



Ararat Rural City

Planning Enquiries

Web: [www.ararat.vic.gov.au](http://www.ararat.vic.gov.au)

**Office Use Only**

VicSmart?  YES  NO

Specify class of VicSmart application:

Application No.: \_\_\_\_\_ Date Lodged: / /

# Application for a Planning Permit

If you need help to complete this form, read MORE INFORMATION at the back of this form.

Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any concerns, please contact Council's planning department.

**Questions marked with an asterisk (\*) must be completed.**

**If the space provided on the form is insufficient, attach a separate sheet.**

Click for further information.

Clear Form

## Application Type

Is this a VicSmart application?\*

No  Yes

If yes, please specify which

VicSmart class or classes:.....

If the application falls into one of the classes listed under Clause 92 or the schedule to Clause 94, it is a VicSmart application.

## Pre-application Meeting

Has there been a pre-application meeting with a Council planning officer?

No  Yes

If 'Yes', with whom?:

Date:

day / month / year

## The Land

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

**Street Address \***

Unit No.:	St. No.:	St. Name:
Suburb/Locality:		Postcode:

**Formal Land Description \***

Complete either A or B.

This information can be found on the certificate of title.

If this application relates to more than one address, attach a separate sheet setting out any additional property details.


A  Lot No.:   Lodged Plan  Title Plan  Plan of Subdivision  No.:


**OR**


B  Crown Allotment No.:   Section No.:


Parish/Township Name:

## The Proposal


 You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

 **For what use, development or other matter do you require a permit? \***

 Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

 **Estimated cost of any development for which the permit is required \***

Cost \$


 You may be required to verify this estimate. Insert '0' if no development is proposed.

If the application is for land within **metropolitan Melbourne** (as defined in section 3 of the *Planning and Environment Act 1987*) and the estimated cost of the development exceeds \$1 million (adjusted annually by CPI) the Metropolitan Planning Levy **must** be paid to the State Revenue Office and a current levy certificate **must** be submitted with the application. Visit [www.sro.vic.gov.au](http://www.sro.vic.gov.au) for information.

## Existing Conditions

**Describe how the land is used and developed now \***

For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

 Provide a plan of the existing conditions. Photos are also helpful.

## Title Information


**Encumbrances on title \***

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

Yes (If 'yes' contact Council for advice on how to proceed before continuing with this application.)

No

Not applicable (no such encumbrance applies).

 Provide a full, current copy of the title for each individual parcel of land forming the subject site. The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', for example, restrictive covenants.

# Applicant and Owner Details

Provide details of the applicant and the owner of the land.

## Applicant \*

The person who wants the permit.

Name:		
Title:	First Name:	Surname:
Organisation (if applicable):		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No.:	St. No.:	St. Name:
Suburb/Locality:	State:	Postcode:

Please provide at least one contact phone number \*

<b>Contact information for applicant OR contact person below</b>	
Business phone:	Email:
Mobile phone:	Fax:

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

<b>Contact person's details*</b>		Same as applicant <input type="checkbox"/>
Name:		
Title:	First Name:	Surname:
Organisation (if applicable):		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No.:	St. No.:	St. Name:
Suburb/Locality:	State:	Postcode:

## Owner \*

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

Name:		Same as applicant <input type="checkbox"/>
Title:	First Name:	Surname:
Organisation (if applicable):		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No.:	St. No.:	St. Name:
Suburb/Locality:	State:	Postcode:
Owner's Signature (Optional):	Date: _____ day / month / year	

## Information requirements


Contact Council's planning department to discuss the specific requirements for this application and obtain a planning permit checklist.


Is the required information provided?

Yes  No

## Declaration



This form must be signed by the applicant \*

 Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.	
Signature: 	Date: _____ day / month / year

## Checklist

Have you:

<input type="checkbox"/>	Filled in the form completely?	
<input type="checkbox"/>	Paid or included the application fee?	 Most applications require a fee to be paid. Contact Council to determine the appropriate fee.
	Provided all necessary supporting information and documents?	
<input type="checkbox"/>	A full, current copy of title information for each individual parcel of land forming the subject site.	
<input type="checkbox"/>	A plan of existing conditions.	
<input type="checkbox"/>	Plans showing the layout and details of the proposal.	
<input type="checkbox"/>	Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.	
<input type="checkbox"/>	If required, a description of the likely effect of the proposal (for example, traffic, noise, environmental impacts).	
<input type="checkbox"/>	If applicable, a current Metropolitan Planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used). Failure to comply means the application is void.	
<input type="checkbox"/>	Completed the relevant council planning permit checklist?	
<input type="checkbox"/>	Signed the declaration above?	

## Need help with the Application?

If you need help to complete this form, read More Information at the end of this form.

For help with a VicSmart application see Applicant's Guide to Lodging a VicSmart Application at [www.planning.vic.gov.au](http://www.planning.vic.gov.au)

General information about the planning process is available at [www.planning.vic.gov.au](http://www.planning.vic.gov.au)

Assistance can also be obtained from Council's planning department.

## Lodgement

**Lodge the completed and signed form, the fee and all documents with:**

**Deliver application in person, by post or by electronic lodgement.**

# MORE INFORMATION

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## The Land

Planning permits relate to the use and development of the land. It is important that accurate, clear and concise details of the land are provided with the application.

### How is land identified?

Land is commonly identified by a street address, but sometimes this alone does not provide an accurate identification of the relevant parcel of land relating to an application. Make sure you also provide the formal land description - the lot and plan number or the crown, section and parish/township details (as applicable) for the subject site. This information is shown on the title.


See **Example 1**.

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## The Proposal

### Why is it important to describe the proposal correctly?


The application requires a description of what you want to do with the land. You must describe how the land will be used or developed as a result of the proposal. It is important that you understand the reasons why you need a permit in order to suitably describe the proposal. By providing an accurate description of the proposal, you will avoid unnecessary delays associated with amending the description at a later date.

 Planning schemes use specific definitions for different types of use and development. Contact the Council planning office at an early stage in preparing your application to ensure that you use the appropriate terminology and provide the required details.

### How do planning schemes affect proposals?

A planning scheme sets out policies and requirements for the use, development and protection of land. There is a planning scheme for every municipality in Victoria. Development of land includes the construction of a building, carrying out works, subdividing land or buildings and displaying signs.

Proposals must comply with the planning scheme provisions in accordance with Clause 61.05 of the planning scheme. Provisions may relate to the State Planning Policy Framework, the Local Planning Policy Framework, zones, overlays, particular and general provisions. You can access the planning scheme by either contacting Council's planning department or by visiting the Planning Schemes Online section of the department's website <http://planning-schemes.delwp.vic.gov.au>

 You can obtain a planning certificate to establish planning scheme details about your property. A planning certificate identifies the zones and overlays that apply to the land, but it does not identify all of the provisions of the planning scheme that may be relevant to your application. Planning certificates for land in metropolitan areas and most rural areas can be obtained by visiting [www.landata.vic.gov.au](http://www.landata.vic.gov.au). Contact your local Council to obtain a planning certificate in Central Goldfields, Corangamite, Macedon Ranges and Greater Geelong. You can also use the free Planning Property Report to obtain the same information.

See **Example 2**.


### Estimated cost of development

In most instances an application fee will be required. This fee must be paid when you lodge the application. The fee is set down by government regulations.

To help Council calculate the application fee, you must provide an accurate cost estimate of the proposed development. This cost does not include the costs of development that you could undertake without a permit or that are separate from the permit process. Development costs should be calculated at a normal industry rate for the type of construction you propose.

Council may ask you to justify your cost estimates. Costs are required solely to allow Council to calculate the permit application fee. Fees are exempt from GST.

 Costs for different types of development can be obtained from specialist publications such as Cordell Housing: Building Cost Guide or Rawlinsons: Australian Construction Handbook.

 Contact the Council to determine the appropriate fee. Go to [www.planning.vic.gov.au](http://www.planning.vic.gov.au) to view a summary of fees in the Planning and Environment (Fees) Regulations.

**Metropolitan Planning Levy** refer Division 5A of Part 4 of the *Planning and Environment Act 1987* (the Act). A planning permit application under section 47 or 96A of the Act for a development of land in metropolitan Melbourne as defined in section 3 of the Act may be a leviable application. If the cost of the development exceeds the threshold of \$1 million (adjusted annually by consumer price index) a levy certificate must be obtained from the State Revenue Office after payment of the levy. A valid levy certificate must be submitted to the responsible planning authority (usually council) with a leviable planning permit application. Refer to the State Revenue Office website at [www.sro.vic.gov.au](http://www.sro.vic.gov.au) for more information. A leviable application submitted without a levy certificate is void.

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## Existing Conditions

### How should land be described?

You need to describe, in general terms, the way the land is used now, including the activities, buildings, structures and works that exist (e.g. single dwelling, 24 dwellings in a three-storey building, medical centre with three practitioners and 8 car parking spaces, vacant building, vacant land, grazing land, bush block).

Please attach to your application a plan of the existing conditions of the land. Check with the local Council for the quantity, scale and level of detail required. It is also helpful to include photographs of the existing conditions.

See **Example 3**.

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## Title Information

### What is an encumbrance?

An 'encumbrance' is a formal obligation on the land, with the most common type being a 'mortgage'. Other common examples of encumbrances include:

- **Restrictive Covenants:** A 'restrictive covenant' is a written agreement between owners of land restricting the use or development of the land for the benefit of others, (eg. a limit of one dwelling or limits on types of building materials to be used).
- **Section 173 Agreements:** A 'section 173 agreement' is a contract between an owner of the land and the Council which sets out limitations on the use or development of the land.
- **Easements:** An 'easement' gives rights to other parties to use the land or provide for services or access on, under or above the surface of the land.
- **Building Envelopes:** A 'building envelope' defines the development boundaries for the land.

Aside from mortgages, the above encumbrances can potentially limit or even prevent certain types of proposals.

### What documents should I check to find encumbrances?

Encumbrances are identified on the title (register search statement) under the header 'encumbrances, caveats and notices'. The actual details of an encumbrance are usually provided in a separate document (instrument) associated with the title. Sometimes encumbrances are also marked on the title diagram or plan, such as easements or building envelopes.

### What about caveats and notices?

A 'caveat' is a record of a claim from a party to an interest in the land. Caveats are not normally relevant to planning applications as they typically relate to a purchaser, mortgagee or chargee claim, but can sometimes include claims to a covenant or easement on the land. These types of caveats may affect your proposal.

Other less common types of obligations may also be specified on title in the form of 'notices'. These may have an effect on your proposal, such as a notice that the building on the land is listed on the Heritage Register.

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### What happens if the proposal contravenes an encumbrance on title?

Encumbrances may affect or limit your proposal or prevent it from proceeding. Section 61(4) of the *Planning and Environment Act 1987* for example, prevents a Council from granting a permit if it would result in a breach of a registered restrictive covenant. If the proposal contravenes any encumbrance, contact the Council for advice on how to proceed.

You may be able to modify your proposal to respond to the issue. If not, separate procedures exist to change or remove the various types of encumbrances from the title. The procedures are generally quite involved and if the encumbrance relates to more than the subject property, the process will include notice to the affected party.

▲ You should seek advice from an appropriately qualified person, such as a solicitor, if you need to interpret the effect of an encumbrance or if you seek to amend or remove an encumbrance.

### Why is title information required?

Title information confirms the location and dimensions of the land specified in the planning application and any obligations affecting what can be done on or with the land.

As well as describing the land, a full copy of the title will include a diagram or plan of the land and will identify any encumbrances, caveats and notices.

### What is a 'full' copy of the title?

The title information accompanying your application must include a 'register search statement' and the title diagram, which together make up the title.

In addition, any relevant associated title documents, known as 'instruments', must also be provided to make up a full copy of the title.

Check the title to see if any of the types of encumbrances, such as a restrictive covenant, section 173 agreement, easement or building envelope, are listed. If so, you must submit a copy of the document (instrument) describing that encumbrance. Mortgages do not need to be provided with planning applications.

▲ Some titles have not yet been converted by Land Registry into an electronic register search statement format. In these earlier types of titles, the diagram and encumbrances are often detailed on the actual title, rather than in separate plans or instruments.

### Why is 'current' title information required?

It is important that you attach a current copy of the title for each individual parcel of land forming the subject site. 'Current' title information accurately provides all relevant and up-to-date information.

Some Councils require that title information must have been searched within a specified time frame. Contact the Council for advice on their requirements.

▲ Copies of title documents can be obtained from Land Registry: Level 10, 570 Bourke Street, Melbourne; 03 8636 2010; [www.landata.vic.gov.au](http://www.landata.vic.gov.au) – go direct to "titles & property certificates".

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## Applicant and Owner Details

This section provides information about the permit applicant, the owner of the land and the person who should be contacted about any matters concerning the permit application.

The applicant is the person or organisation that wants the permit. The applicant can, but need not, be the contact person.

In order to avoid any confusion, the Council will communicate only with the person who is also responsible for providing further details. The contact may be a professional adviser (e.g. architect or planner) engaged to prepare or manage the application. To ensure prompt communications, contact details should be given.

Check with council how they prefer to communicate with you about the application. If an email address is provided this may be the preferred method of communication between Council and the applicant/contact.

The owner of the land is the person or organisation who owns the land at the time the application is made. Where a parcel of land has been sold and an application made prior to settlement, the owner's details should be identified as those of the vendor. The owner can, but need not, be the contact or the applicant.

See **Example 4**.

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## Declaration

The declaration should be signed by the person who takes responsibility for the accuracy of all the information that is provided. This declaration is a signed statement that the information included with the application is true and correct at the time of lodgement.

The declaration can be signed by the applicant or owner. If the owner is not the applicant, the owner must either sign the application form or must be notified of the application which is acknowledged in the declaration.

▲ Obtaining or attempting to obtain a permit by wilfully making or causing any false representation or declaration, either orally or in writing, is an offence under the *Planning and Environment Act 1987* and could result in a fine and/or cancellation of the permit.

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## Checklist

### What additional information should you provide to support the proposal?

You should provide sufficient supporting material with the application to describe the proposal in enough detail for the Council to make a decision. It is important that copies of all plans and information submitted with the application are legible.

There may be specific application requirements set out in the planning scheme for the use or development you propose. The application should demonstrate how these have been addressed or met.

The checklist is to help ensure that you have:

- provided all the required information on the form
- included payment of the application fee
- attached all necessary supporting information and documents
- completed the relevant Council planning permit checklist
- signed the declaration on the last page of the application form

▲ The more complete the information you provide with your permit application, the sooner Council will be able to make a decision.

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## Need help with the Application?

If you have attended a pre-application meeting with a Council planner, fill in the name of the planner and the date, so that the person can be consulted about the application once it has been lodged.

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## Lodgement

The application must be lodged with the Council responsible for the planning scheme in which the land affected by the application is located. In some cases the Minister for Planning or another body is the responsible authority instead of Council. Ask the Council if in doubt.

Check with Council how they prefer to have the application lodged. For example, they may have an online lodgement system, prefer email or want an electronic and hard copy. Check also how many copies of plans and the size of plans that may be required.

Contact details are listed in the lodgement section on the last page of the form.

▲ Approval from other authorities: In addition to obtaining a planning permit, approvals or exemptions may be required from other authorities or Council departments. Depending on the nature of your proposal, these may include food or health registrations, building permits or approvals from water and other service authorities.

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# EXAMPLES

## Example 1

**The Land**

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

**Street Address \***

Unit No.: <b>4</b>	St. No.: <b>26</b>	St. Name: <b>Planmore Avenue</b>
Suburb/Locality: <b>HAWTHORN</b>		Postcode: <b>3122</b>

**Formal Land Description \***  
Complete either A or B.

This information can be found on the certificate of title.

If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A Lot No.: **2**  Lodged Plan  Title Plan  Plan of Subdivision No.: **LP93562**

OR

B Crown Allotment No.:  Section No.:

Parish/Township Name:

## Example 2

**For what use, development or other matter do you require a permit? \***

*Construction of two, double-storey dwellings and construction of two new crossovers.*

Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

## Example 3

**Existing Conditions**

**Describe how the land is used and developed now \***

For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

*Single dwelling.*

Provide a plan of the existing conditions. Photos are also helpful.

## Example 4

**Applicant and Owner Details**

Provide details of the applicant and the owner of the land.

**Applicant \***

The person who wants the permit.

Please provide at least one contact phone number \*

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

**Owner \***

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

**Name:**  
Title: **Mr** First Name: **Len** Surname: **Browning**

Organisation (if applicable): **Responsible Developers P/L**

Postal Address: If it is a P.O. Box, enter the details here:  
Unit No.: **4** St. No.: **12** St. Name: **Ardour Lane**

Suburb/Locality: **Wycheproof** State: **Vic** Postcode: **3527**

**Contact information for applicant OR contact person below**

Business phone: **9123 4567** Email: **tcpl@bigpond.net.au**

Mobile phone: **0412 345 678** Fax: **9123 4567**

**Contact person's details\***  Same as applicant

**Name:**  
Title: **Mr** First Name: **Andrew** Surname: **Hodge**

Organisation (if applicable): **Town Planning Consultants**

Postal Address: If it is a P.O. Box, enter the details here:  
Unit No.:  St. No.:  St. Name: **PO Box 111**

Suburb/Locality: **Parkdale** State: **Vic** Postcode: **3194**

**Name:**  Same as applicant

**Title:**  **First Name:**  **Surname:**

Organisation (if applicable):

Postal Address: If it is a P.O. Box, enter the details here:  
Unit No.:  St. No.:  St. Name:

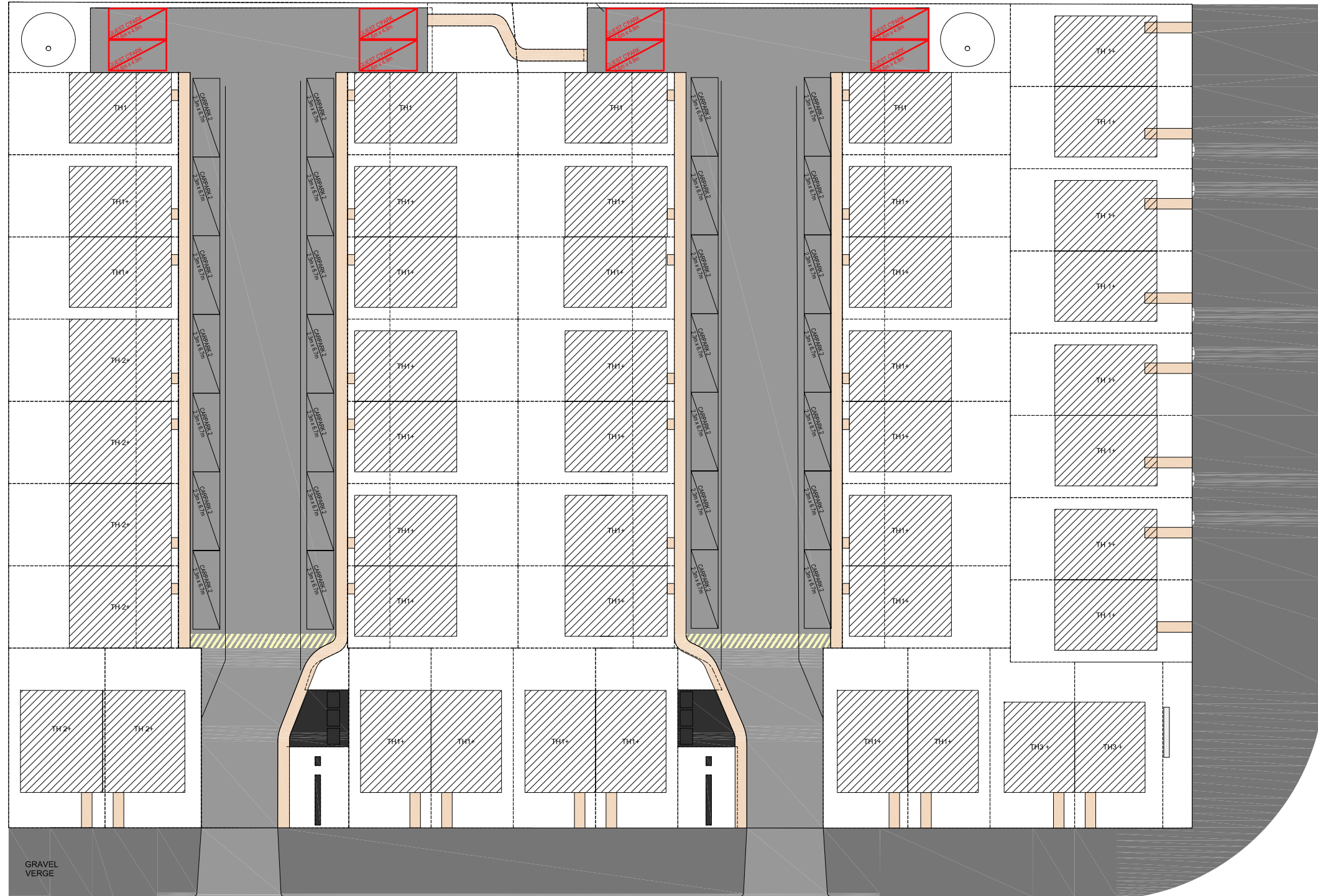
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Owner's Signature (Optional):  Date:

day / month / year

HARGREAVES STREET

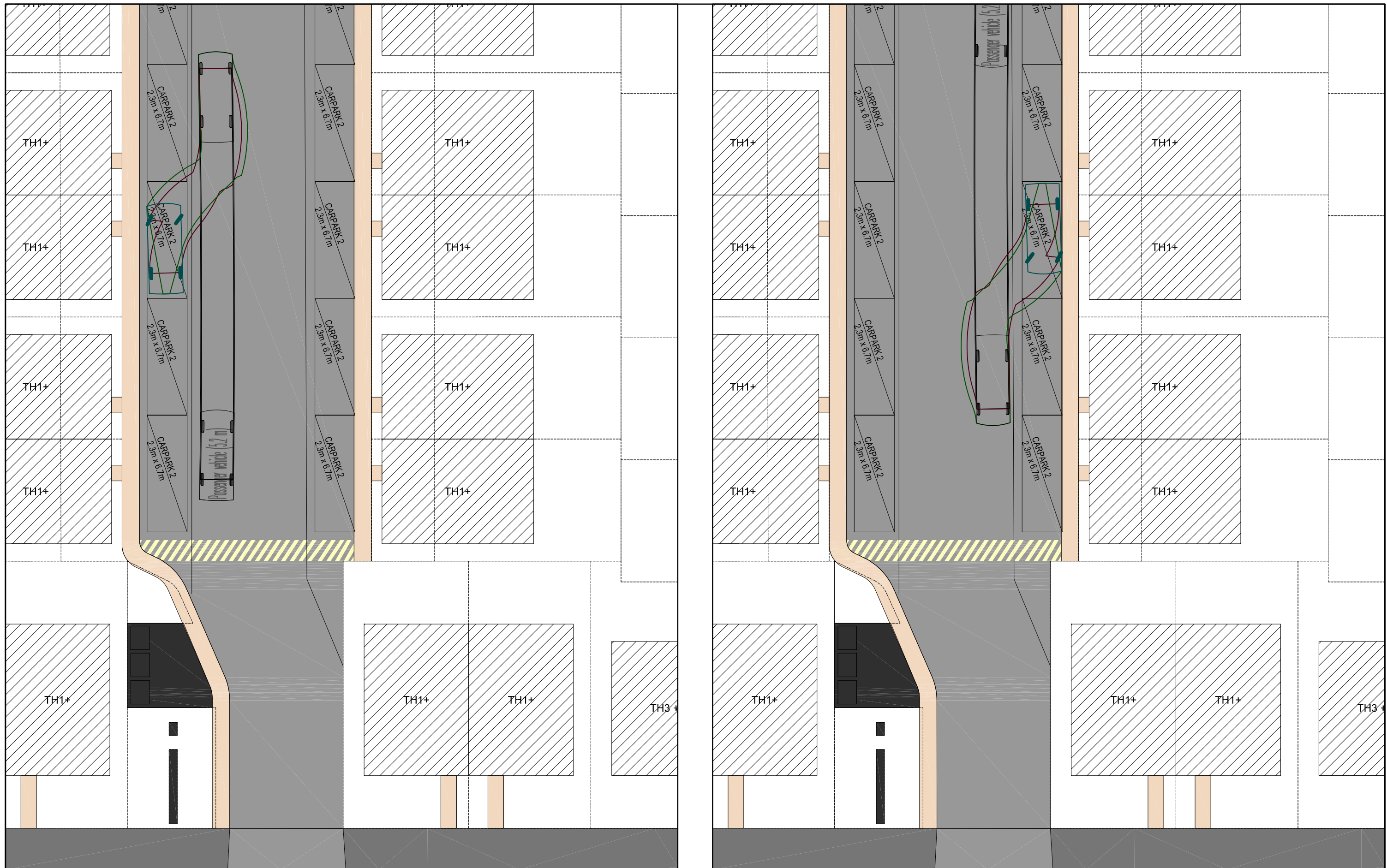
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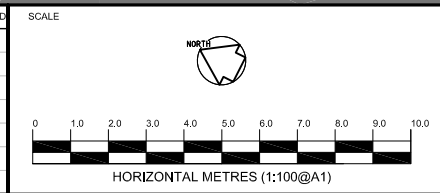
BURN STREET

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0	PRELIMINARY ISSUE	17/09/21											
1	PRELIMINARY ISSUE	22/11/21											SHEET: 1 OF 13 REV: 1





ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
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1	PRELIMINARY ISSUE	22/11/21					



