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

<b>Objective</b>	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.
<b>Standard</b>	<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>
<b>Assessment</b>	

**Clause 56.01-2 Design response**

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

**Clause 56.03 Liveable and sustainable communities and 56.03-5 Neighbourhood character**

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

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

<b>Objective</b>	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
<b>Standard</b>	<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> <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>
<b>Assessment</b>	

**Clause 56.04-2 Lot area and building envelopes**

<b>Objective</b>	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.
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<p><b>Standard</b></p>	<p>To subdivide land that creates lots less than 300sqm should be accompanied by information that shows:</p> <ul style="list-style-type: none"> <li>• That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme; and</li> <li>• That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</li> </ul> <p>Lots of between 300sqm and 500sqm should:</p> <ul style="list-style-type: none"> <li>• Contain a building envelope that is consistent with a development of the lot approved; or</li> <li>• 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.</li> </ul> <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"> <li>• The objectives of the relevant standards are met; and</li> <li>• 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.</li> </ul> <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"> <li>• The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and</li> <li>• 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.</li> </ul> <p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> <li>• Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations;</li> <li>• Existing or proposed easements on lots; and</li> <li>• Significant vegetation and site features.</li> </ul>
<p><b>Assessment</b></p>	

**Clause 56.04-3 Solar orientation of lots**

<p><b>Objective</b></p>	<p>To provide good solar orientation of lots and solar access for future dwellings</p>
<p><b>Standard</b></p>	<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"> <li>• 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.</li> </ul>

<b>Standard continued</b>	<ul style="list-style-type: none"> <li>• Lots between 300sqm and 500sqm are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north.</li> <li>• Dimensions of lots are adequate to protect solar access to the lot, taking into account likely dwelling size and the relationship of each lot to the street.</li> </ul>
<b>Assessment</b>	

#### Clause 56.04-4 Street orientation

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

#### Clause 56.04-5 Common area

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

## Clause 56.05 Urban landscape and 56.05-1 Intergrated urban landscape

<b>Objective</b>	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.
<b>Standard</b>	<p>Landscape design should:</p> <ul style="list-style-type: none"><li>• Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme;</li><li>• Create attractive landscapes that visually emphasise streets and public open spaces;</li><li>• Respond to the site and context description for the site and surrounding area;</li><li>• Maintain significant vegetation where possible within an urban context;</li><li>• Take account of the physical features of the land including landform, soil and climate;</li><li>• Protect and enhance any significant natural and cultural features;</li><li>• Protect and link areas of significant local habitat where appropriate;</li><li>• 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;</li><li>• Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment;</li><li>• Ensure landscaping supports surveillance and provides shade in streets, parks and public open space;</li><li>• 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;</li><li>• Provide for walking and cycling networks that link with community facilities;</li><li>• Provide appropriate pathways, signage, fencing, public lighting and street furniture; and</li><li>• Create low maintenance, durable landscapes that are capable of a long life</li></ul> <p>The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</p>
<b>Assessment</b>	

## Clause 56.06 Access and mobility management and 56.06-2 Walking and cycling network

<b>Objective</b>	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.
<b>Standard</b>	<p>The walking and cycling network should be designed to:</p> <ul style="list-style-type: none"><li>• Implement any relevant regional and local walking and cycling strategy, plan or policy for the area;</li><li>• Link to any existing pedestrian and cycling networks;</li><li>• Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces;</li></ul>

<b>Standard continued</b>	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling;</li> <li>• Ensure safe street and road crossings including the provision of traffic controls where required;</li> <li>• Provide an appropriate level of priority for pedestrians and cyclists;</li> <li>• Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night; and</li> <li>• Be accessible to people with disabilities.</li> </ul>
<b>Assessment</b>	

#### Clause 56.06-4 Neighbourhood street network

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

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

#### Clause 56.06-5 Walking and cycling network detail

<b>Objective</b>	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.
<b>Standard</b>	<p>Footpaths, shared paths, cycle paths and cycle lanes should be designed to:</p> <ul style="list-style-type: none"> <li>• Be part of a comprehensive design of the road or street reservation;</li> <li>• Be continuous and connect;</li> <li>• Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots;</li> <li>• Accommodate projected user volumes and mix;</li> <li>• Meet the requirements of Table C1;</li> <li>• 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;</li> <li>• Provide appropriate signage;</li> <li>• Be constructed to allow access to lots without damage to the footpath or share path surfaces;</li> <li>• Be constructed with durable, non-skid surface;</li> <li>• Be of a quality and durability to ensure: <ul style="list-style-type: none"> <li>• Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles;</li> <li>• Discharge of urban run-off;</li> <li>• Preservation of all-weather access;</li> <li>• Maintenance of a reasonable, comfortable riding quality; and</li> <li>• A minimum 20-year life span.</li> </ul> </li> <li>• 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.</li> </ul>
<b>Assessment</b>	



