements of the relevant electricity supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant electricity authority.</p> <p>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</p> <p>The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.</p>
Assessment	

Clause 56.09-3 Fire hydrants

Objective	To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.
Standard	<p>Fire hydrants should be provided:</p> <ul style="list-style-type: none">• A maximum distance of 120 metres from the rear of the each lot.• No more than 200 metres apart. <p>Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire</p>
Assessment	

Clause 56.09-4 Public lighting

Objective	To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles, to provide pedestrians with a sense of personal safety at night and to contribute to reducing greenhouse gas emissions and to saving energy.
Standard	<p>Public lighting should be provided to streets, footpaths, public telephones, public transport stops and to major pedestrian and cycle paths including public open spaces that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.</p> <p>Public lighting should be designed in accordance with the relevant Australian Standards.</p> <p>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</p>

Assessment	
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Clause 56.10 Transitional arrangements

Objective	To provide transitional arrangements to permit applications made to the responsible authority before October 9, 2006.
Standard	<p>The requirements of Clause 56 of the planning scheme as in force immediately before October, 9 2006 continue to apply to a permit application made before that date to the extent that, but for this clause, Clause 56 would apply to such an application.</p> <p>This clause does not apply after October 9, 2007.</p>
Assessment	