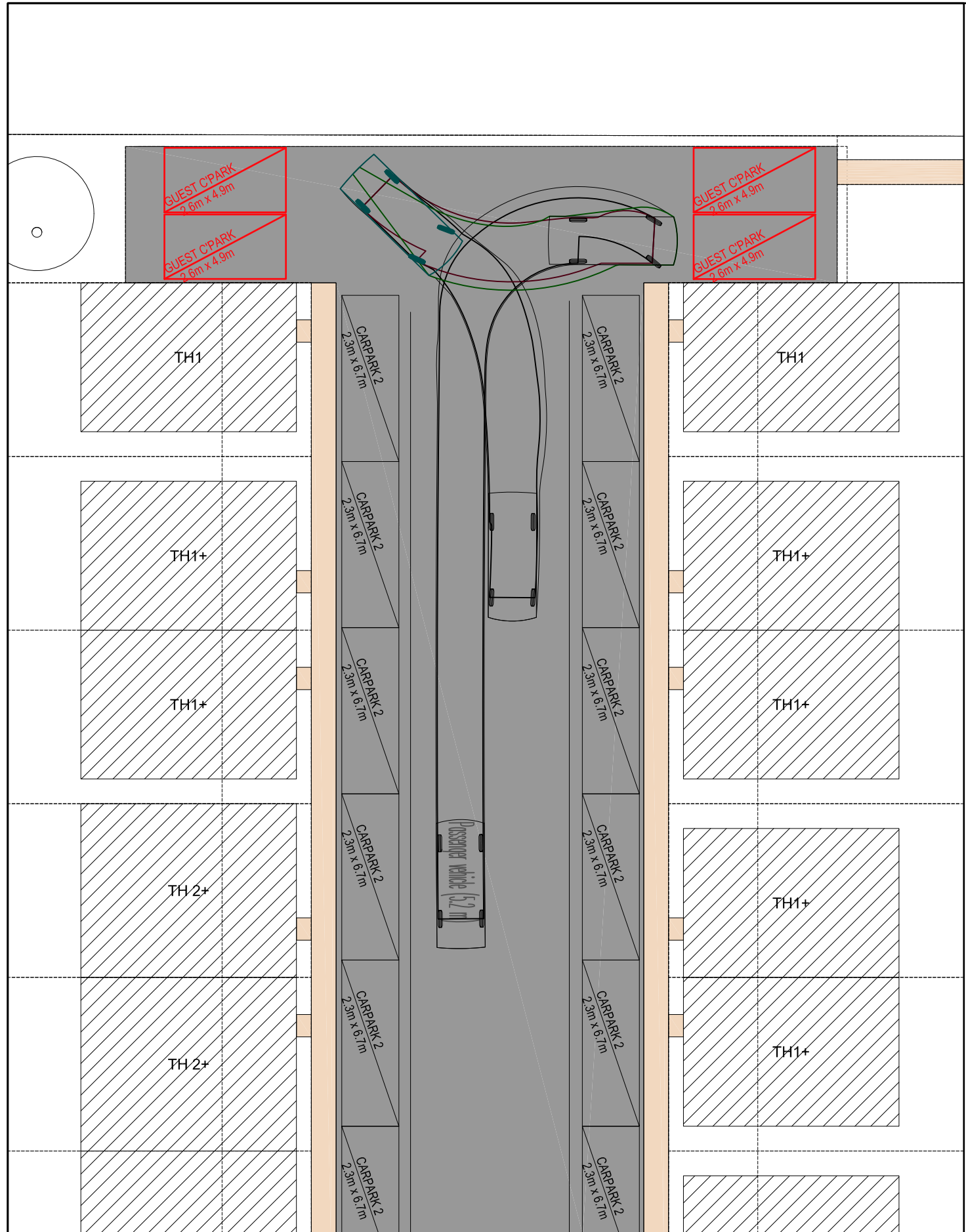
Scott Campbell Design & Drafting Pty. Ltd.  
 Civil Design and Drafting Services  
 85 Branchline Court  
 Miners Rest, Vic., 3352  
 Mobile - 0419 106 264  
 scds@scdgpnd.net.au

DESIGNED: -	DATE: SEPTEMBER 2021
DRAWN: S. CAMPBELL	SCALE: AS SHOWN
SURVEY: -	SHEET SIZE: A1
CHECKED: -	APPROVED: -
DATE: -	DATE: -

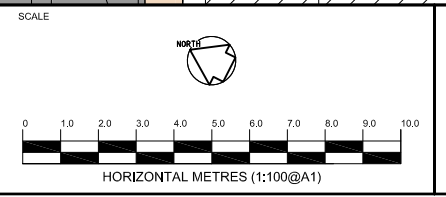
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 137-139 GRANO STREET  
 ARARAT, VIC., 3377

TITLE: VEHICLE TURNING MOVEMENTS

SCDD REF. No.: IP-005	SHEET: 2 OF 13	REV: 1
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ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED	SCALE
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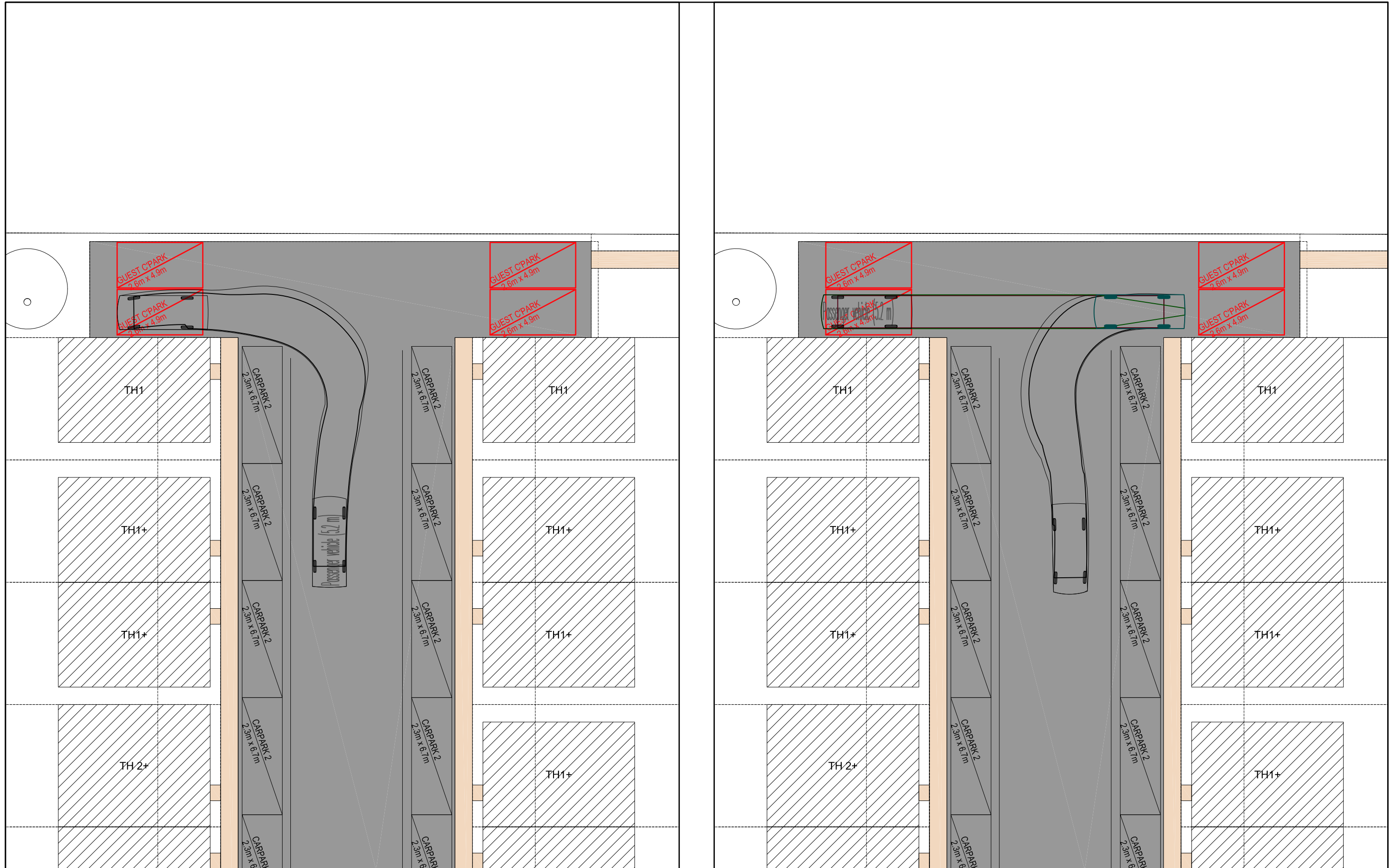


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 scds@tdgpond.net.au

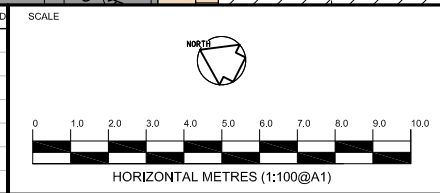
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CHECKED: -	APPROVED: -
DATE: -	DATE: -

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PROJECT: PROPOSED DEVELOPMENT 137-139 GRANO STREET ARARAT, VIC., 3377
TITLE: VEHICLE TURNING MOVEMENTS
SCDD REF. No: IP-005
SHEET: 3 OF 13 REV: 1



ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
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1	PRELIMINARY ISSUE	22/11/21					

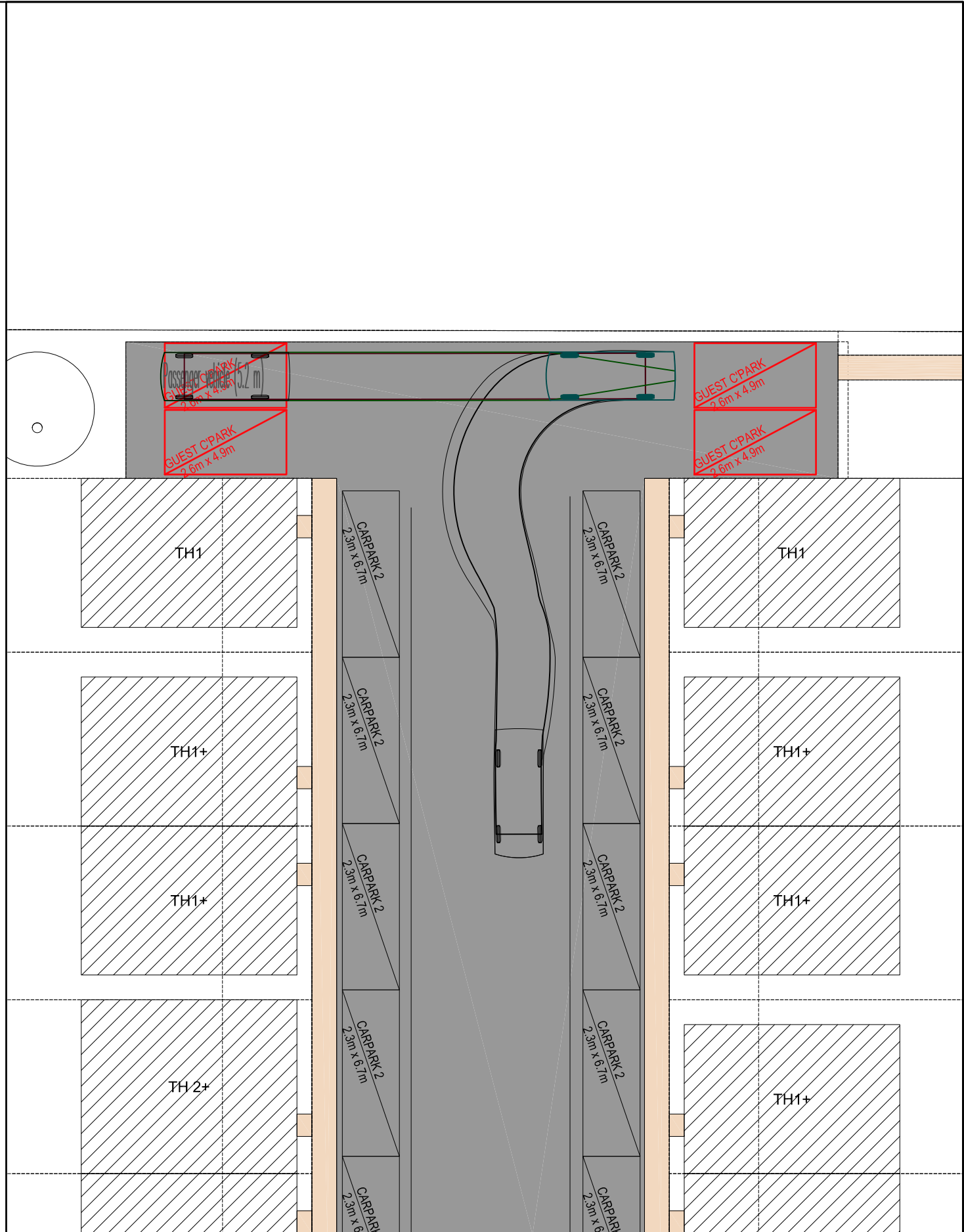
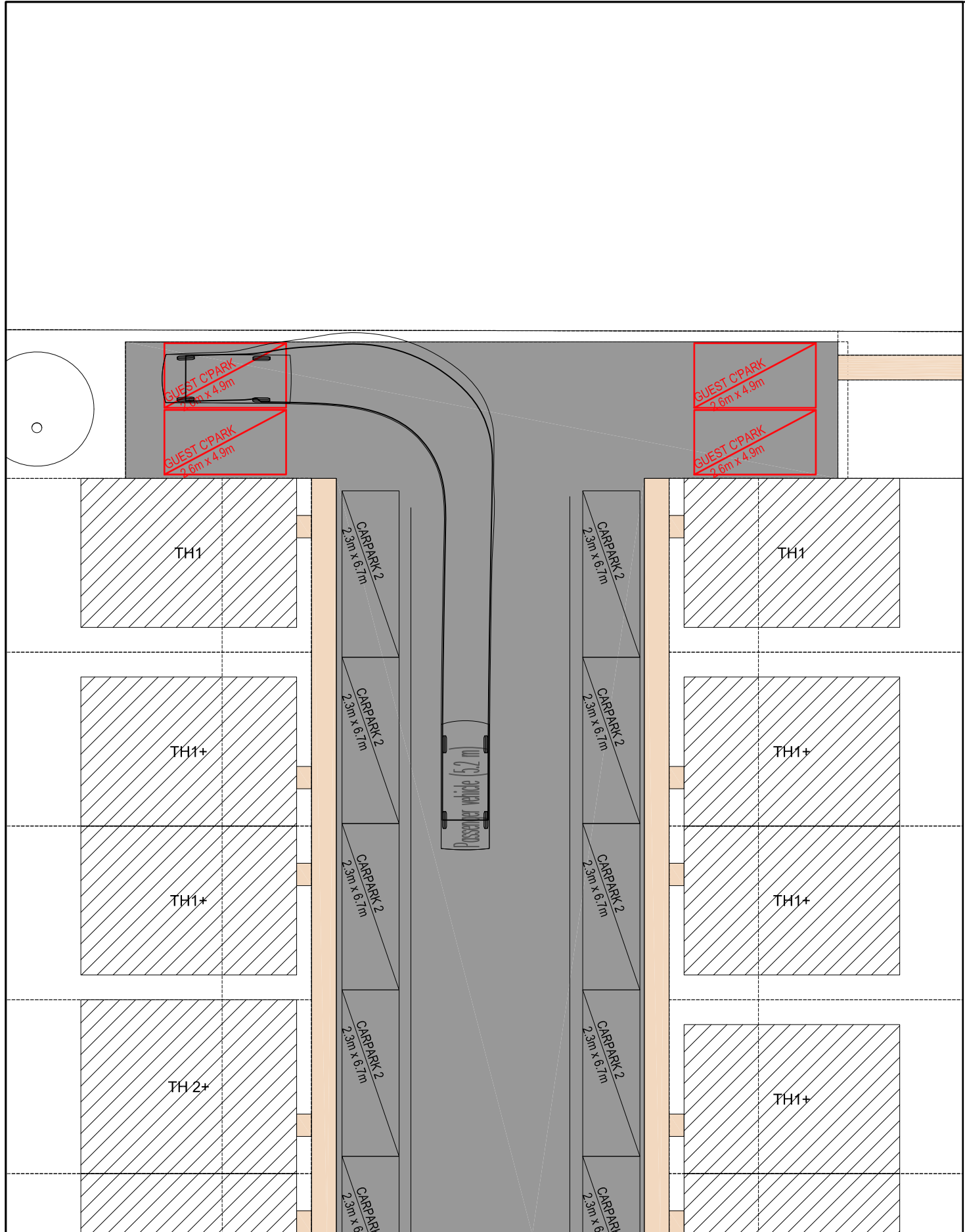


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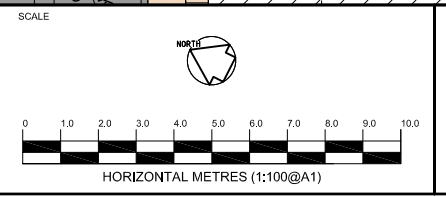
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CHECKED: -	APPROVED: -
DATE: -	DATE: -

PROJECT: PROPOSED DEVELOPMENT
137-139 GRANO STREET
ARARAT, VIC., 3377
TITLE: VEHICLE TURNING MOVEMENTS
SCOD REF. No.: IP-005

SHEET: 4 OF 13	REV: 1
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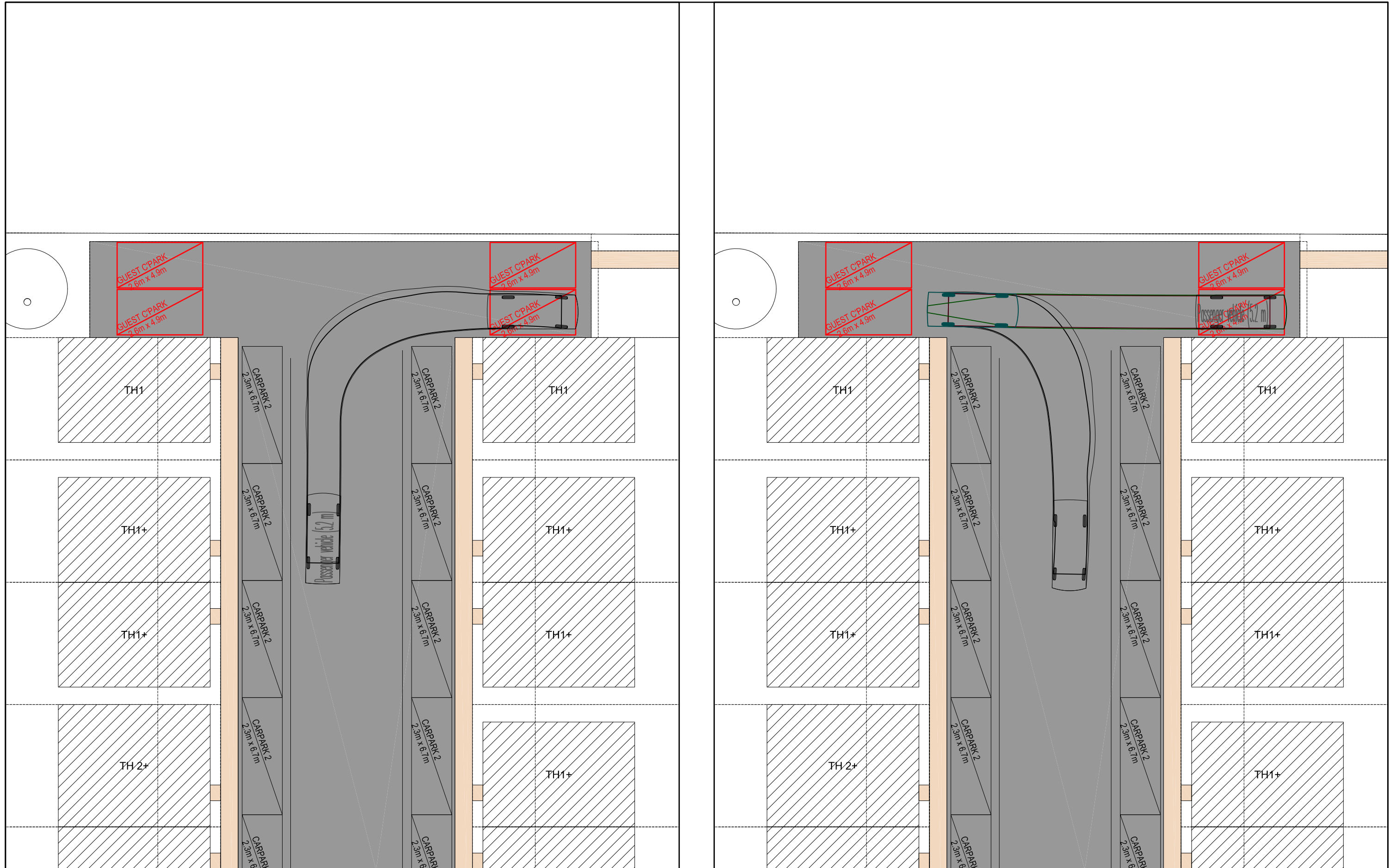
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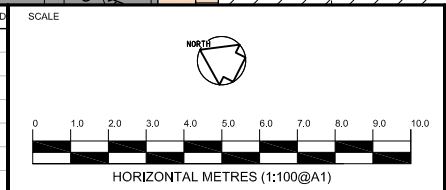
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 85 Branchline Court  
 Miners Rest, Vic., 3352  
 Mobile - 0419 106 264  
 scods@tdgpond.net.au

DESIGNED: -	DATE: SEPTEMBER 2021
DRAWN: S. CAMPBELL	SCALE: AS SHOWN
SURVEY: -	SHEET SIZE: A1
CHECKED: -	APPROVED: -
DATE: -	DATE: -

PROJECT: PROPOSED DEVELOPMENT 137-139 GRANO STREET ARARAT, VIC., 3377		
TITLE: VEHICLE TURNING MOVEMENTS		
SCOD REF. No.: IP-005	SHEET: 5 OF 13	REV: 1



ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
0	PRELIMINARY ISSUE	17/09/21					
1	PRELIMINARY ISSUE	22/11/21					



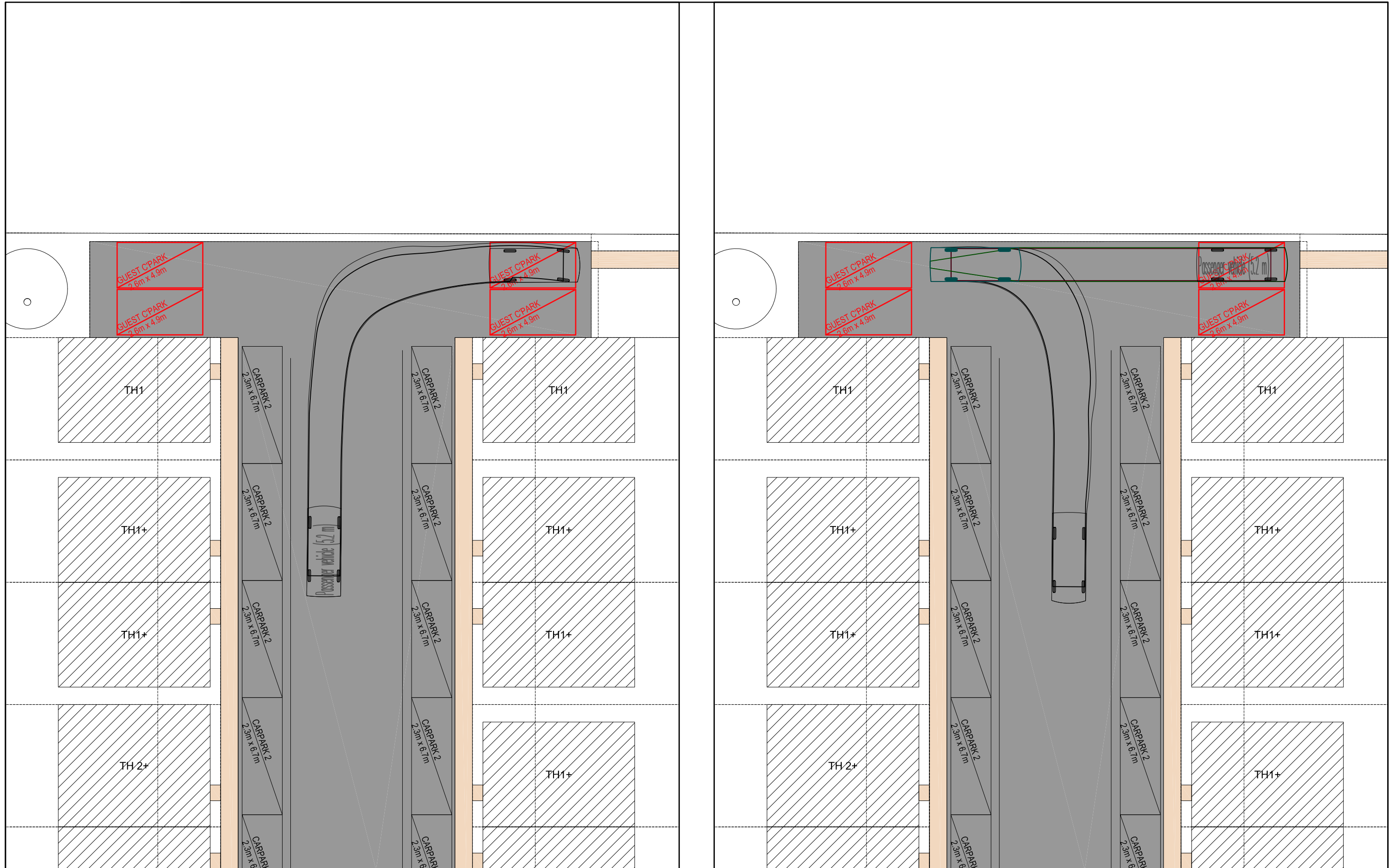
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 Miners Rest, Vic., 3352  
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DESIGNED: -	DATE: SEPTEMBER 2021
DRAWN: S. CAMPBELL	SCALE: AS SHOWN
SURVEY: -	SHEET SIZE: A1
CHECKED: -	APPROVED: -
DATE: -	DATE: -