## Clause 56.06-7 Neighbourhood street network detail

<b>Objective</b>	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.
<b>Standard</b>	<p>The design of streets and roads should:</p> <ul style="list-style-type: none"><li>• 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;</li><li>• 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;</li><li>• Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs;</li><li>• Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users;</li><li>• Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay;</li><li>• Provide a safe environment for all street users applying speed control measures where appropriate;</li><li>• Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles;</li><li>• 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;</li><li>• Ensure streets are of sufficient strength to:<ul style="list-style-type: none"><li>• Enable the carriage of vehicles; and</li><li>• Avoid damage by construction vehicles and equipment.</li></ul></li><li>• Ensure street pavements are of sufficient quality and durability for the:<ul style="list-style-type: none"><li>• Safe passage of pedestrians, cyclists and vehicles;</li><li>• Discharge of urban run-off; and</li><li>• Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</li></ul></li><li>• Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority;</li><li>• Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span;</li><li>• Provide pavement edges, kerbs, channel and crossover details designed to:<ul style="list-style-type: none"><li>• Perform the required integrated water management functions;</li><li>• Delineate the edge of the carriageway for all street users;</li><li>• Provide efficient and comfortable access to abutting lots at appropriate locations; and</li><li>• Contribute to streetscape design.</li></ul></li><li>• Provide for the safe and efficient collection of waste and recycling materials from lots;</li><li>• Be accessible to people with disabilities;</li><li>• 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;</li><li>• A street detail plan should be prepared that shows, as appropriate:<ul style="list-style-type: none"><li>• The street hierarchy and typical cross-sections for all street types;</li><li>• Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices;</li></ul></li></ul>



<b>Standard continued</b>	<ul style="list-style-type: none"> <li>• Water sensitive urban design features;</li> <li>• Location and species of proposed street trees and other vegetation;</li> <li>• Location of existing vegetation to be retained and proposed treatment to ensure its health; and</li> <li>• Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</li> </ul>
<b>Assessment</b>	

#### Clause 56.06-8 Lot access

<b>Objective</b>	To provide for safe vehicle access between roads and lots.
<b>Standard</b>	<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>
<b>Assessment</b>	

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

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

### Clause 56.07-2 Reused and recycled water

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

### Clause 56.07-3 Wastewater management

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

### Clause 56.07-4 Urban run-off management

<b>Objective</b>	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.
<b>Standard</b>	The urban stormwater management system must be: <ul style="list-style-type: none"><li>• Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li><li>• Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of urban run-off is proposed.</li><li>• Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended.</li></ul>

<p><b>Standard continued</b></p>	<ul style="list-style-type: none"> <li>Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage authority and there are no detrimental downstream impacts.</li> </ul> <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"> <li>Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.</li> <li>Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.</li> </ul> <p>For storm events greater than 20% AEP and up to and including 1% AEP standard:</p> <ul style="list-style-type: none"> <li>Provision must be made for the safe and effective passage of stormwater flows.</li> <li>All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.</li> <li>Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria (average depth in metres and average velocity in metres per second <math>&lt;0.35\text{m}^2/\text{s}</math>).</li> </ul> <p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> <li>Ensure run-off is retarded to a standard required by the responsible drainage authority.</li> <li>Ensure 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.</li> <li>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.</li> <li>Include water sensitive urban design features to manage run-off in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.</li> </ul> <p>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>
<p><b>Assessment</b></p>	

**Clause 56.08 Site management and 56.08-1 Site management objectives**

<p><b>Objective</b></p>	<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>
<p><b>Standard</b></p>	<p>A subdivision application must describe how the site will be managed prior to and during the construction period and may set out requirements for managing:</p> <ul style="list-style-type: none"> <li>Erosion and sediment;</li> <li>Dust;</li> <li>Run-off;</li> <li>Litter, concrete and other construction wastes;</li> <li>Chemical contamination; and</li> <li>Vegetation and natural features planned for retention.</li> </ul> <p>Recycled material should be used for the construction of streets, shared paths and other infrastructure where practicable</p>

<b>Assessment</b>	
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#### Clause 56.09 Utilities and 59.09-1 Shared trenching

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

#### Clause 56.09-2 Electricity, telecommunications and gas

<b>Objective</b>	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.
<b>Standard</b>	<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>
<b>Assessment</b>	

### Clause 56.09-3 Fire hydrants

<b>Objective</b>	To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.
<b>Standard</b>	<p>Fire hydrants should be provided:</p> <ul style="list-style-type: none"><li>• A maximum distance of 120 metres from the rear of the each lot; and</li><li>• No more than 200 metres apart.</li></ul> <p>Hydrants and fire plugs must be compatible with the relevant fire service equipment.</p> <p>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>
<b>Assessment</b>	

### Clause 56.09-4 Public lighting

<b>Objective</b>	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.
<b>Standard</b>	<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>
<b>Assessment</b>	