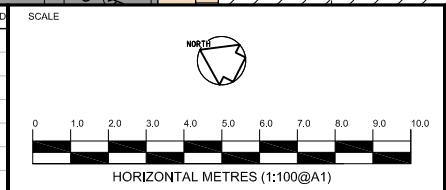
PROJECT: PROPOSED DEVELOPMENT  
 137-139 GRANO STREET  
 ARARAT, VIC., 3377

TITLE: VEHICLE TURNING MOVEMENTS
SCOD REF. No.: IP-005
SHEET: 6 OF 13 REV: 1

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ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
0	PRELIMINARY ISSUE	17/09/21					
1	PRELIMINARY ISSUE	22/11/21					

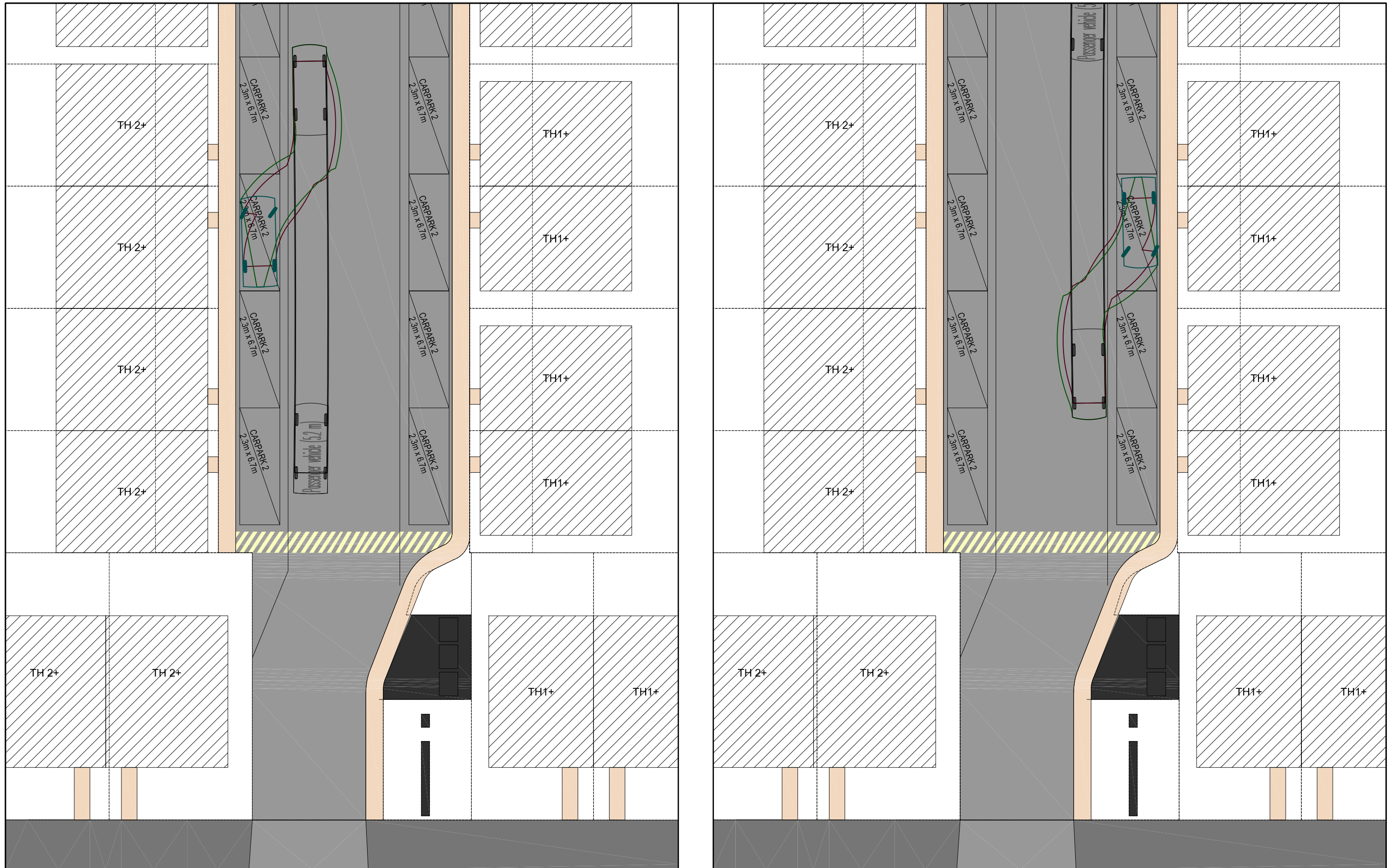


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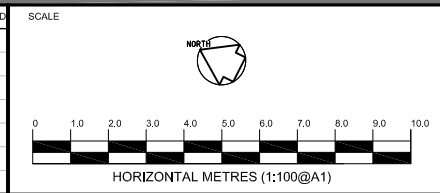
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DRAWN: S. CAMPBELL	SCALE: AS SHOWN
SURVEY: -	SHEET SIZE: A1
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DATE: -	DATE: -

PROJECT: PROPOSED DEVELOPMENT  
 137-139 GRANO STREET  
 ARARAT, VIC., 3377  
 TITLE: VEHICLE TURNING MOVEMENTS

SCOD REF. No.: IP-005	SHEET: 7 OF 13	REV: 1
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ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
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1	PRELIMINARY ISSUE	22/11/21					

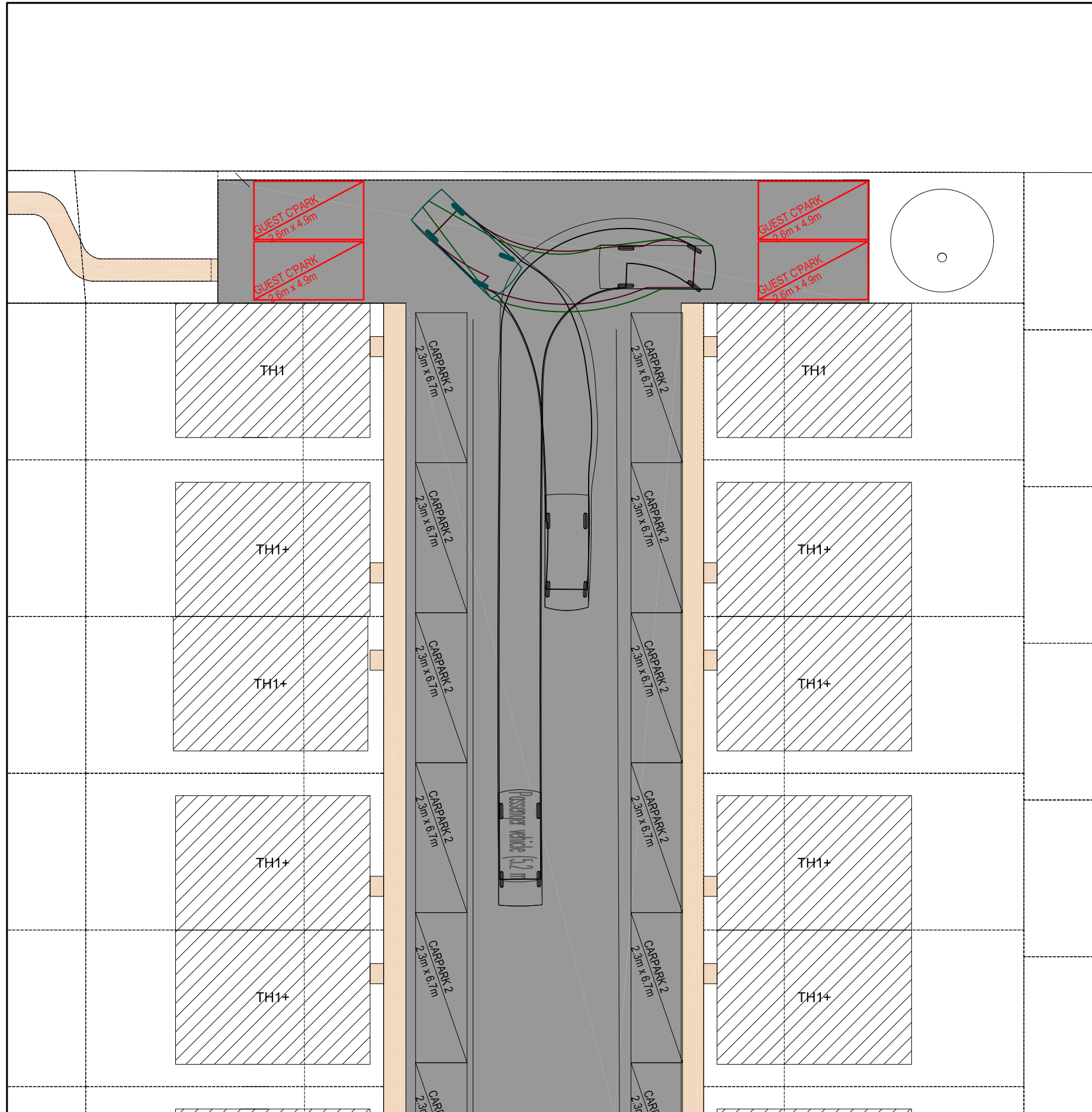


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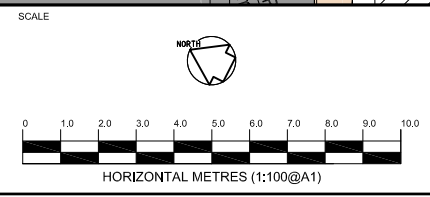
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SURVEY: -	SHEET SIZE: A1
CHECKED: -	APPROVED: -
DATE: -	DATE: -

PROJECT: PROPOSED DEVELOPMENT 137-139 GRANO STREET ARARAT, VIC., 3377	
TITLE: VEHICLE TURNING MOVEMENTS	
SCDD REF. No.: IP-005	SHEET: 8 OF 13 REV: 1

SCDD REF. No.: IP-005	SHEET: 8 OF 13 REV: 1
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ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
0	PRELIMINARY ISSUE	17/09/21					
1	PRELIMINARY ISSUE	22/11/21					



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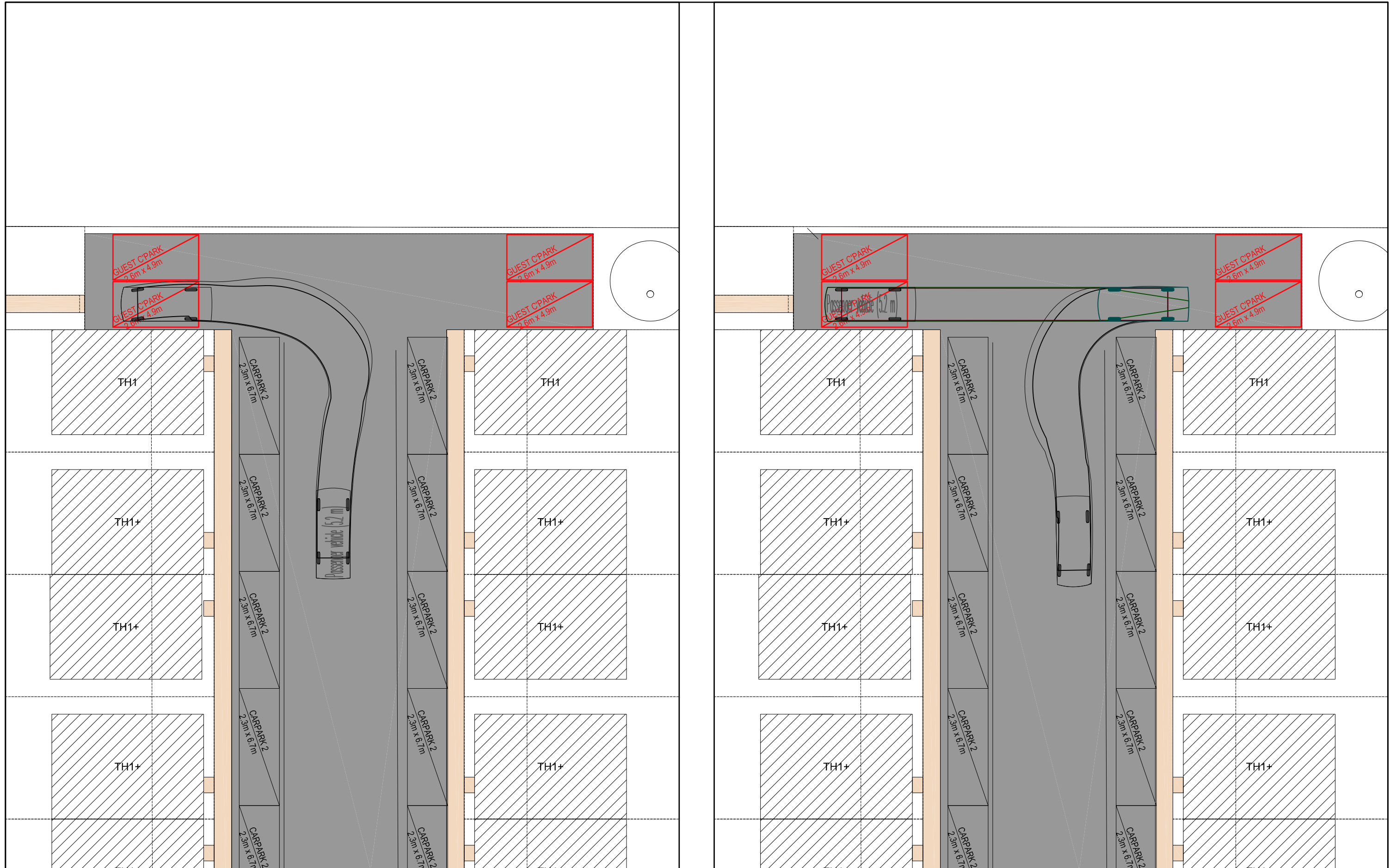
DESIGNED: -	DATE: SEPTEMBER 2021
DRAWN: S. CAMPBELL	SCALE: AS SHOWN
SURVEY: -	SHEET SIZE: A1
CHECKED: -	APPROVED: -
DATE: -	DATE: -

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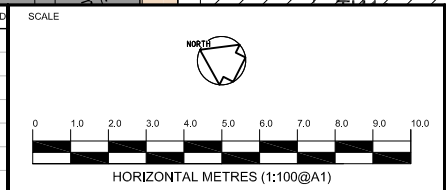
PROJECT: PROPOSED DEVELOPMENT 137-139 GRANO STREET ARARAT, VIC., 3377
TITLE: VEHICLE TURNING MOVEMENTS
SCDD REF. No: IP-005

SHEET: 9 OF 13	REV: 1
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ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
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1	PRELIMINARY ISSUE	22/11/21					

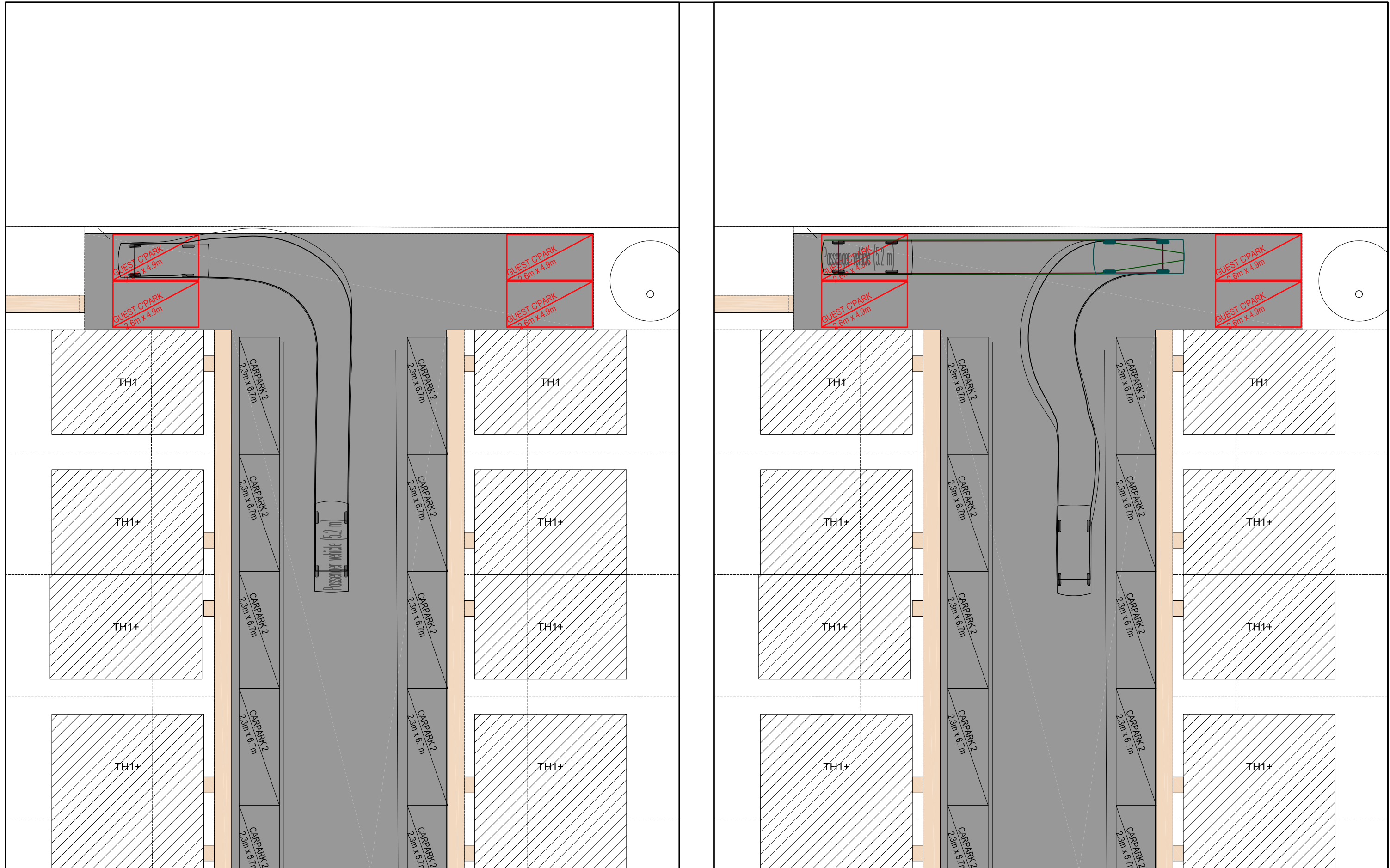


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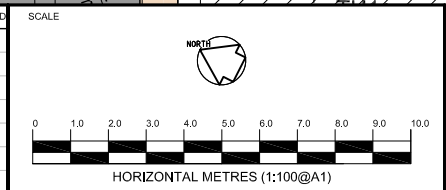
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SURVEY: -	SHEET SIZE: A1
CHECKED: -	APPROVED: -
DATE: -	DATE: -

PROJECT: PROPOSED DEVELOPMENT  
 137-139 GRANO STREET  
 ARARAT, VIC., 3377

TITLE: VEHICLE TURNING MOVEMENTS
SCOD REF. No.: IP-005
SHEET 10 OF 13 REV: 1



ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
0	PRELIMINARY ISSUE	17/09/21					
1	PRELIMINARY ISSUE	22/11/21					

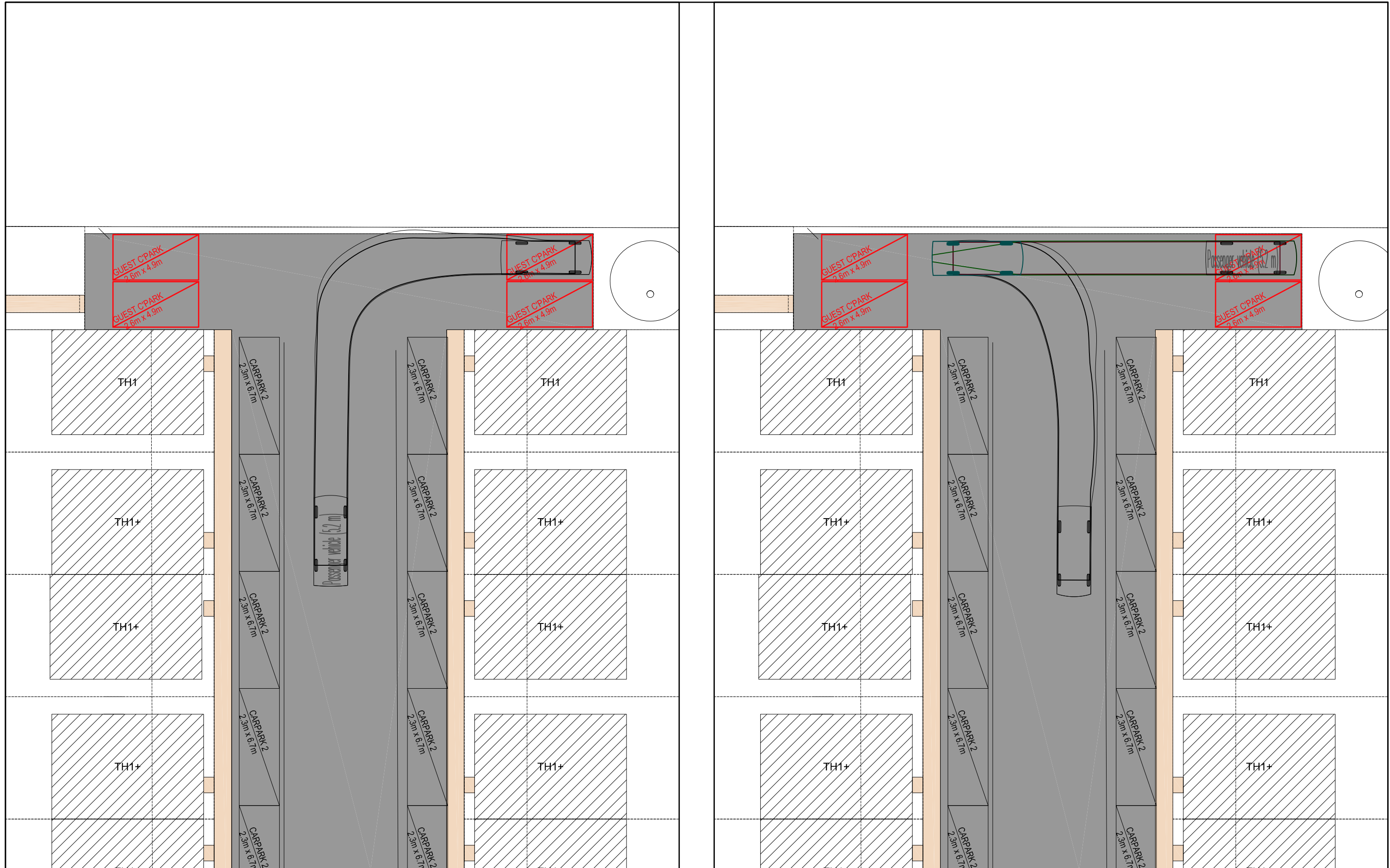


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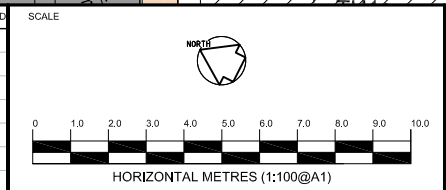
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DRAWN: S. CAMPBELL	SCALE: AS SHOWN
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CHECKED: -	APPROVED: -
DATE: -	DATE: -

PROJECT: PROPOSED DEVELOPMENT  
 137-139 GRANO STREET  
 ARARAT, VIC., 3377  
 TITLE: VEHICLE TURNING MOVEMENTS

SCOD REF. No.: IP-005	SHEET: 11 OF 13	REV: 1
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ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
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1	PRELIMINARY ISSUE	22/11/21					

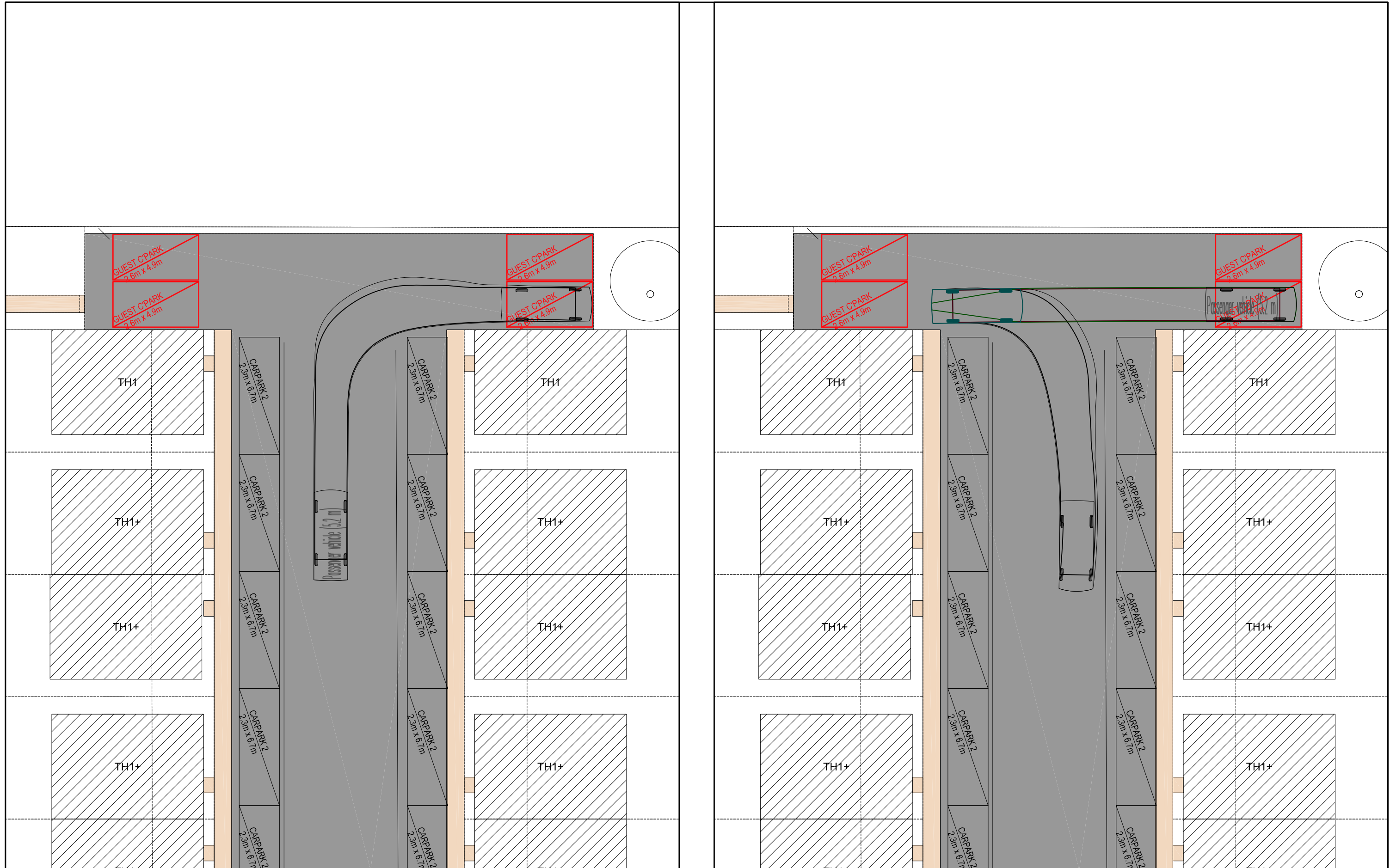


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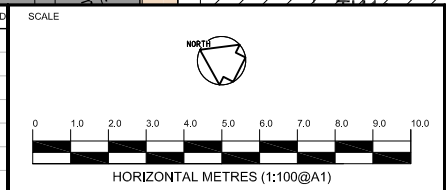
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CHECKED: -	APPROVED: -
DATE: -	DATE: -

PROJECT: PROPOSED DEVELOPMENT  
 137-139 GRANO STREET  
 ARARAT, VIC., 3377

TITLE: VEHICLE TURNING MOVEMENTS
SCOD REF. No.: IP-005
SHEET: 12 OF 13 REV: 1



ISSUE	ISSUED FOR	DATE	No.	AMENDMENT	DATE	DRAWN	APPROVED
0	PRELIMINARY ISSUE	17/09/21					
1	PRELIMINARY ISSUE	22/11/21					



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 Miners Rest, Vic., 3352  
 Mobile - 0419 106 264  
 scods@tdgpond.net.au

DESIGNED: -	DATE: SEPTEMBER 2021
DRAWN: S. CAMPBELL	SCALE: AS SHOWN
SURVEY: -	SHEET SIZE: A1
CHECKED: -	APPROVED: -
DATE: -	DATE: -

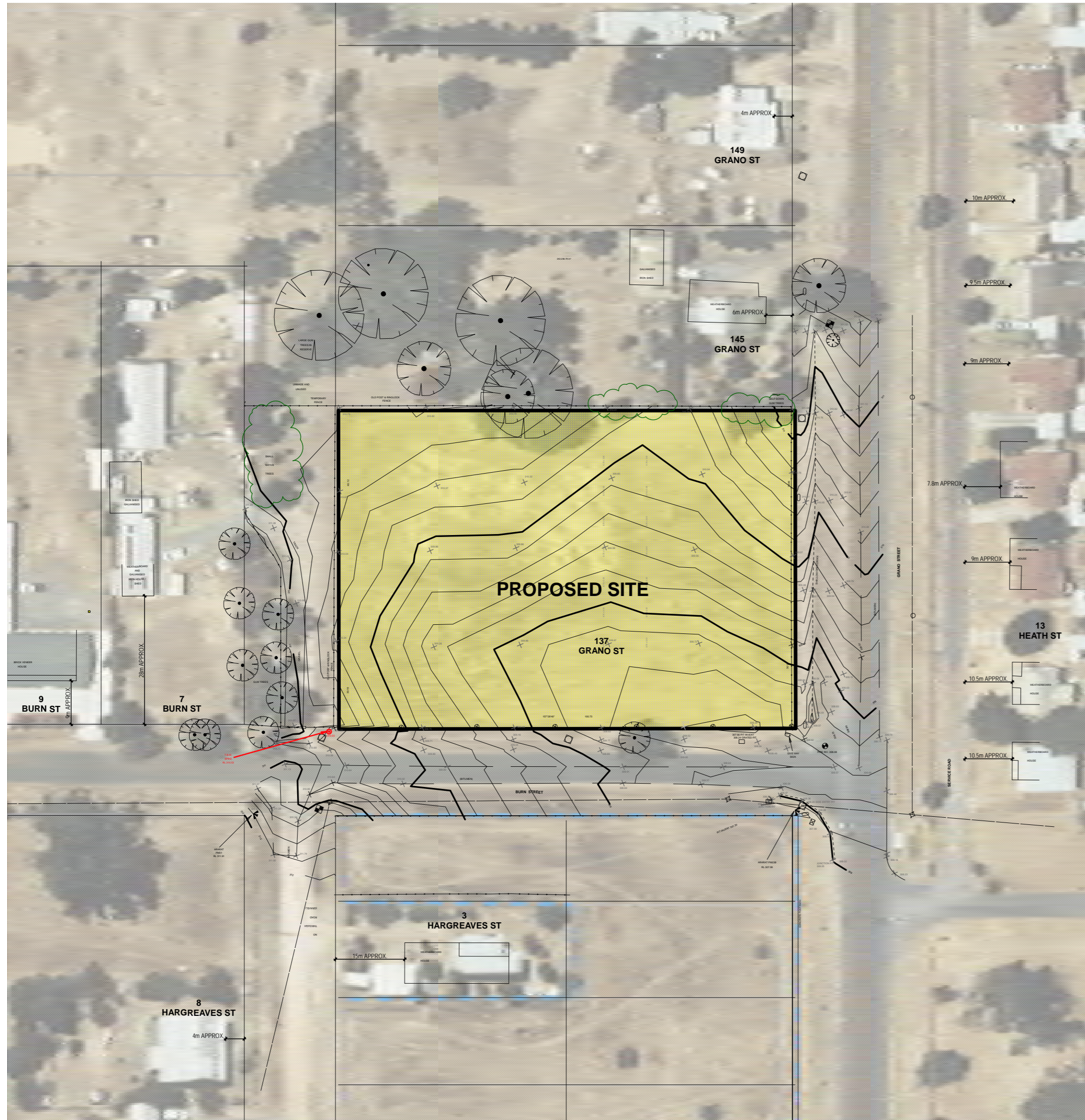
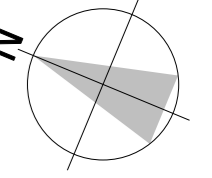
PROJECT: PROPOSED DEVELOPMENT  
 137-139 GRANO STREET  
 ARARAT, VIC., 3377

TITLE: VEHICLE TURNING MOVEMENTS
SCOD REF. No.: IP-005
SHEET: 13 OF 13 REV: 1

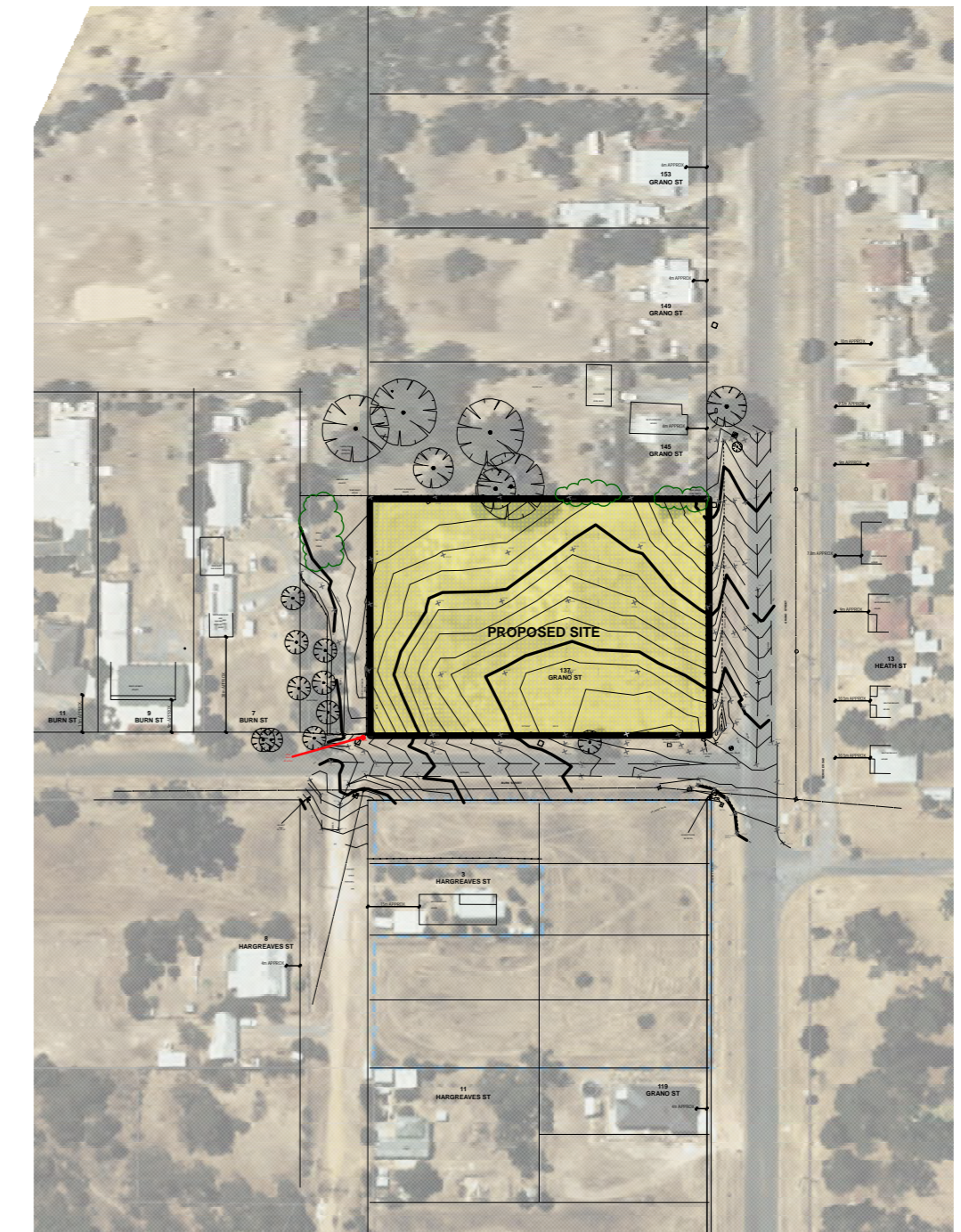


PROPOSED DESIGN  
*137-139 GRANO STREET, ARARAT*





SITE CONTEXT PLAN SCALE 1:200



SITE CONTEXT PLAN SCALE 1:2000

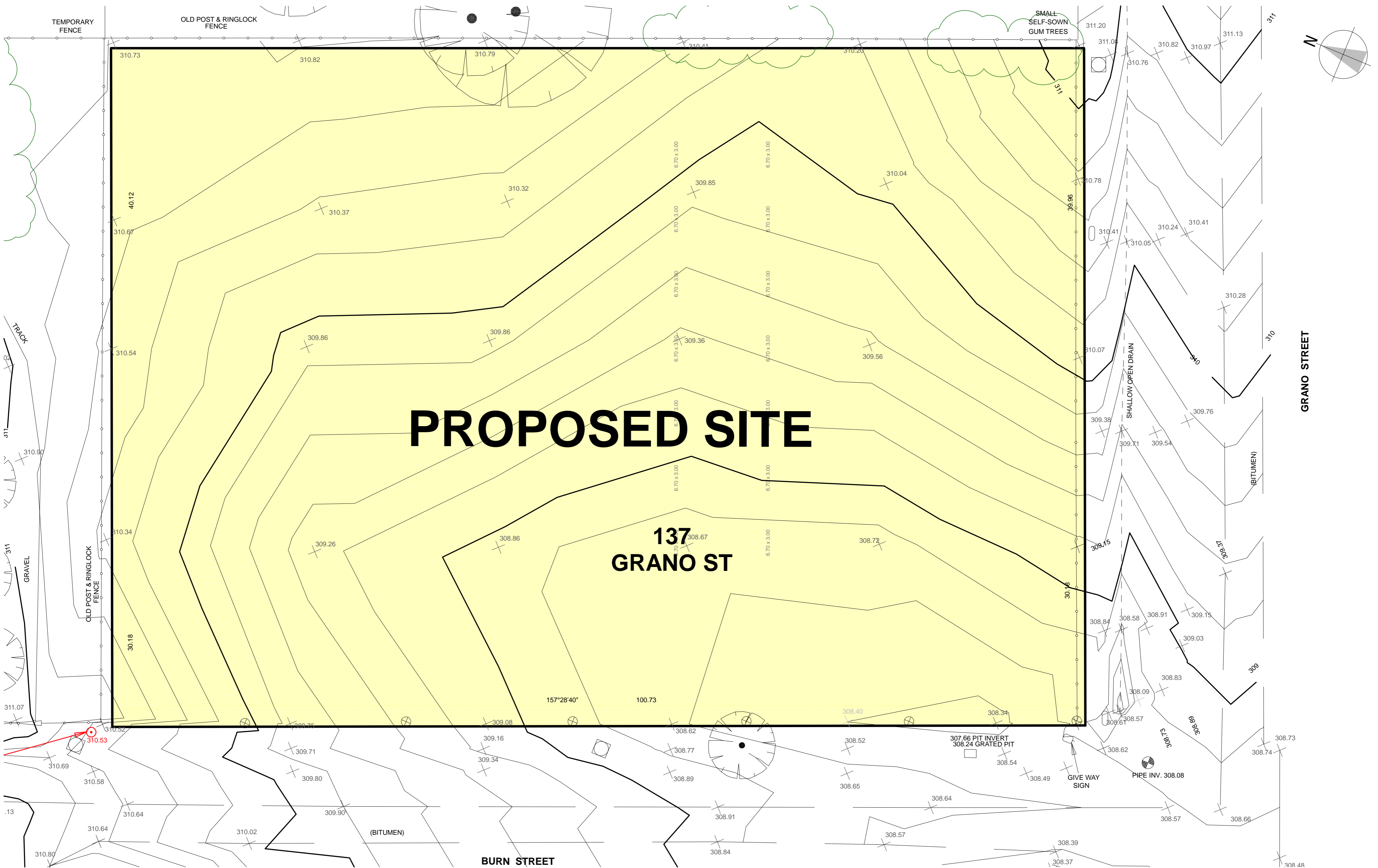


REV	NOTE	DATE
17	PLANNING ISSUE UPDATED (NEW LAYOUT FOR UPDATED BE)	20/10/21
18	PLANNING ISSUE UPDATED (DRIVEWAY CHANGED TO 5.5m ALL LOTS TO ACHIEVE POSSESS)	25/10/21
19	PLANNING ISSUE UPDATED (RE DESIGN FOR COUNCIL 181)	8/11/21
20	PLANNING ISSUE UPDATED (FULL DRAWING SET UPDATED FOR BE)	10/11/21
21	PLANNING ISSUE UPDATED (ADDED FURTHER TO MATCH RECORD SOLAR TO SPKS)	18/11/21
22	PLANNING ISSUE UPDATED (ADDED POS. APPROX NOTES)	18/11/21
23	PLANNING ISSUE UPDATED (REDUCED ACCESSWAYS TO 6.4m)	19/11/21

CLIENT NAME:  
ELMSTONE PROPERTY GROUP  
SITE ADDRESS:  
LOT 137-139 GRANO STREET, ARARAT

**PLANNING ISSUE**

DRAWN: JD	DATE: 28/05/2021
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SHEET NO: 1 OF 14	



# PROPOSED SITE

**137  
GRANO ST**

**FEATURE SURVEY** SCALE 1:250



REV.	NOTE	DATE
17	PLANNING ISSUE UPDATED (NEW LAYOUT FOR UPDATED BE)	20/10/21
18	PLANNING ISSUE UPDATED (DRIVEWAY CHANGED TO 5m ALL LOTS TO ACHIEVE POSSESS)	25/10/21
19	PLANNING ISSUE UPDATED (RE DESIGN FOR COUNCIL 18)	8/11/21
20	PLANNING ISSUE UPDATED (FULL DRAWING SET UPDATED FOR BE)	10/11/21
21	PLANNING ISSUE UPDATED (APPROVED FURTHER TO MATCH REQUIRED SOLAR TO SPKS)	18/11/21
22	PLANNING ISSUE UPDATED (ADDED POOL, MINOR NOTES)	18/11/21
23	PLANNING ISSUE UPDATED (REDUCED ACCESSWAYS TO 4m)	19/11/21

CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**

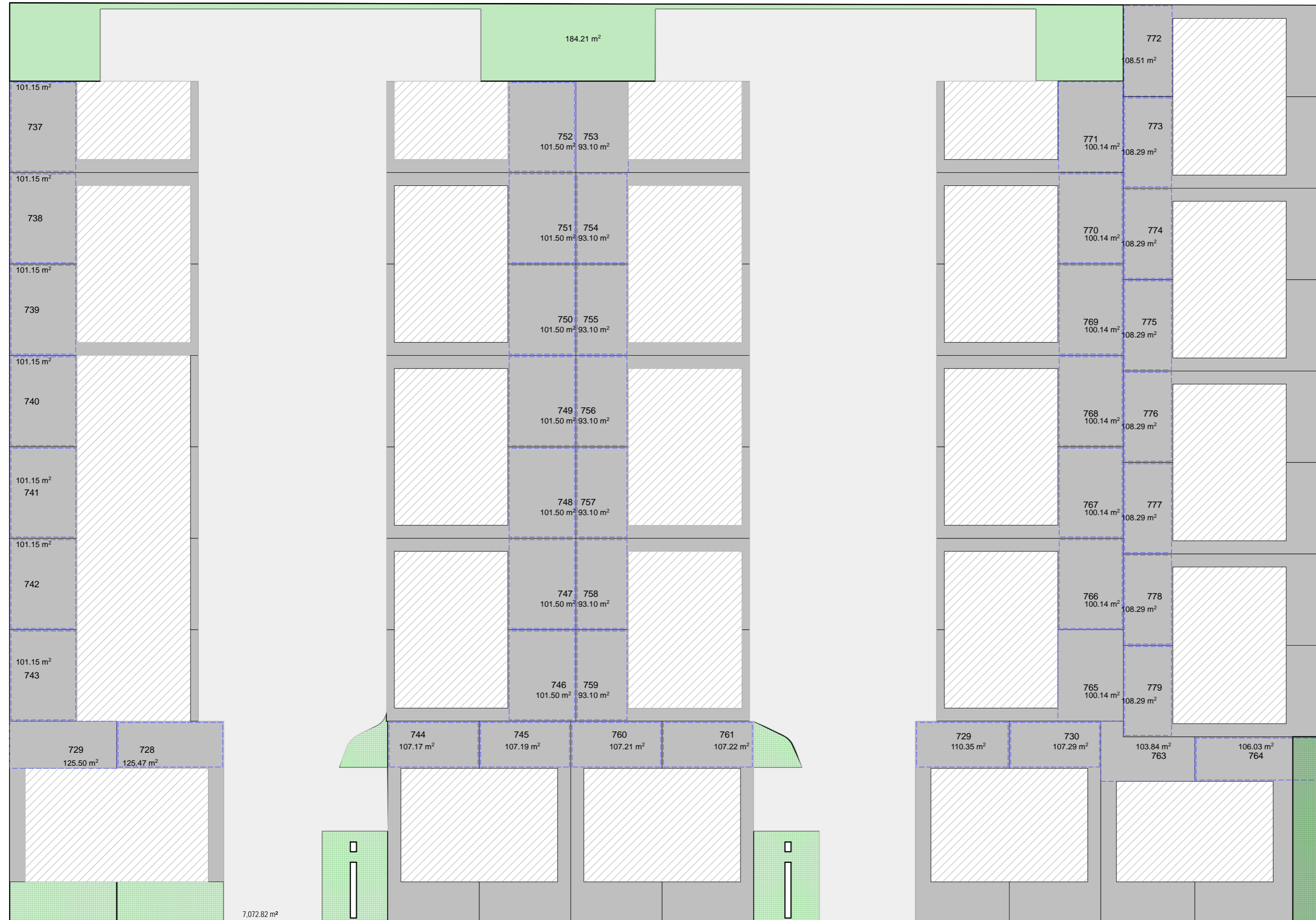
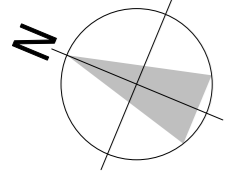
SITE ADDRESS:  
**LOT 137-139 GRANO STREET, ARARAT**

**PLANNING ISSUE**

DRAWN: JD	DATE: 28/05/2021
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SHEET NO: 2 OF 14	







Lot number	Size in m2	house area	POS	SPOS	Permeability %	site coverage percentage
727	125.47	60.83	40.07	29.61	29.78%	48%
728	125.5	60.83	40.07	29.61	29.77%	48%
729	110.35	52.14	58.2	28.59	50.29%	47%
730	107.29	52.14	55.12	26.01	48.85%	49%
737	101.15	52.14	49	36.12	47.91%	52%
738	101.15	52.14	49	36.12	47.91%	52%
739	101.15	52.14	49	36.12	47.91%	52%
740	101.15	60.83	40.32	36.12	39.33%	60%
741	101.15	60.83	40.32	36.12	39.33%	60%
742	101.15	60.83	40.32	36.12	39.33%	60%
743	101.15	60.83	40.32	36.12	39.33%	60%
744	107.17	52.14	55.06	25.29	48.85%	49%
745	107.19	52.14	55.06	25.29	48.84%	49%
746	101.5	52.14	49.36	36.47	48.10%	51%
747	101.5	52.14	49.36	36.47	48.10%	51%
748	101.5	52.14	49.36	36.47	48.10%	51%
749	101.5	52.14	49.36	36.47	48.10%	51%
750	101.5	52.14	49.36	36.47	48.10%	51%
751	101.5	52.14	49.36	36.47	48.10%	51%
752	101.5	52.14	49.36	36.47	48.10%	51%
753	93.1	52.14	40.96	28.07	43.42%	56%
754	93.1	52.14	40.96	28.07	43.42%	56%
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759	93.1	52.14	40.96	28.07	43.42%	56%
760	107.21	52.14	55.06	25.29	48.83%	49%
761	107.22	52.14	55.06	25.29	48.82%	49%
763	103.84	46.14	57.65	26.71	52.91%	44%
764	106.03	46.14	59.87	25.62	53.91%	44%
765	100.14	52.14	47.99	35.11	47.38%	52%
766	100.14	52.14	47.99	35.11	47.38%	52%
767	100.14	52.14	47.99	35.11	47.38%	52%
768	100.14	52.14	47.99	35.11	47.38%	52%
769	100.14	52.14	47.99	35.11	47.38%	52%
770	100.14	52.14	47.99	35.11	47.38%	52%
771	100.14	52.14	47.99	35.11	47.38%	52%
772	108.51	52.14	56.37	26.56	43.10%	48%
773	108.29	52.14	56.15	26.46	43.19%	48%
774	108.29	52.14	56.15	26.46	43.19%	48%
775	108.29	52.14	56.15	26.46	43.19%	48%
776	108.29	52.14	56.15	26.46	43.19%	48%
777	108.29	52.14	56.15	26.46	43.19%	48%
778	108.29	52.14	56.15	26.46	43.19%	48%
779	108.29	52.14	56.15	26.46	43.19%	48%

Lot number	Size in m2	hard surface area	Building Site Coverage	Overall Site Permeability %	site coverage percentage
full site	7072.82	4486.59	2386.7	37%	34%

LEGEND

HOUSE AREA	
POS	
SPOS	

POS/ SPOS PLAN SCALE:1:250



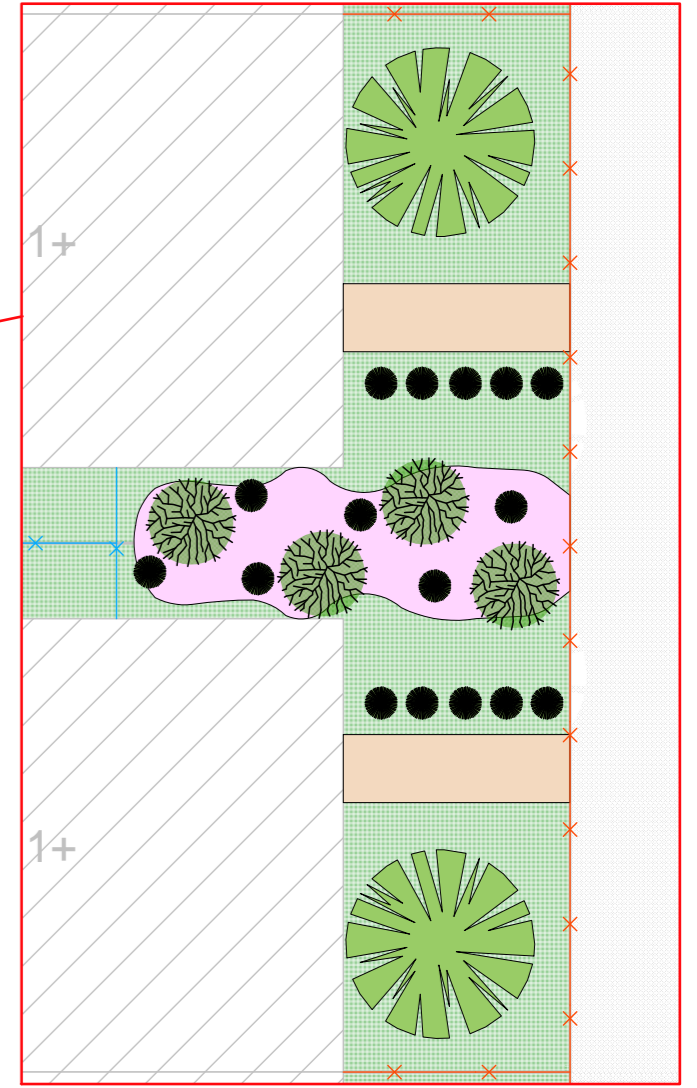
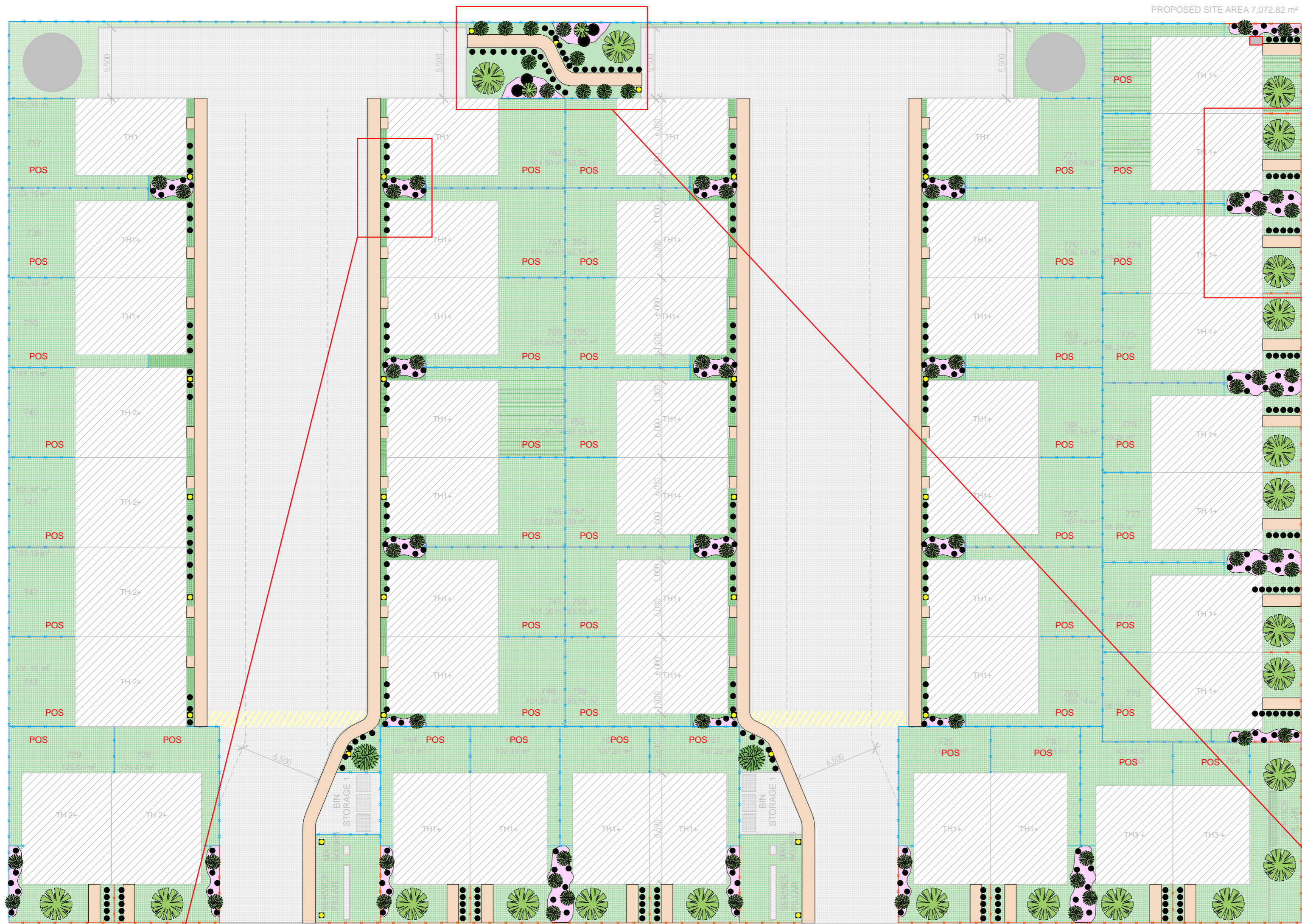
REV.	NOTE	DATE
17	PLANNING ISSUE UPDATED (NEW LAYOUT FOR UPDATED SET)	20/10/21
18	PLANNING ISSUE UPDATED (DRIVEWAY CHANGED TO 5m ALL LOTS TO ACHIEVE POS/SPOS)	25/10/21
19	PLANNING ISSUE UPDATED (RE DESIGN FOR COUNCIL SET)	8/11/21
20	PLANNING ISSUE UPDATED (FULL DRAWING SET UPDATED FOR SET)	10/11/21
21	PLANNING ISSUE UPDATED (ADDED PERMITS FURTHER TO MATCH REQUIRED SOLAR TO SPOS)	18/11/21
22	PLANNING ISSUE UPDATED (ADDED POS, MINOR NOTES)	18/11/21
23	PLANNING ISSUE UPDATED (REDUCED ACCESSWAYS TO 6m)	19/11/21

CLIENT NAME:  
ELMSTONE PROPERTY GROUP  
SITE ADDRESS:  
LOT 137-139 GRANO STREET, ARARAT

PLANNING ISSUE

DRAWN: JD	DATE: 28/05/2021
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SHEET NO: 4 OF 14	

PROPOSED SITE AREA 7,072.82 m<sup>2</sup>

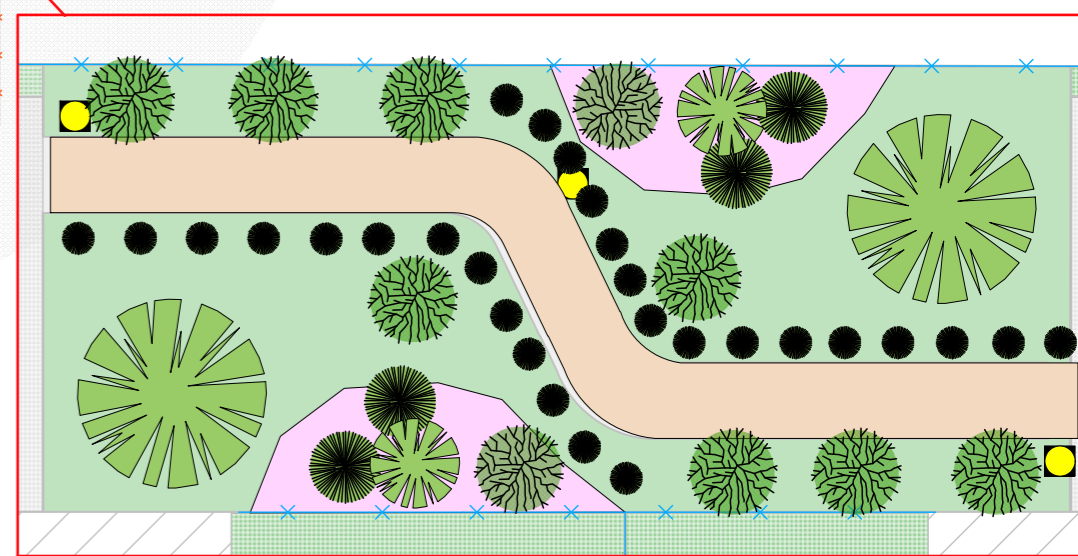


**GRANO ST. LANDSCAPING** SCALE1:100

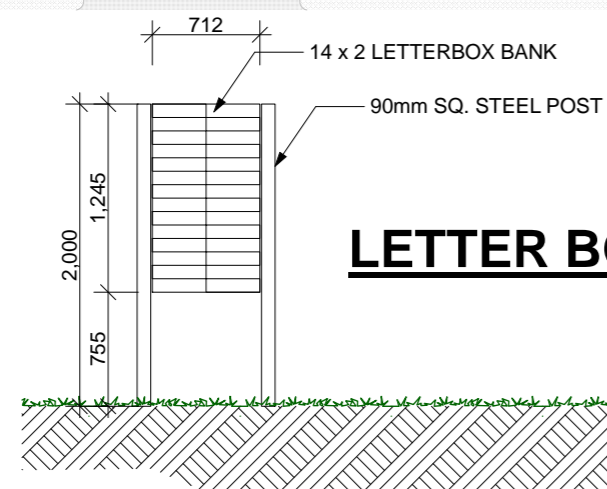
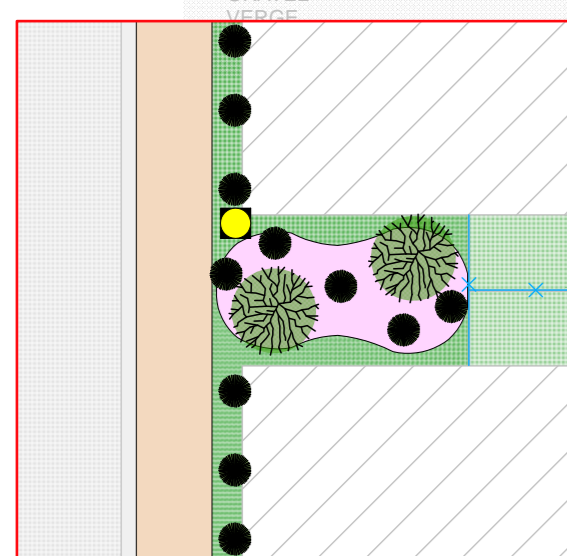
**LANDSCAPING LEGEND**

- 01 ACACIA MELANOXYLON (BLACKWOOD) 30m
- 02 MELALEUCA HALMATURORUM (SALT PAPERBACK) 3-8m
- 03 LOMANDRA CONFERTIFOLIA (MAT GRASS) 0.3-0.7m
- 04 DENOTES EXTENTS OF DROUGHT RESISTANT SEEDED LAWN
- 05 DENOTES EXTENTS OF OWNER CORP. MANAGED GARDENS
- 06 DENOTES EXTENTS OF GRAVEL
- 07 DENOTES EXTENTS OF CONCRETE AREA
- 08 DENOTES EXTENTS OF CONCRETE PATHWAYS
- 09 DENOTES EXTENTS OF 1.8m HIGH C/BOND FENCING
- 10 DENOTES EXTENTS OF 1m HIGH POWDER COATED FENCING
- POS DENOTES EXTENTS OF PRIVATE OPEN SPACE
- 11 DENOTES LOCATION OF PROPOSED SOLAR LIGHTING

**LINK WAY LANDSCAPING** SCALE1:100

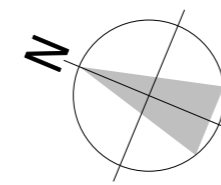


**INTERNAL LANDSCAPING** SCALE1:100



**LETTER BOX DETAIL** SCALE1:50

**LANDSCAPING PLAN** SCALE1:250



REV	NOTE	DATE
17	PLANNING ISSUE UPDATED NEW LAYOUT FOR UPDATED BEI	20/10/21
18	PLANNING ISSUE UPDATED DRIVEWAY CHANGED TO 5.5m ALL LOTS TO ACHIEVE POSSESS	25/10/21
19	PLANNING ISSUE UPDATED RE DESIGN FOR COUNCIL BEI	8/11/21
20	PLANNING ISSUE UPDATED FULL DRAWING SET UPDATED FOR BEI	10/11/21
21	PLANNING ISSUE UPDATED APPROVED FURTHER TO MATCH REQUIRED SOLAR TO SPIS	18/11/21
22	PLANNING ISSUE UPDATED APPROVED POS, MINOR NOTES	18/11/21
23	PLANNING ISSUE UPDATED REDUCED ACCESSWAYS TO 6.4m	19/11/21

CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**

SITE ADDRESS:  
**LOT 137-139 GRANO STREET, ARARAT**

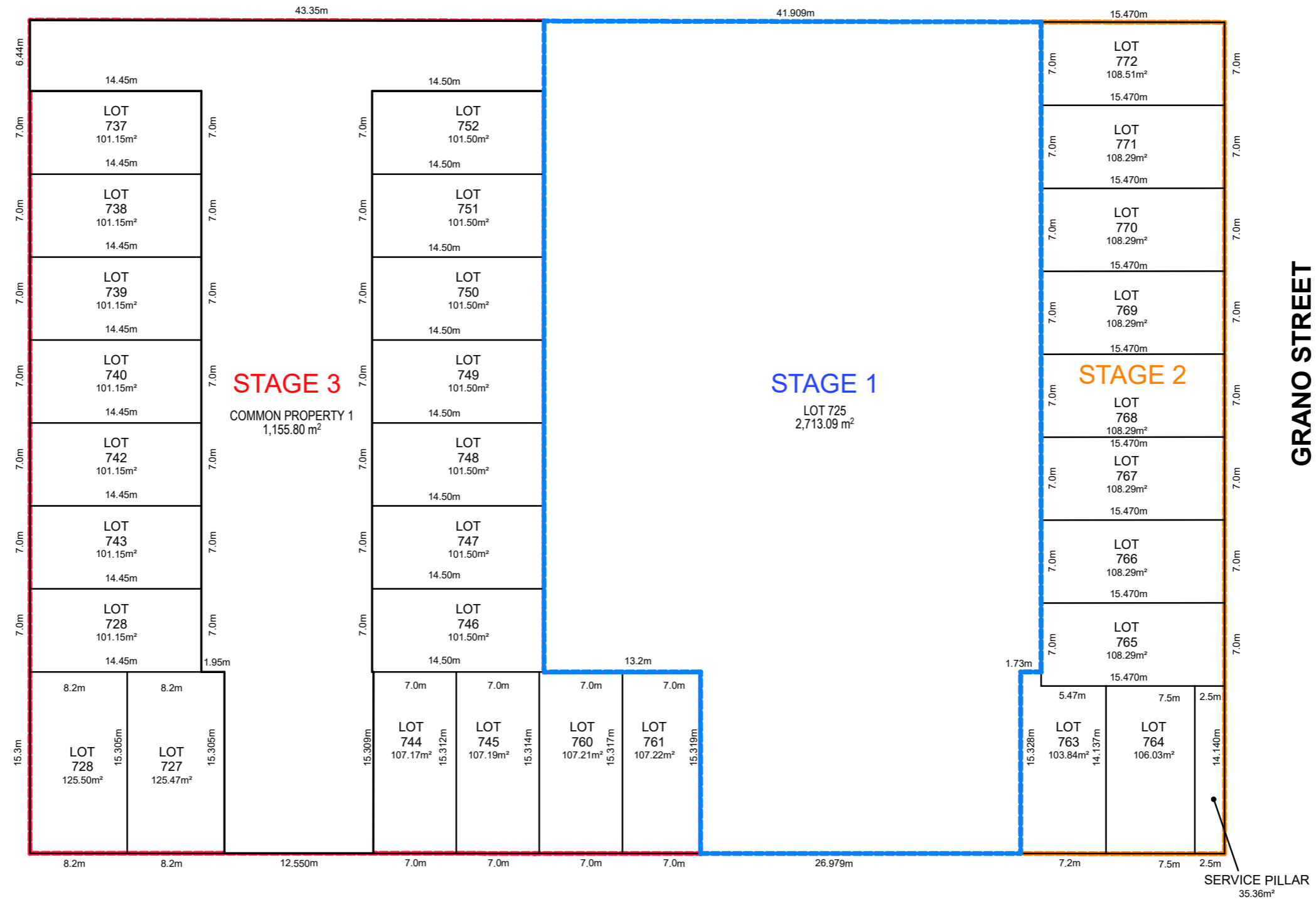
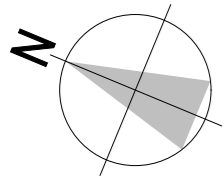
**PLANNING ISSUE**

DRAWN:  
**JD**

DATE:  
**28/05/2021**

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SHEET NO: **5 OF 14**



**PLAN OF SUBDIVISION**  
SCALE 1:400



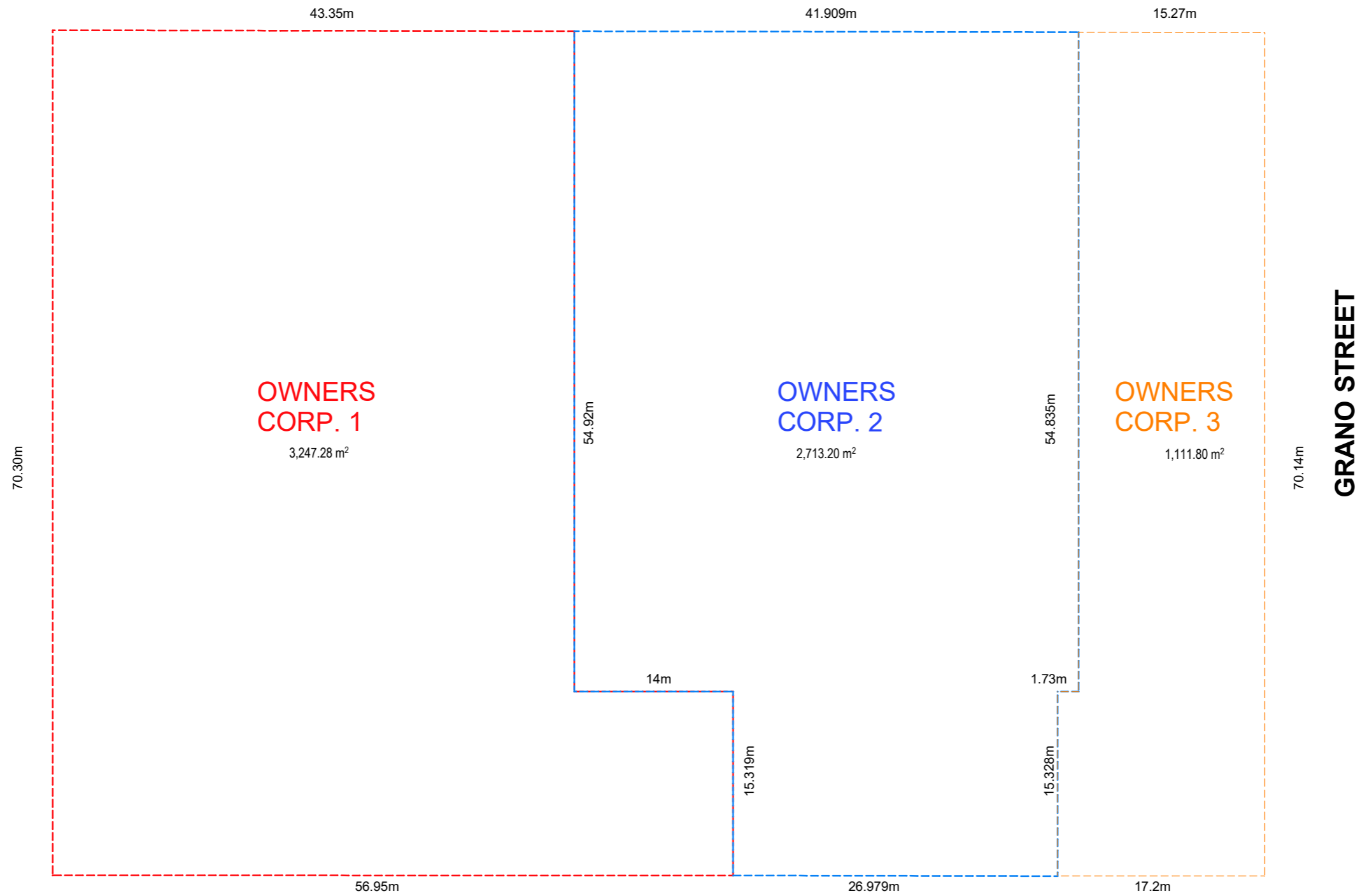
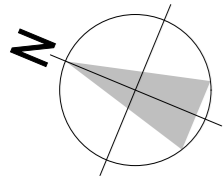
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17	PLANNING ISSUE UPDATED NEW LAYOUT FOR UPDATED RFI	20/10/21
18	PLANNING ISSUE UPDATED DRIVEWAY CHANGED TO 5.5m ALL LOTS TO ACHIEVE POS/SPOS	25/10/21
19	PLANNING ISSUE UPDATED RE-DESIGN FOR COUNCIL RFI	8/11/21
20	PLANNING ISSUE UPDATED FULL DRAWING SET UPDATED FOR RFI	10/11/21
21	PLANNING ISSUE UPDATED AMENDED FURTHER TO MATCH REQUIRED SOLAR TO SPOS	18/11/21
22	PLANNING ISSUE UPDATED AMENDED POS, MINOR NOTES	18/11/21
23	PLANNING ISSUE UPDATED REDUCED ACCESSWAYS TO 6.4m	19/11/21

CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**

SITE ADDRESS:  
**LOT 137-139 GRANO STREET, ARARAT**

**PLANNING ISSUE**

DRAWN: <b>JD</b>	DATE: <b>28/05/2021</b>
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SHEET NO: <b>6 OF 14</b>	



**TITLE PLAN** SCALE 1:400

**BURN STREET**



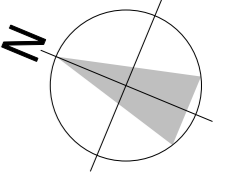
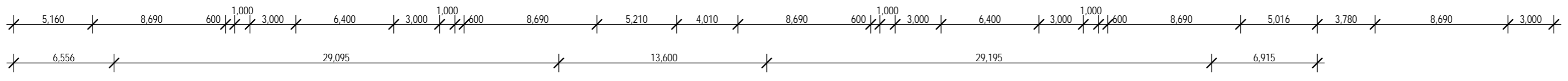
REV.	NOTE	DATE
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23	PLANNING ISSUE UPDATED REDUCED ACCESSWAYS TO 6.4m	19/11/21

CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**

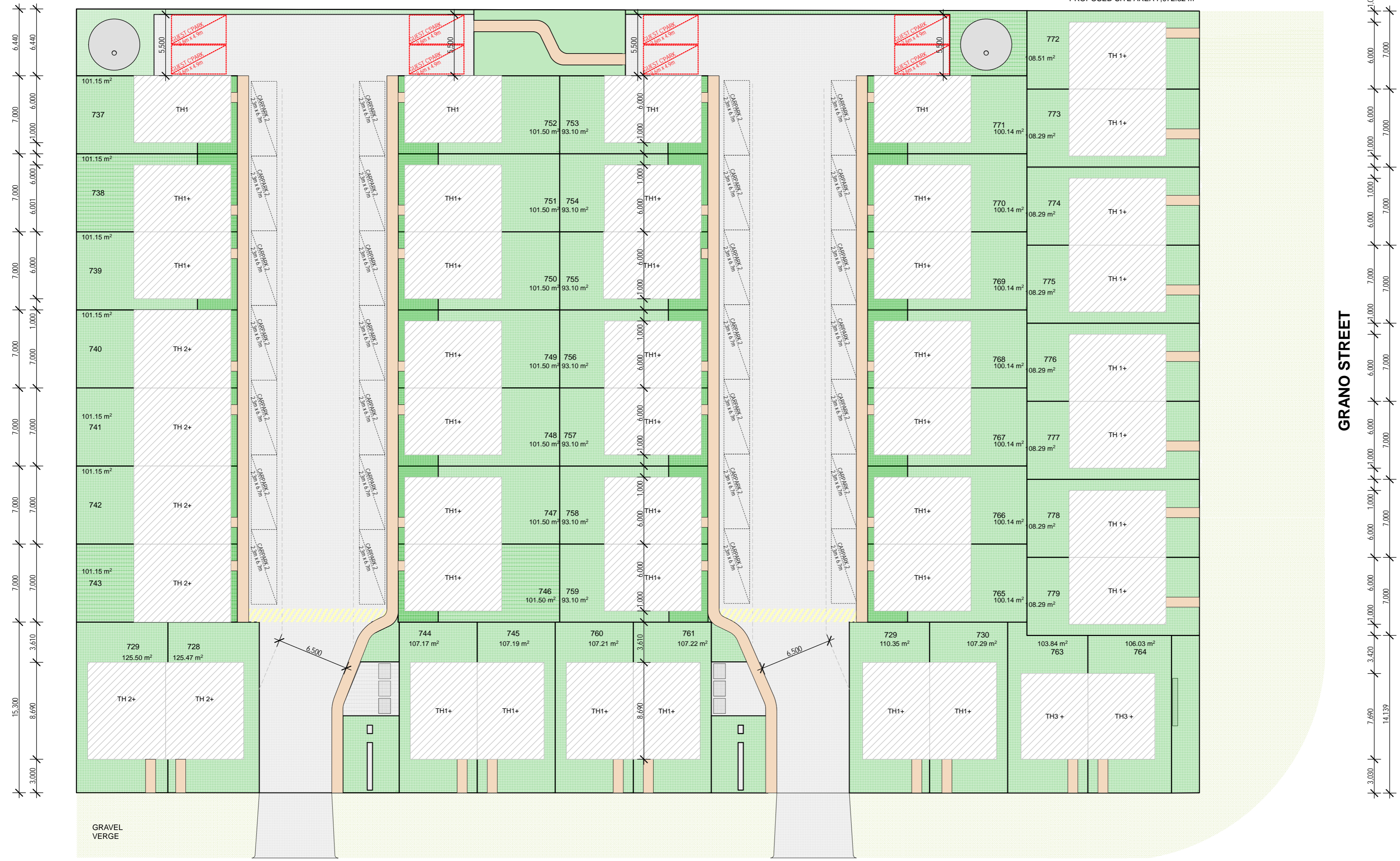
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**LOT 137-139 GRANO STREET, ARARAT**

**PLANNING ISSUE**

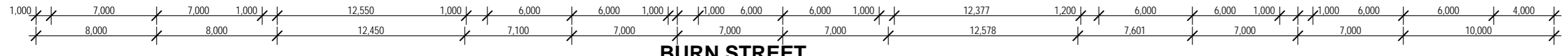
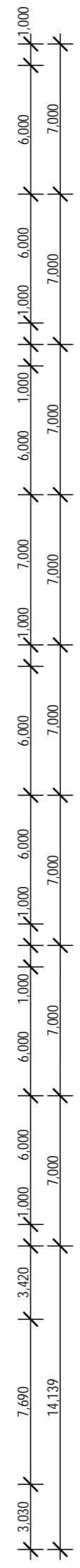
DRAWN: <b>JD</b>	DATE: <b>28/05/2021</b>
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SHEET NO: <b>7 OF 14</b>	



PROPOSED SITE AREA 7,072.82 m<sup>2</sup>



GRANO STREET



**BURN STREET**

**CAR PARK PLAN** SCALE 1:250



REV	NOTE	DATE
17	PLANNING ISSUE UPDATED NEW LAYOUT FOR UPDATES	20/10/21
18	PLANNING ISSUE UPDATED DRIVEWAY CHANGED TO 5m ALL LOTS TO ACHIEVE POSSESS	25/10/21
19	PLANNING ISSUE UPDATED RE DESIGN FOR COUNCIL	9/11/21
20	PLANNING ISSUE UPDATED FULL DRAWING SET UP FOR PERMIT	10/11/21
21	PLANNING ISSUE UPDATED APPROVED FURTHER TO MATCH REQUIRED SOLAR TO SPKS	18/11/21
22	PLANNING ISSUE UPDATED APPROVED POS. MINOR NOTES	19/11/21
23	PLANNING ISSUE UPDATED REDUCED ACCESSWAYS TO 6m	19/11/21

CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**

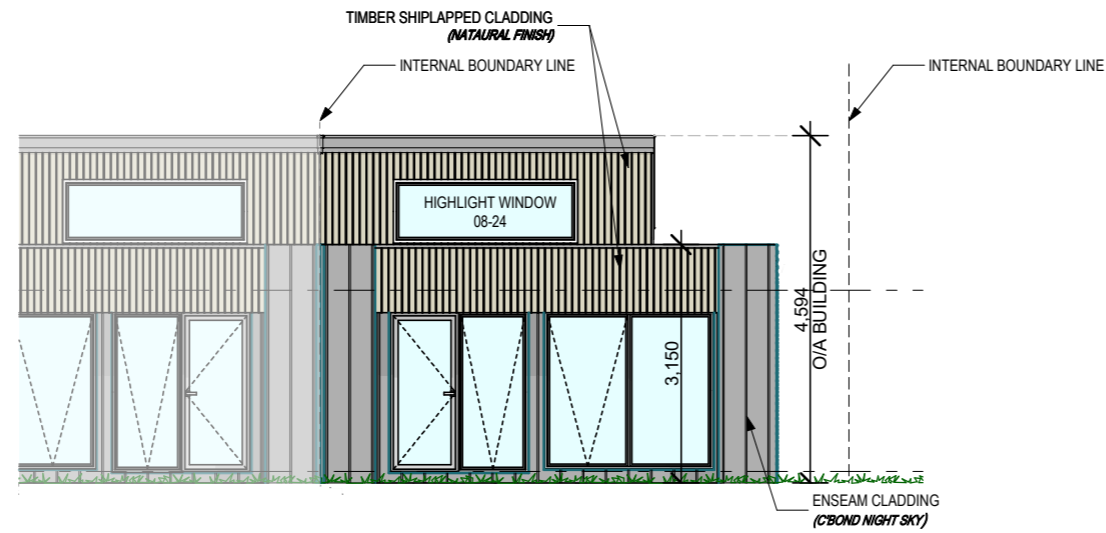
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**LOT 137-139 GRANO STREET, ARARAT**

**PLANNING ISSUE**

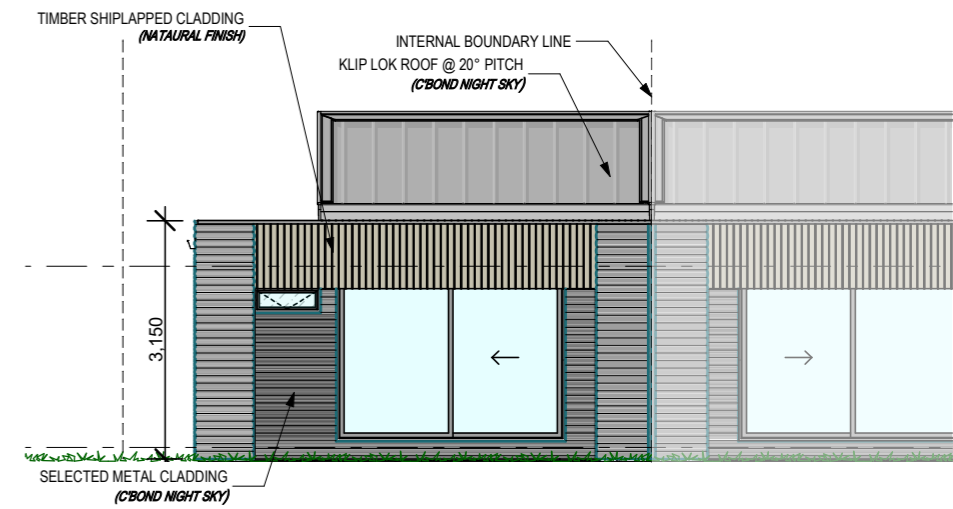
DRAWN: <b>JD</b>	DATE: <b>28/05/2021</b>
© COPYRIGHT 2021 MINERVA APARTMENTS	
SHEET NO: <b>8 OF 14</b>	

G:19. Elmstone Property/Grano st/Townhouse 1 bed OPTION.pln

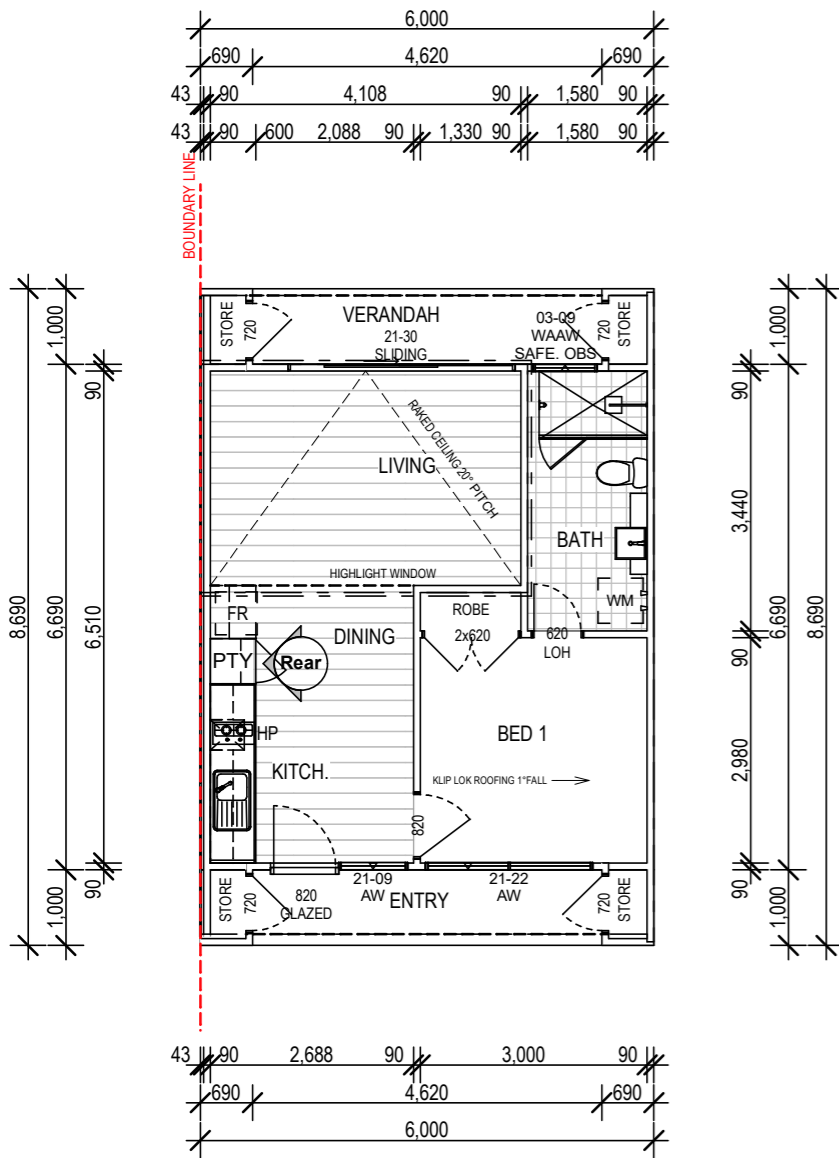
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 ENTRY: 6.00m<sup>2</sup>  
 VERANDAH: 6.00m<sup>2</sup>  
 TOTAL: 52.14m<sup>2</sup>



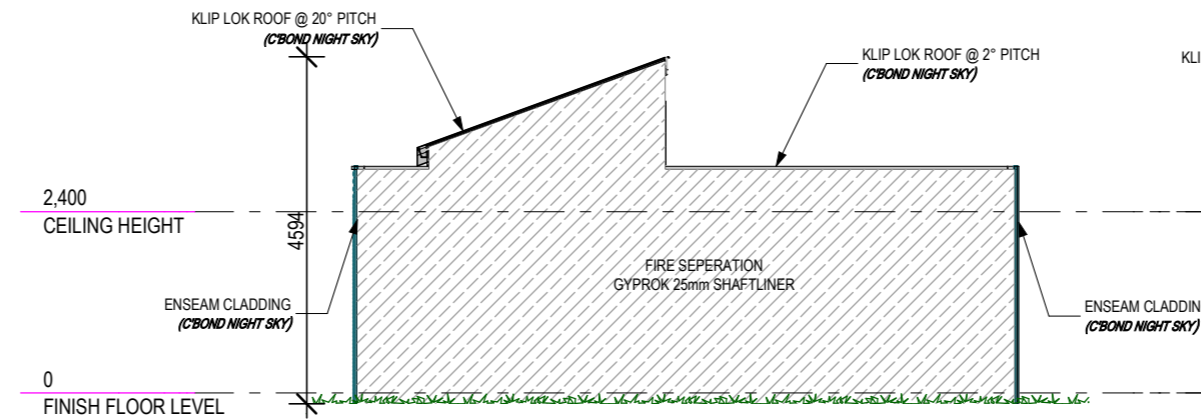
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 SCALE 1:100



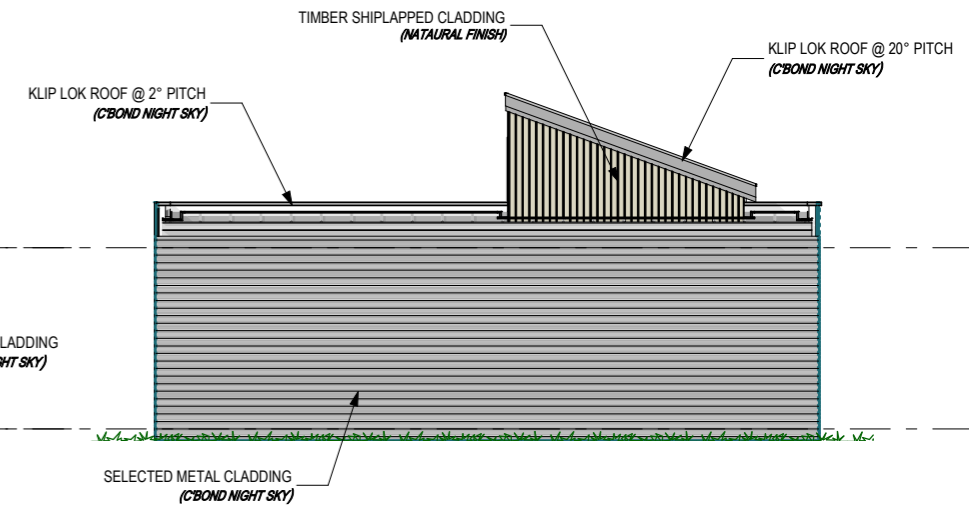
TH1+ REAR ELEVATION  
 SCALE 1:100



TH1+ FLOOR PLAN SCALE 1:100



TH1+ LEFT ELEVATION  
 SCALE 1:100



TH1+ RIGHT ELEVATION  
 SCALE 1:100



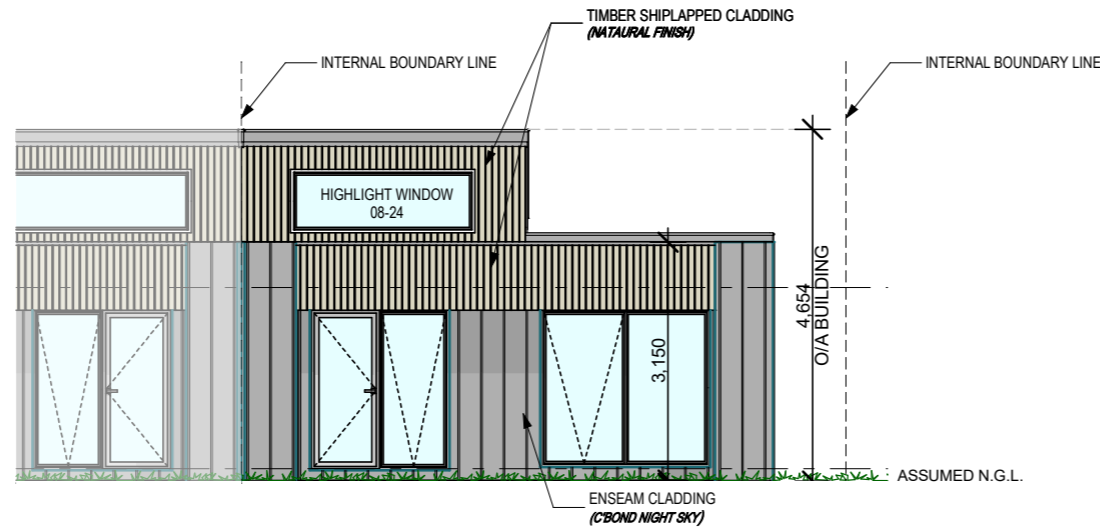
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CLIENT NAME:  
 ELMSTONE PROPERTY GROUP  
 SITE ADDRESS:  
 LOT 137-139 GRANO STREET, ARARAT

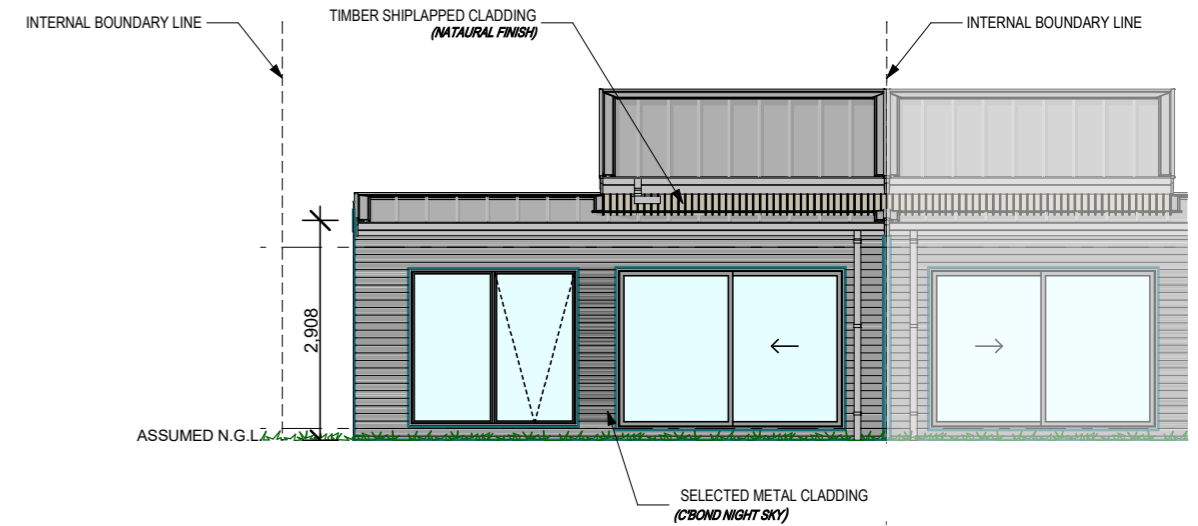
PLANNING ISSUE

DRAWN: JD	DATE: 28/05/2021
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SHEET NO: 9 OF 14	

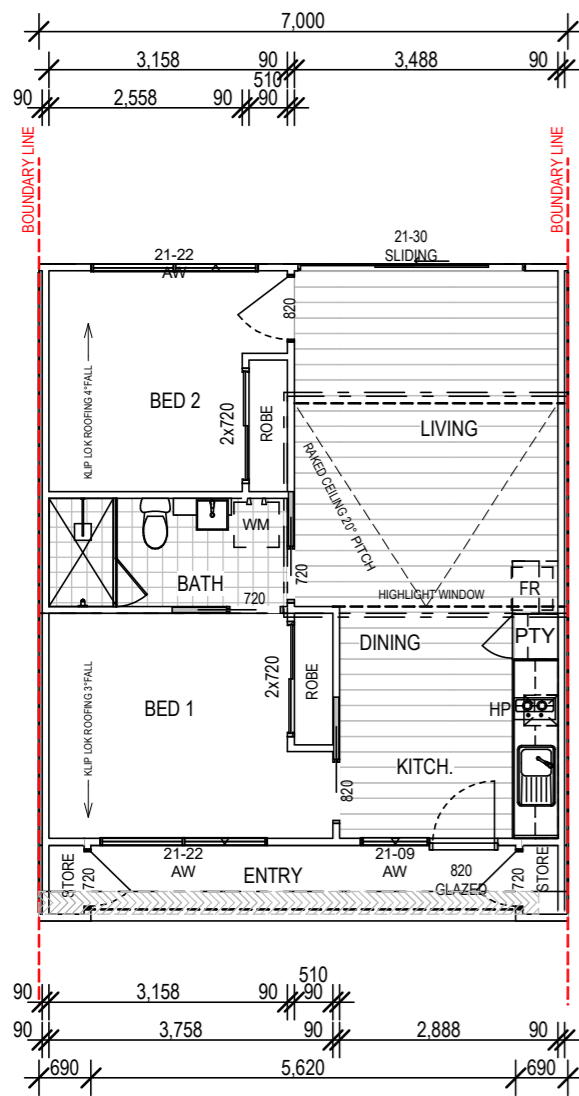
**TH2 AREAS:**  
 GROUND FLOOR: 53.83m<sup>2</sup>  
 ENTRY: 7.00m<sup>2</sup>  
 VERANDAH: N/A  
 TOTAL: 60.83m<sup>2</sup>



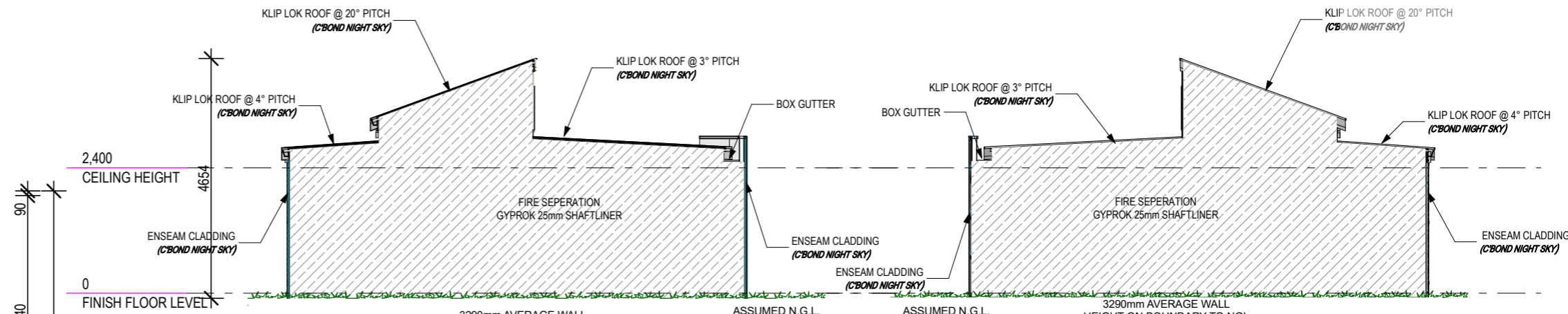
**TH2+ FRONT ELEVATION**  
 SCALE 1:100



**TH2+ REAR ELEVATION**  
 SCALE 1:100



**TH2+ FLOOR PLAN**  
 SCALE 1:100



**TH2+ LEFT ELEVATION**  
 SCALE 1:100

**TH2+ RIGHT ELEVATION**  
 SCALE 1:100



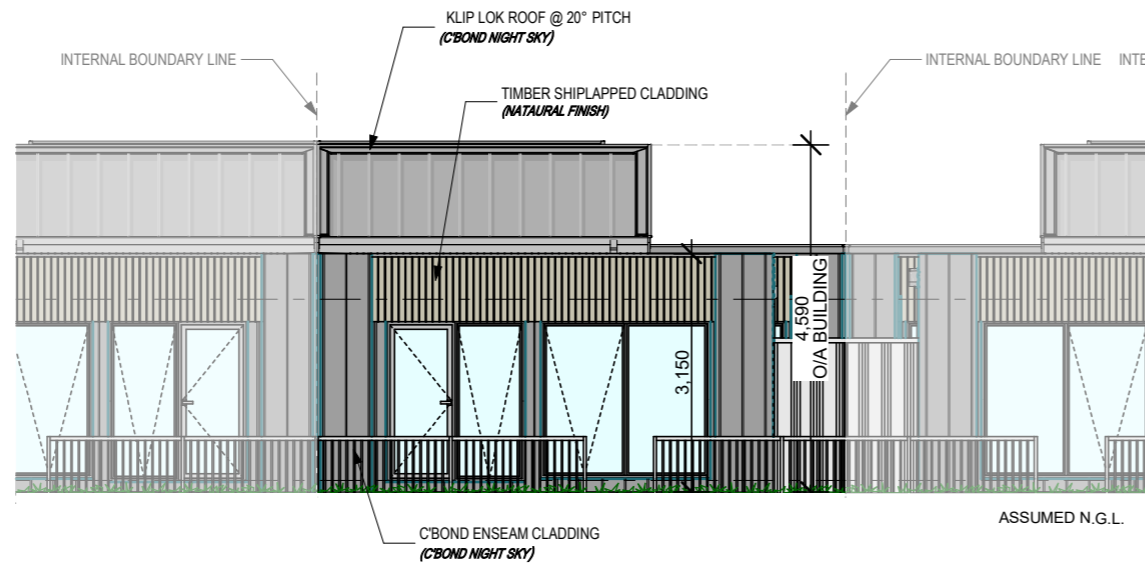
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CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**  
 SITE ADDRESS:  
**LOT 137-139 GRANO STREET, ARARAT**

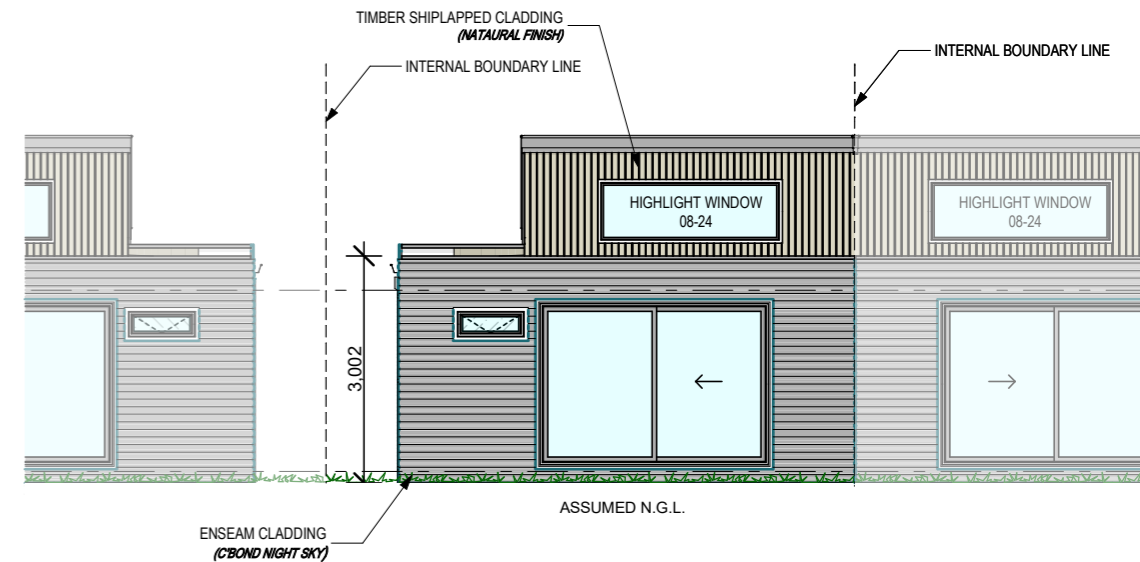
**PLANNING ISSUE**

DRAWN: JD	DATE: 28/05/2021
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SHEET NO: 10 OF 14	

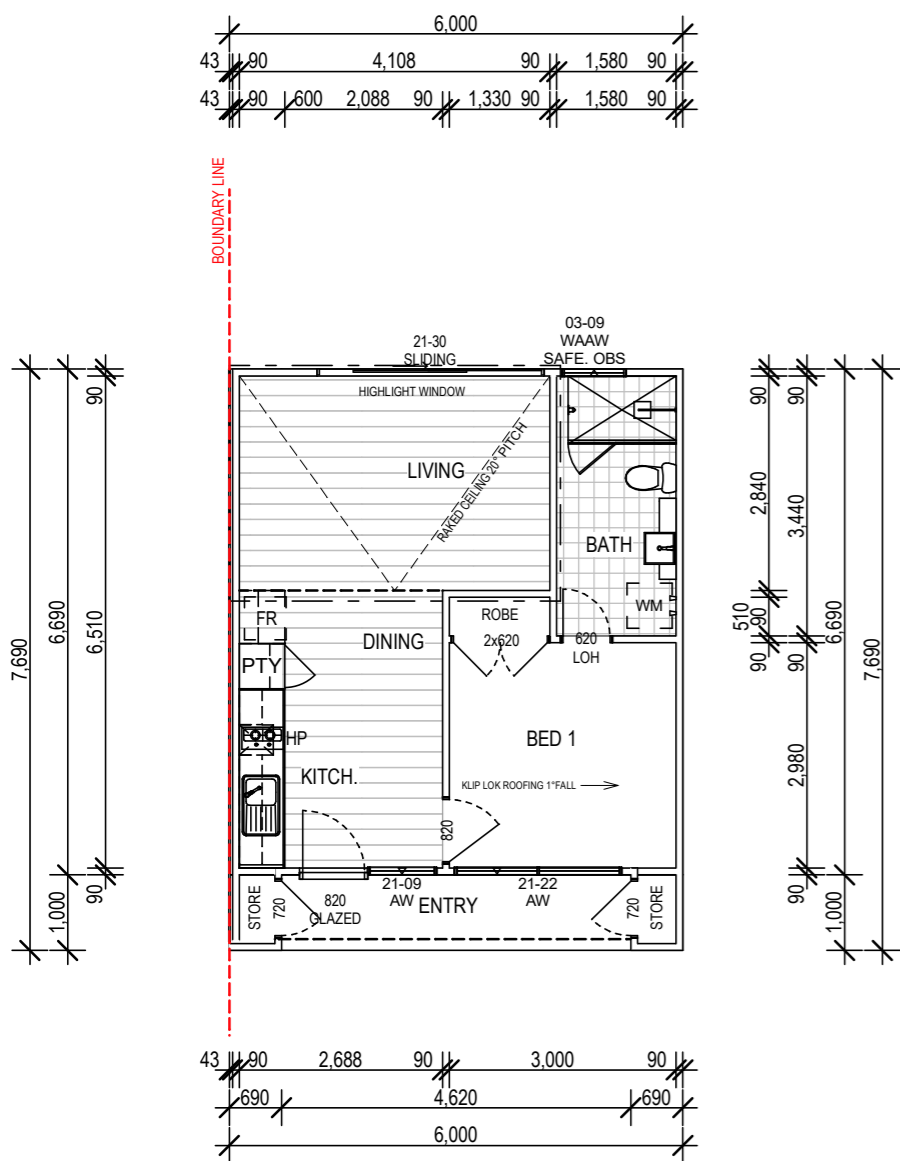
**TH3 AREAS:**  
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 ENTRY: 6.00m<sup>2</sup>  
 VERANDAH: N/A  
 TOTAL: 46.14m<sup>2</sup>



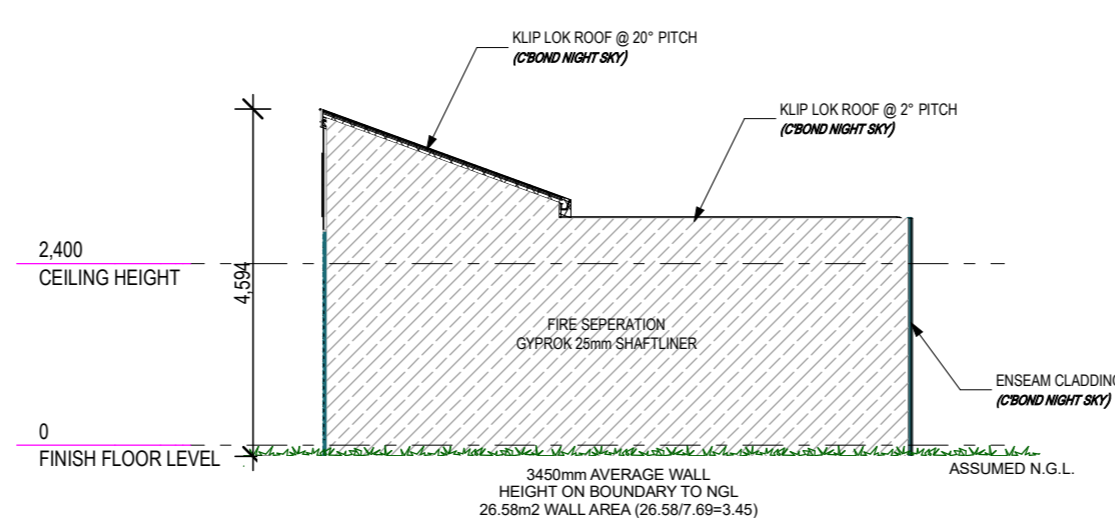
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 SCALE 1:100



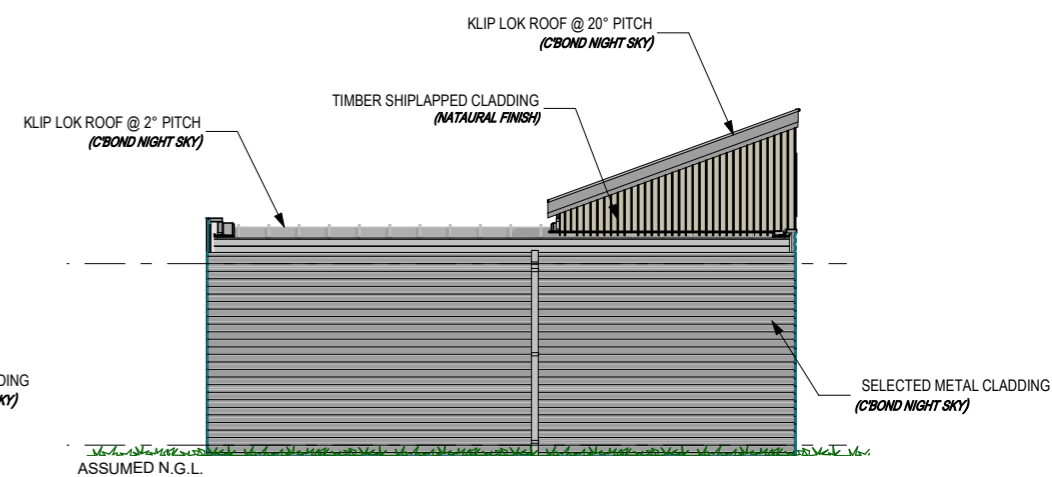
**TH3+ REAR ELEVATION**  
 SCALE 1:100



**TH3+ FLOOR PLAN** SCALE 1:100



**TH3+ LEFT ELEVATION**  
 SCALE 1:100



**TH3+ RIGHT ELEVATION**  
 SCALE 1:100



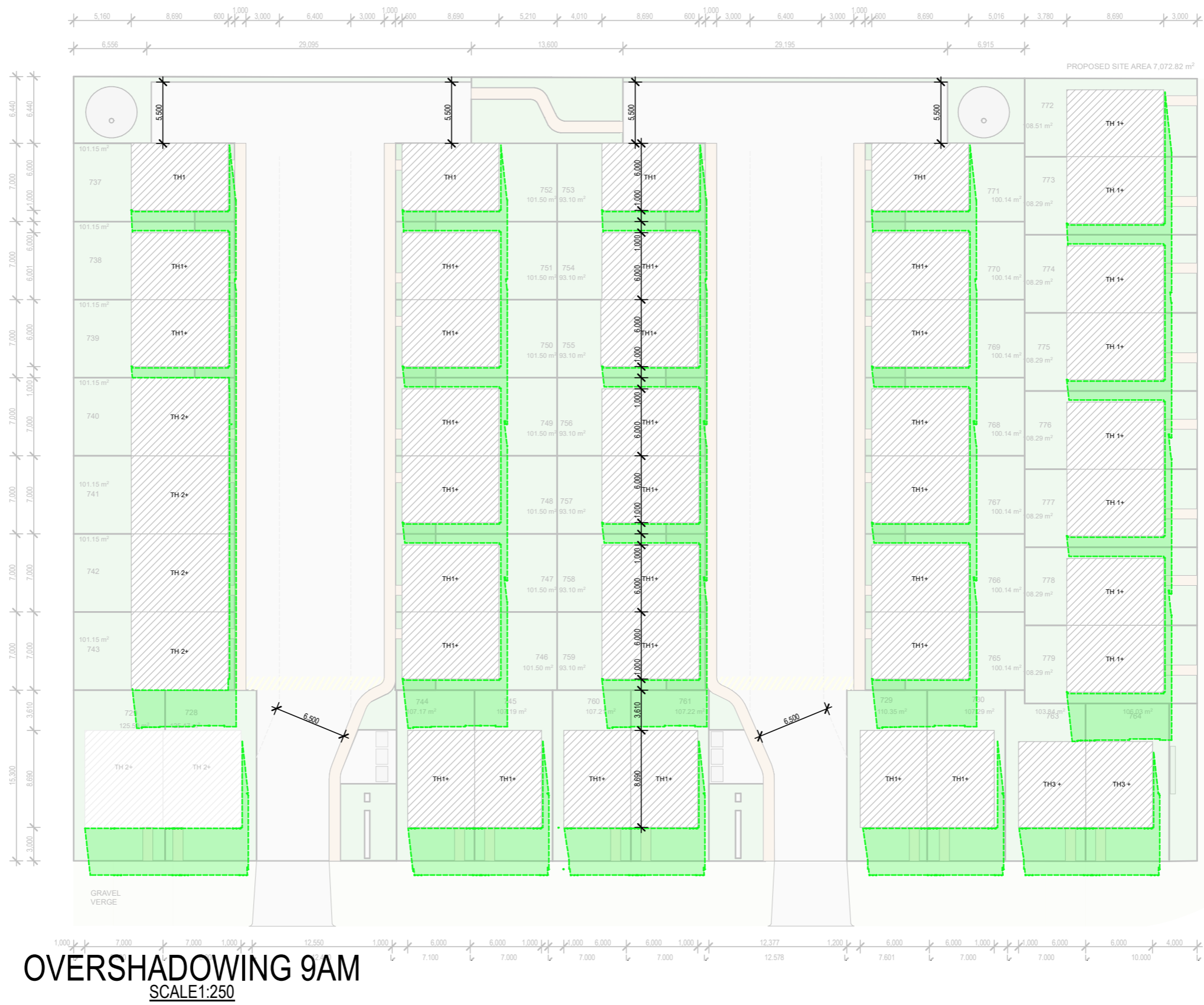
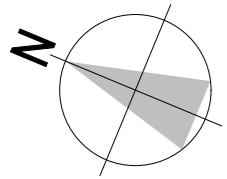
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23	PLANNING ISSUE UPDATED REDUCED ACCESSWAYS TO 6.4m	19/11/21

CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**  
 SITE ADDRESS:  
**LOT 137-139 GRANO STREET, ARARAT**

**PLANNING ISSUE**

DRAWN: JD	DATE: 28/05/2021
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SHEET NO: 11 OF 14	





**OVERSHADOWING DIAGRAM**  
SHADOWS CAST ON THE 22<sup>ND</sup> OF SEPTEMBER

- 9am SHADOW
- 12pm SHADOW
- 3pm SHADOW

**OVERSHADOWING 9AM**  
SCALE 1:250



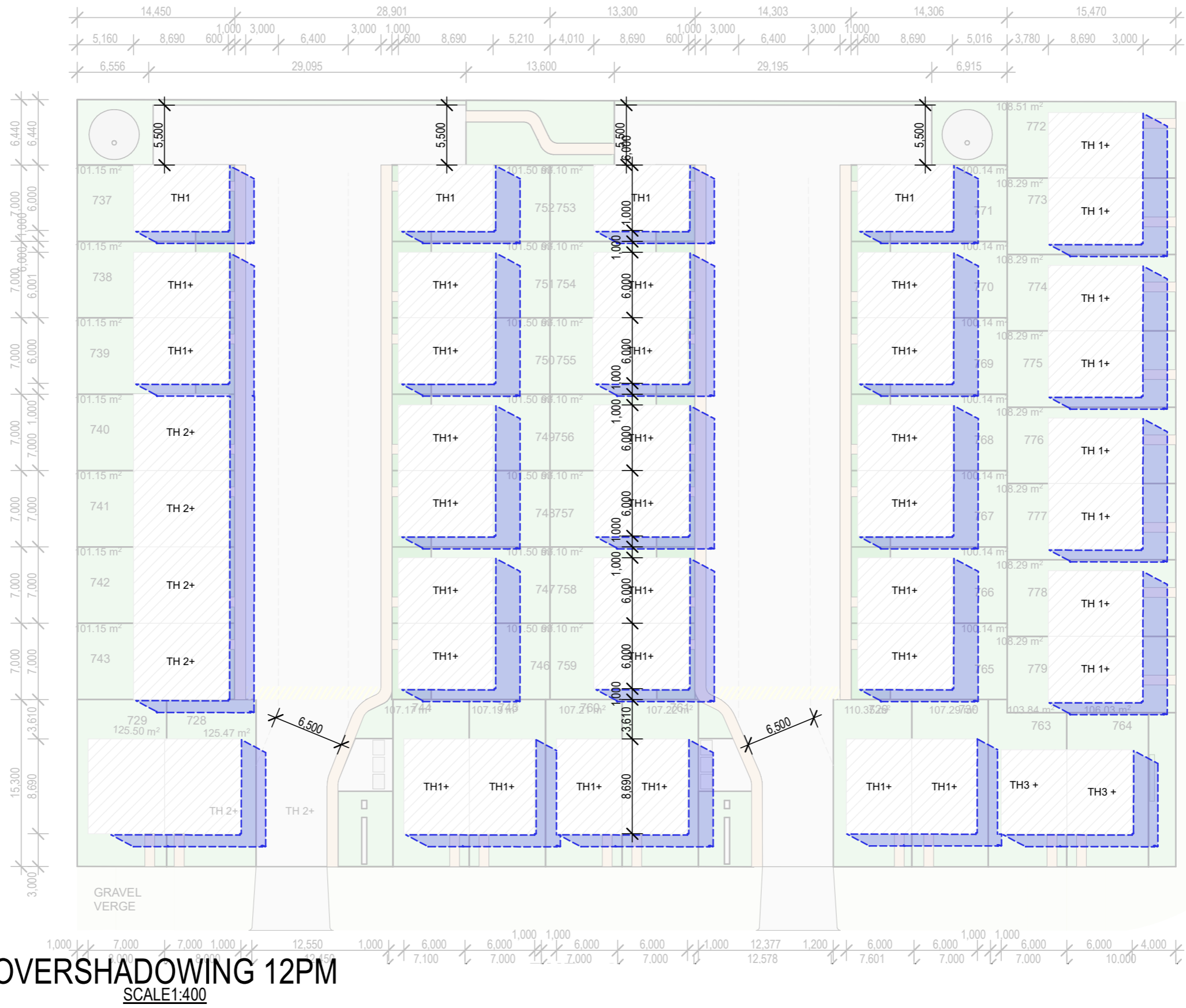
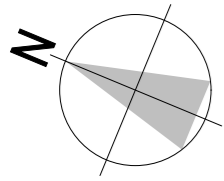
REV.	NOTE	DATE
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CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**

SITE ADDRESS:  
**LOT 137-139 GRANO STREET, ARARAT**

**PLANNING ISSUE**

DRAWN: <b>JD</b>	DATE: <b>28/05/2021</b>
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SHEET NO: 12 OF 14	



**OVERSHADOWING DIAGRAM**  
SHADOWS CAST ON THE 22<sup>ND</sup> OF SEPTEMBER

- 9am SHADOW —
- 12pm SHADOW - - - -
- 3pm SHADOW - - - -



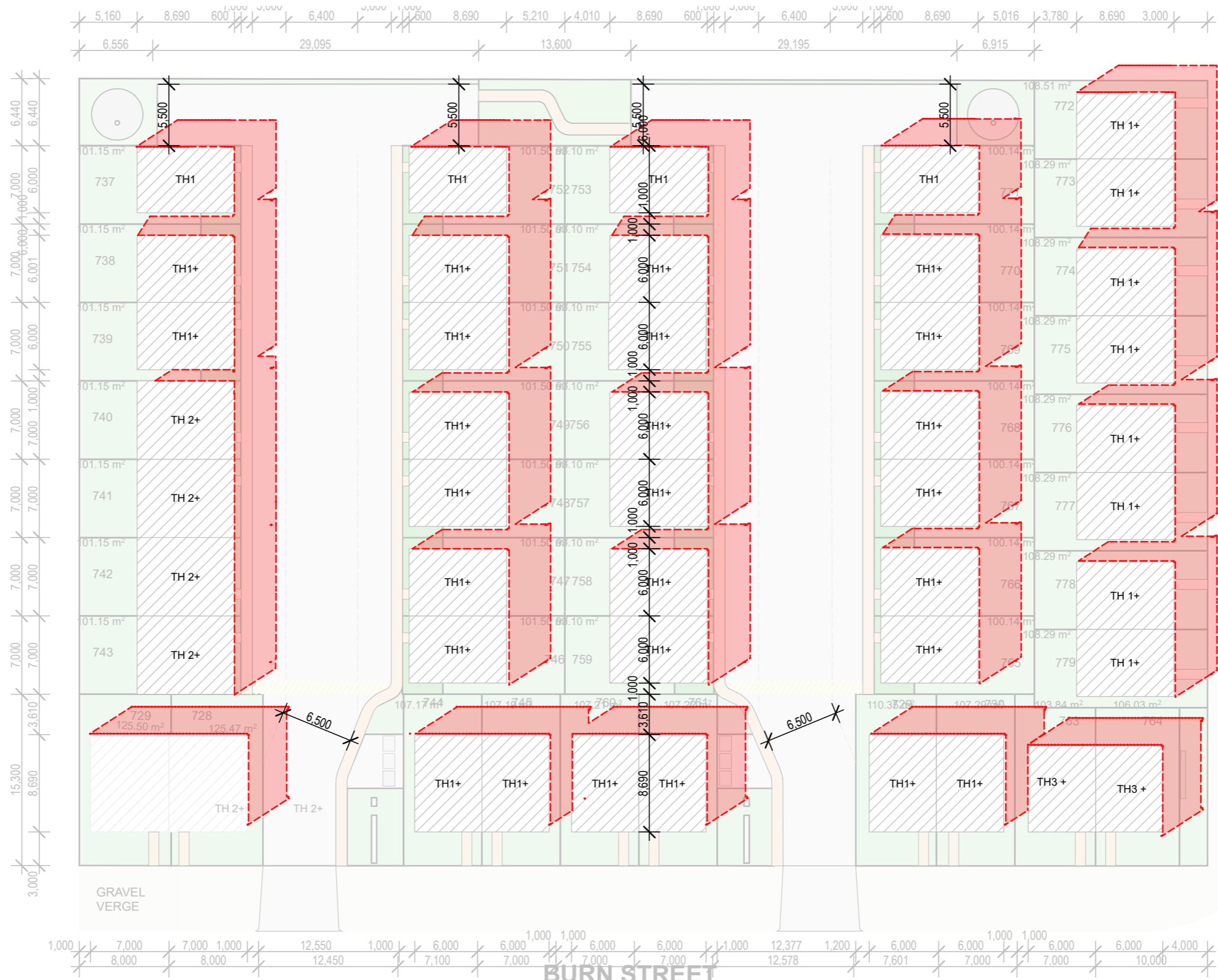
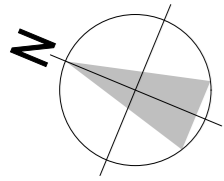
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CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**

SITE ADDRESS:  
**LOT 137-139 GRANO STREET, ARARAT**

**PLANNING ISSUE**

DRAWN: <b>JD</b>	DATE: <b>28/05/2021</b>
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SHEET NO: <b>13 OF 14</b>	



**OVERSHADOWING DIAGRAM**  
SHADOWS CAST ON THE 22<sup>ND</sup> OF SEPTEMBER



**OVERSHADOWING 3PM**  
SCALE 1:400



REV.	NOTE	DATE
17	PLANNING ISSUE UPDATED NEW LAYOUT FOR UPDATED RFI	20/10/21
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CLIENT NAME:  
**ELMSTONE PROPERTY GROUP**  
SITE ADDRESS:  
**LOT 137-139 GRANO STREET, ARARAT**

**PLANNING ISSUE**

DRAWN: <b>JD</b>	DATE: <b>28/05/2021</b>
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SHEET NO: <b>14 OF 14</b>	

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** Veronica Schilling

**Sent:** Monday, 22 November 2021 4:49 PM

**To:** [REDACTED]

**Subject:** RE: 137-139 Grano Street Ararat Vic 3377(PA3042) - REVISED PLANS


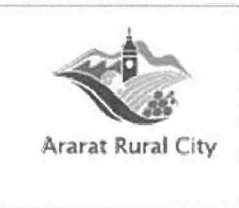
Hi [REDACTED] – can you suggest what might be possible in the circumstances so we can consider it.

We have a legal obligation to process in a timely manner so I will need to do a check of where we are up to on that as well.

Regards V

**Veronica Schilling**  
**Manager Planning, Community & Compliance**  
Ararat Rural City Council  
PO Box 246, Ararat 3377

T: (03) 5355 0222  
F: (03) 5355 0278  
M: 0409 174 164  
E: [vschilling@ararat.vic.gov.au](mailto:vschilling@ararat.vic.gov.au)  
W: <http://www.ararat.vic.gov.au>

	<p>As we navigate our way through the easing of Coronavirus restrictions, it's good to know we're #StrongerTogether.</p> <p>Council is still here to help - phone us on 5355 0200 or email <a href="mailto:council@ararat.vic.gov.au">council@ararat.vic.gov.au</a></p>	
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**From:** [REDACTED]  
**Sent:** Monday, 22 November 2021 2:39 PM  
**To:** Veronica Schilling <[vschilling@ararat.vic.gov.au](mailto:vschilling@ararat.vic.gov.au)>  
**Subject:** Re: 137-139 Grano Street Ararat Vic 3377(PA3042) - REVISED PLANS

Hi Veronica,  
I will require some more time to go through these attached files.  
I have an upcoming surgery with one of my children and work as well. I'm sure you can understand this small request.  
Thanks, [REDACTED]

On 22 Nov 2021, at 13:43, Veronica Schilling <[vschilling@ararat.vic.gov.au](mailto:vschilling@ararat.vic.gov.au)> wrote:

Hi [REDACTED]  
The applicant considered the issues raised in all the objections and has provided the attached response.

If you could please review the information and let us know if it changes your position on the proposed development. **Your advice in the next 7 business days by Wednesday 1 December would be greatly appreciated.** Should you need more time to consider your response please let me know.

If we do not hear from you in the next week we will finalise the assessment and advise you of the outcome. If you have any questions, please feel free to contact me on this email.

Regards Veronica

**Veronica Schilling**  
**Manager Planning, Community & Compliance**  
Ararat Rural City Council  
PO Box 246, Ararat 3377

T: (03) 5355 0222

F: (03) 5355 0278

M: 0409 174 164

E: [vschilling@ararat.vic.gov.au](mailto:vschilling@ararat.vic.gov.au)

W: <http://www.ararat.vic.gov.au>



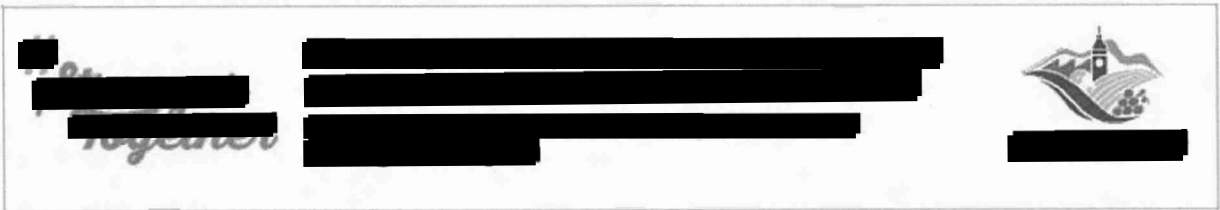
[REDACTED]

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[REDACTED] [REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED] [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



---

**From:** Veronica Schilling  
**Sent:** Tuesday, 30 November 2021 5:07 PM  
**To:** [REDACTED]  
**Cc:** Planning <planning@ararat.vic.gov.au>  
**Subject:** RE: 137-139 Grano Street Ararat Vic 3377(PA3042) - REVISED PLANS FOR DEVELOPMENT SUBMITTED

Thanks for the advice. We will take this into account in finalising the assessment.

We are hopeful of having the report finalised in the coming week and plan to have it considered by Council at a meeting on 14 December 2021. If this happens we will notify you late next week but I thought given the time of year it might be useful to have a 'heads up' as calendars are filling up.

Regards Veronica

**Veronica Schilling**  
**Manager Planning, Community & Compliance**  
Ararat Rural City Council  
PO Box 246, Ararat 3377

T: (03) 5355 0222  
F: (03) 5355 0278  
M: 0409 174 164  
E: [vschilling@ararat.vic.gov.au](mailto:vschilling@ararat.vic.gov.au)  
W: <http://www.ararat.vic.gov.au>

	<p><b>As we navigate our way through the easing of Coronavirus restrictions, it's good to know we're #StrongerTogether.</b></p> <p>Council is still here to help - phone us on 5355 0200 or email <a href="mailto:council@ararat.vic.gov.au">council@ararat.vic.gov.au</a></p>	 <p>Ararat Rural City</p>
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From [REDACTED]  
**Sent:** Tuesday, 30 November 2021 4:06 PM  
**To:** Veronica Schilling <[vschilling@ararat.vic.gov.au](mailto:vschilling@ararat.vic.gov.au)>  
**Subject:** Re: 137-139 Grano Street Ararat Vic 3377(PA3042) - REVISED PLANS FOR DEVELOPMENT SUBMITTED

Hi Veronica, thank you for the opportunity to see the applicant's response to our concerns. We do not support the proposed development. We have huge concerns which are stated as follows:

Image 8, Plan of Subdivision, page 15, confused me as it only showed 8 dwellings along Burn Street. Nevertheless, I referred to Image 9, Development Layout on page 16, of the application which showed the 10 dwellings.

**Traffic management issues:** We still dispute that the statement in the application that the "site enjoys good access to services and transport" especially for such a high-density development of 46 dwellings. Buses are infrequent. The current bus timetable indicates 1.5 hours between each bus (as of 10am) and no guarantee of service. No buses on Sundays and public holidays. This leads to occupants requiring a vehicle or other forms of transport. Most community services are out of walking distance.

Within the application 36 car spaces (including 8 visitors) are proposed.  
ie 28 dwelling with 28 car spaces

**We do not support:** the request for a 19 car space waiver (including an additional 1 visitor car parking space) ie the proposal for the 18 dwellings facing Burn street & Grano with no car spaces be allocated/use street parking, as well as an on-street "visitors" car space'. This leads to traffic and safety management concerns.

Concerns would be also on rubbish and recycling pick-up days. The waste proposal management of 6 waste bins and 3 recycling bins per 14 dwellings from my own experience living in numerous high-density apartments and complexes is insufficient and inadequate. This will lead to overflowing bins and very unsanitary, occupational health, and safety issues.

What happens when the council looks at different bins for different types of recycling? ie adds green waste bins etc as other councils have introduced especially in high-density housing areas?

Where are the accessible car spaces located and how many are there allocated for this high-density development?

I would like to see the full traffic management report from a qualified traffic engineer. The development has proposed Burn Street to have two points of entry and those points to be also used as exit points. Again safety is a concern.



We dispute the statement that "the density is responsive to the characteristics and evolving neighborhood character of the surrounding area and will be a positive contribution to the neighborhood character of this area". The proposed high-density development is definitely not a positive contribution to the low-density neighborhood character.

High-density housing should not warrant or equal low green space. Hence, we **do not** support the request for reduced setbacks. Ararat needs to stay a town that promotes green. The standard setback requirement would also assist with reducing the increased noise level this high-density development would introduce.

**Not correct:** The statement on page 37, Clause 55.03-10 - Standard B15 "Each dwelling is to be provided with car parking which is located with direct pedestrian access to each dwelling"

**Not correct:** Decision Guidelines – Clause 65.02 The statement on page 58 " The provision of off-street parking. There is ample room for the parking of vehicles for each dwelling." 19 on-street parking spaces have been requested as there is no ample room for parking of vehicles for each dwelling.

I would like to refer Council to the following decision outcomes pertaining to 137-139 Grano Street, Ararat way back in 2015. Lenghaus v Ararat Rural CC [2015] VCAT 220 (5 March 2015)

This proposal for a 46 dwelling development has similar strategic planning/neighborhood major problems and shortcomings. What is the Urban design strategy for this area especially considering the site is next to/opposite the heritage cottage to the east and the historic Aradale complex to the south?

The site is 350 metres from the abattoir located marginally further away from the town centre, This is noted as being less than the 500 metre buffer recommended in the "Recommended Buffer Distances for Industrial Residual Air Emission, EPA, 1990". Are there plans for the abattoir to be moved?

The proposal cannot be considered as a residential infill. This subdivision will not seamlessly fit into the architecture of the street but instead will be a **substantial modifier** to the existing streetscape. Is there a Structure Plan, Housing Framework Plan, or Neighbourhood Character Study in the Ararat Planning Scheme telling us that substantially higher housing densities are the preferred outcome for this particular location?

I look forward to seeing an Urban design strategic plan for this area as a way forward.

Regards

[REDACTED]



Sender notified by  
[Mailtrack](#)

On Mon, Nov 22, 2021 at 1:47 PM Veronica Schilling <[vschilling@ararat.vic.gov.au](mailto:vschilling@ararat.vic.gov.au)> wrote:

Hi [REDACTED]

The applicant considered the issues raised in all the objections and has provided the attached response.

If you could please review the information and let us know if it changes your position on the proposed development. **Your advice in the next 7 business days by Wednesday 1 December would be greatly appreciated.** Should you need more time to consider your response please let me know.

If we do not hear from you in the next week we will finalise the assessment and advise you of the outcome. If you have any questions, please feel free to contact me on this email.

Regards Veronica

**Veronica Schilling**  
**Manager Planning, Community & Compliance**  
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**We're still here for you during**



Ararat Rural City

**We might not be able to talk in person right now, but Council are here to take your phone calls and answer your emails**

**Phone us during business hours, Monday to Friday, on 5355 0200 or**

**For full details of service changes during COVID-19 restrictions, visit**

OBJECTION from [REDACTED]

Email: [REDACTED]

The social housing development of 54 dwellings is too densely packed for the site. Is the development “fit for purpose”? There is not enough green space for the amount of dwellings. The dwellings are not varied and diverse enough to provide a variety of options for residence. eg 1, 2, 3, 4 bedroom dwellings. Providing this housing support for people leaving institutional and statutory settings like the Ararat prison nearby requires additional facilities and amenities. I do not support this development.

**Dot Jerram**

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**From:** [REDACTED]  
**Sent:** Monday, 23 August 2021 11:23 PM  
**To:** Planning  
**Subject:** Objection to planning application PA3042

To whom it may concern,

We wish to raise an objection to the application of planning permit PA3042, 137-139 Grano St. Ararat, Development of 54 Dwellings and Multi lot subdivision.

Our concerns are;

- the proposed application is for a high density inner city style multi lot habitation in an area of low/rural residential lifestyle living.
- while the application notes access to public transport it fails to address the excessive distance to commercial and public facilities for pedestrians.
- the application fails to consider the restoration/replacement of the historic structure that was illegally demolished and removed from the site in the '90's.
- the application renders the property unfit for persons or families seeking a low/rural residential lifestyle area to build a home and contribute to the local community and township.
- the application invites an influx of persons who may have limited means of egress into a Bushfire Impact zoned area.

We are concerned that the influx of potentially 150 to 200 persons to the area will see an increase in noise, light and visual pollution, traffic, waste and rubbish in an area with an already high level of traffic, including heavy transport accessing the Pyrenees highway.

Further, this application will reduce the appeal of the low/rural residential amenity of the area and does not address the historic nature of the adjacent properties in Grano St or the loss of the historic structure from the site itself.

Bordering onto a Bushfire Impact zoned area, the application leaves a potentially large number of persons at risk with limited means of egress from the area in case of an emergency.

We trust that these objections will be considered on their merit and that a more suitable application meeting the amenity of the location will be considered.

[REDACTED]  
[REDACTED]  
[REDACTED]

## Dot Jerram

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**From:** [REDACTED]  
**Sent:** Monday, 23 August 2021 11:55 AM  
**To:** Planning  
**Subject:** Proposed development at 137-139 Grano Street Ararat

Attention Veronica Schilling re PA 3042 ....my name is [REDACTED] and I live at [REDACTED] a short distance from the proposed development site in Grano Street. My residence is rated Residential Rural/Rural Lifestyle. I am certain that my quiet lifestyle will be impacted by the construction and occupation of the 54 dwellings proposed. I am unsure of the effect the occupation of so many dwellings in a small area will be on utilities such as phone and internet but I imagine there will be an effect. There must also be an impact on the roads of the increase in vehicle usage. These are some of my concerns about the proposal. [REDACTED]

## Dot Jerram

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**From:** [REDACTED]  
**Sent:** Tuesday, 24 August 2021 3:24 PM  
**To:** Planning  
**Subject:** Grano Street Development

To whom it may concern,  
I have questions in regards to the proposed development of 137-139 Grano Street, Ararat.

- 1) I would like to know the future impact on rates in the area?
- 2) who is the development aimed for?
- 3) how are these dwellings going to be built (road closures etc) and over what period of time?

My next comment comes from best interest:

Road infrastructure/safety - Adding an extra 52 houses/units on such small space will have significant impact on the roads in the area. Not only people whom currently live there, but prison workers, farmers, and truck movement at the abattoirs. Not to mention diverted traffic when there is an accident on the highway.

Thank you for your time and I look forward to hearing answers in regards with my above concerns.

[REDACTED]

## CLAUSE 55 ASSESSMENT

Clause 55.02 - Neighbourhood Character and Infrastructure		
Objective/s	Standard/s	Decision Guidelines
<p><b>Clause 55.02-1 Neighbourhood Character</b></p> <p><i>To ensure the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.</i></p> <p><i>To ensure that development responds to features of the site and surrounding area.</i></p>	<p><b>Standard B1</b></p> <p>The design response must be appropriate to the neighbourhood character and the site.</p> <p>The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>The neighbourhood and site description.</li> <li>The design response.</li> </ul>
<p>✓ <b>Complies</b></p> <p>Although this application does not reflect the current neighbourhood character, it is consistent with the strategic intention for the area and is an example of the preferred neighborhood character for these types of developments, with higher densities as the area changes to accommodate future growth. The proposal respects the existing neighbourhood character by providing low lying built forms that do not compete with the views of the wider landscape, adequate side and rear setbacks and sufficient areas to provide meaningful landscape outcomes within the development.</p>		
<p><b>Clause 55.02-2 Residential Policy</b></p> <p><i>To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</i></p> <p><i>To support medium densities in areas where development can take advantage of public transport and community infrastructure and services.</i></p>	<p><b>Standard B2</b></p> <p>An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>The Municipal Planning Strategy and the Planning Policy Framework.</li> <li>The design response.</li> </ul>
<p>✓ <b>Complies</b></p> <p>A written statement has been provided by the applicant and updated in accordance with the revised plans.</p>		
<p><b>Clause 55.02-3 Dwelling Density</b></p> <p><i>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</i></p>	<p><b>Standard B3</b></p> <p>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:</p> <ul style="list-style-type: none"> <li>Dwellings with a different number of bedrooms.</li> <li>At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level.</li> </ul>	<p><b>N/A</b></p>

## CLAUSE 55 ASSESSMENT

<p>✓ <b>Complies</b></p> <p>The application proposed three types of dwellings, including one and two bedroom dwellings. All dwellings are single storey, with kitchen, bedroom and washing facilities at ground floor.</p>		
<p><b>Clause 55.02-4 Infrastructure</b></p> <p><i>To ensure development is provided with appropriate utility services and infrastructure.</i></p> <p><i>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</i></p>	<p><b>Standard B4</b></p> <p>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</p> <p>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</p> <p>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The capacity of the existing infrastructure.</li> <li>• In the absence of reticulated sewerage, the capacity of the development to treat and retain all wastewater in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.</li> <li>• If the drainage system has little or no spare capacity, the capacity of the development to provide for stormwater drainage mitigation or upgrading of the local drainage system.</li> </ul>
<p>✓ <b>Complies</b></p> <p>All infrastructure required for the development will be provided by the applicant and to the satisfaction of Council and the servicing authorities.</p>		
<p><b>Clause 55.02-5 Integration with the Street</b></p> <p><i>To integrate the layout of development with the street.</i></p>	<p><b>Standard B5</b></p> <p>Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</p> <p>Development should be oriented to front existing and proposed streets. High fencing in front of dwellings should be avoided if practicable.</p> <p>Development next to existing public open space should be laid out to complement the open space.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>• The design response.</li> </ul>
<p>✓ <b>Complies</b></p> <p>Although internal dwellings are proposed with this application, dwellings are also oriented to face Burn Street and Grano Street, providing good integration with the existing street network.</p> <p>The shared accessways and pedestrian paths are considered to be dimensioned and laid out to allow for safe and efficient movements when entering and exiting the development. This is to be further echoed along Burn Street and Grano Street with the upgrade of the verge to be provided by the applicant.</p> <p>Additionally, no front fencing is provided with this application.</p>		



## CLAUSE 55 ASSESSMENT

### Clause 55.03 – Site Layout and Building Massing

Objective/s	Standard/s	Decision Guidelines
<p><b>Clause 55.03-1 Street Setback</b></p> <p><i>To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.</i></p>	<p><b>Standard B6</b></p> <p>Walls of buildings should be set back from streets:</p> <ul style="list-style-type: none"> <li>At least the distance specified in a schedule to the zone, or</li> <li>If no distance is specified in a schedule to the zone, the distance specified in Table B1.</li> </ul> <p>Porches, pergolas and verandahs that are less than 3.6 metres high and eaves may encroach not more than 2.5 metres into the setbacks of this standard.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>The design response.</li> <li>Whether a different setback would be more appropriate taking into account the prevailing setbacks of existing buildings on nearby lots.</li> <li>The visual impact of the building when viewed from the street and from adjoining properties.</li> <li>The value of retaining vegetation within the front setback</li> </ul>
<p><b>Waiver granted</b></p> <p>The development proposes front setbacks which are significantly less than the setbacks found within the immediate area, due to the transition to medium density from the rural living context that currently exists. Although the proposed front setbacks are less than what is usually required within inner Ararat, it is deemed acceptable having regard to the Mixed Use Zoning and to allow for better internal amenity, access and associated safety for the residents of the development.</p> <p>Additionally, due to the substantial width of the grass verges, the frontages of these dwellings are still well setback from Grano Street and Burn Street, therefore minimising the visual impact of the reduced front setback.</p>		
<p><b>Clause 55.03-2 Building Height</b></p> <p><i>To ensure that the height of buildings respects the existing or preferred neighbourhood character.</i></p>	<p><b>Standard B7</b></p> <p>The maximum building height should not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies to the land.</p> <p>If no maximum height is specified in the zone, schedule to the zone or an overlay, the maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum building height should not exceed 10 metres.</p> <p>Changes of building height between existing buildings and new buildings should be graduated.</p>	<p><b>Decision Guidelines</b></p> <p>Any relevant neighbourhood character objective, policy or statement set out in this scheme.</p> <ul style="list-style-type: none"> <li>Any maximum building height specified in the zone, a schedule to the zone or an overlay applying to the land.</li> <li>The design response.</li> <li>The effect of the slope of the site on the height of the building.</li> <li>The relationship between the proposed building height and the height of existing adjacent buildings.</li> <li>The visual impact of the building when viewed from the street and from adjoining properties.</li> </ul>
<p>✓ <b>Complies</b></p> <p>All dwellings are single storey and significantly under the maximum height allowed under Standard B7. When measured from NGL, the maximum height of the variety housing types ranges from to 4.594m to 4.654m.</p>		

## CLAUSE 55 ASSESSMENT

<p><b>Clause 55.03-3 Site Coverage</b></p> <p><i>To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.</i></p>	<p><b>Standard B8</b></p> <p>The site area covered by buildings should not exceed:</p> <ul style="list-style-type: none"> <li>• The maximum site coverage specified in a schedule to the zone, or</li> <li>• If no maximum site coverage is specified in a schedule to the zone, 60 per cent.</li> </ul>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>• The design response.</li> <li>• The existing site coverage and any constraints imposed by existing development or the features of the site.</li> <li>• The site coverage of adjacent properties.</li> <li>• The effect of the visual bulk of the building and whether this is acceptable in the neighbourhood.</li> </ul>
<p>✓ <b>Complies</b></p> <p>The application proposes 34% site coverage which easily complies with the 60% maximum under Standard B8.</p>		
<p><b>Clause 55.03-4 Permeability and Stormwater Management</b></p> <p><i>To reduce the impact of increased stormwater run-off on the drainage system.</i></p> <p><i>To facilitate on-site stormwater infiltration.</i></p> <p><i>To encourage stormwater management that maximises the retention and reuse of stormwater.</i></p>	<p><b>Standard B9</b></p> <p>The site area covered by the pervious surfaces should be at least:</p> <ul style="list-style-type: none"> <li>• The minimum area specified in a schedule to the zone, or</li> <li>• If no minimum is specified in a schedule to the zone, 20 percent of the site.</li> </ul> <p>The stormwater management system should be designed to:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.</li> </ul>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• The capacity of the site to incorporate stormwater retention and reuse.</li> <li>• The existing site coverage and any constraints imposed by existing development.</li> <li>• The capacity of the drainage network to accommodate additional stormwater.</li> <li>• The capacity of the site to absorb run-off.</li> <li>• The practicality of achieving the minimum site coverage of pervious surfaces, particularly on lots of less than 300 square metres.</li> <li>• Whether the owner has entered into an agreement to contribute to off-site stormwater management in lieu of providing an on-site stormwater management system.</li> </ul>
<p>✓ <b>Complies</b></p> <p>The application proposes 37% permeability site coverage which complies with the 20% minimum under Standard B9.</p>		
<p><b>Clause 55.03-5 Energy Efficiency</b></p> <p><i>To achieve and protect energy efficient dwellings and residential buildings.</i></p> <p><i>To ensure the orientation and layout of development reduce fossil fuel energy use and</i></p>	<p><b>Standard B10</b></p> <p>Buildings should be:</p> <ul style="list-style-type: none"> <li>• Oriented to make appropriate use of solar energy.</li> <li>• Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</li> </ul>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• The size, orientation and slope of the lot.</li> <li>• The existing amount of solar access to abutting properties.</li> <li>• The availability of solar access to north-facing windows on the site.</li> </ul>



## CLAUSE 55 ASSESSMENT

<p><i>make appropriate use of daylight and solar energy.</i></p>	<ul style="list-style-type: none"> <li>Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged.</li> </ul> <p>Living areas and private open space should be located on the north side of the development, if practicable.</p> <p>Developments should be designed so that solar access to north-facing windows is maximised.</p>	<ul style="list-style-type: none"> <li>The extent to which an existing rooftop solar energy system on an adjoining lot is overshadowed by existing buildings or other permanent structures.</li> <li>Whether the existing rooftop solar energy system on an adjoining lot is appropriately located.</li> <li>The effect of overshadowing on an existing rooftop solar energy system on an adjoining lot.</li> </ul>
<p>✓ <b>Complies</b></p> <p>It is considered that the proposed development has been designed to maximise energy efficiency where possible.</p> <p>The majority of dwellings have been orientated to have north facing secluded private open spaces and living areas, with the remaining having the bedroom as north facing. All housing types have substantial north facing windows to make best use of solar energy.</p> <p>Additionally, the proposed dwellings will not impact on any solar energy systems on the neighbouring properties.</p>		
<p><b>Clause 55.03-6 Open Space</b></p> <p><i>To integrate the layout of development with any public and communal open space provided in or adjacent to the development.</i></p>	<p><b>Standard B11</b></p> <p>If any public or communal open space is provided on site, it should:</p> <ul style="list-style-type: none"> <li>Be substantially fronted by dwellings, where appropriate.</li> <li>Provide outlook for as many dwellings as practicable.</li> <li>Be designed to protect any natural features on the site.</li> <li>Be accessible and useable.</li> </ul>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>Any relevant plan or policy for open space in the Municipal Planning Strategy and the Planning Policy Framework.</li> <li>The design response</li> </ul>
<p>✓ <b>Complies</b></p> <p>There is a common area that is well landscaped between the two visitor parking areas. Although dwellings do not front onto this area, the section of land provide good connectivity within the development and allows for passive surveillance of one car parking area to the other.</p> <p>Additionally, there are substantial trees along this boundary line and the provision of open space within this area allows for these trees to not be impacted by the proposed development.</p>		
<p><b>Clause 55.03-7 Safety</b></p> <p><i>To ensure the layout of development provides for the safety and security of residents and property.</i></p>	<p><b>Standard B12</b></p> <p>Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways.</p> <p>Planting which creates unsafe spaces along streets and accessways should be avoided.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider the design response.</p>

## CLAUSE 55 ASSESSMENT

	<p>Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</p> <p>Private spaces within developments should be protected from inappropriate use as public thoroughfares.</p>	
<p>✓ <b>Complies</b></p> <p>The dwellings' entrances will be visible from the street and/or shared accessways. The proposed lighting and pedestrian link from one visitor car parking area to another provides passive surveillance and visibility onto the common areas.</p> <p>The entry points for all dwellings are not obscured by any structures and surrounding landscaping is to be low-lying so dwelling entries are easily identifiable while providing safe, secure and convenient access for residents.</p>		
<p><b>Clause 55.03-8 Landscaping</b></p> <p><i>To encourage development that respects the landscape character of the neighbourhood.</i></p> <p><i>To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.</i></p> <p><i>To provide appropriate landscaping.</i></p> <p><i>To encourage the retention of mature vegetation on the site.</i></p>	<p><b>Standard B13</b></p> <p>The landscape layout and design should:</p> <ul style="list-style-type: none"> <li>• Protect any predominant landscape features of the neighbourhood.</li> <li>• Take into account the soil type and drainage patterns of the site.</li> <li>• Allow for intended vegetation growth and structural protection of buildings.</li> <li>• In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals.</li> <li>• Provide a safe, attractive and functional environment for residents.</li> </ul> <p>Development should provide for the retention or planting of trees, where these are part of the character of the neighbourhood.</p> <p>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.</p> <p>The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.</p> <p>Development should meet any additional landscape requirements specified in a schedule to the zone.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>• Any relevant plan or policy for landscape design in the Municipal Planning Strategy and the Planning Policy Framework.</li> <li>• The design response.</li> <li>• The location and size of gardens and the predominant plant types in the neighbourhood.</li> <li>• The health of any trees to be removed.</li> <li>• Whether a tree was removed to gain a development advantage.</li> </ul>
<p>✓ <b>Complies</b></p> <p>No native vegetation is located on site; however, one street tree (not indigenous to Victoria) is to be removed from the Burn Street road reserve as it cannot be retained with the current proposal. Replacement street tree planting will be condition upon the permit if the application is supported by Council.</p> <p>Landscaping has also been provided to clearly delineate shared accessways and parking spaces, while also softening the quantity of hard surfaces, providing a better amenity outcome.</p>		

## CLAUSE 55 ASSESSMENT

<p><b>Clause 55.03-9 Access</b></p> <p><i>To ensure the number and design of vehicle crossovers respects the neighbourhood character</i></p>	<p><b>Standard B14</b></p> <p>The width of accessways or car spaces should not exceed:</p> <ul style="list-style-type: none"> <li>• 33 per cent of the street frontage, or</li> <li>• if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage.</li> </ul> <p>No more than one single-width crossover should be provided for each dwelling fronting a street.</p> <p>The location of crossovers should maximise the retention of on-street car parking spaces.</p> <p>The number of access points to a road in a Road Zone should be minimised.</p> <p>Developments must provide for access for service, emergency and delivery vehicles.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• The impact on the neighbourhood character.</li> <li>• The reduction of on-street car parking spaces.</li> <li>• The effect on any significant vegetation on the site and footpath.</li> </ul>
<p>✓ <b>Complies</b></p> <p>The development proposed two common driveways to access the site. These two common driveways also propose new crossovers which will be located along Burn Street. The two crossovers do not exceed more than 33% of the Burn Street frontage.</p> <p>Additionally, the proposed accessways (and associated pedestrian paths) allow for safe and efficient vehicle and pedestrian movements to and from the subject site.</p> <p>The locations of the new crossovers have been placed to retain land for street car parking, however the one Council tree located along Burn Street will need to be removed. As such, it is recommended that conditions will be placed on the permit for the development of the verge to allow for replacement planting and upgrade to pedestrian access, kerb/channel and car parking provisions. This will also be requested along Grano Street.</p>		
<p><b>Clause 55.03-10 Parking Location</b></p> <p><i>To provide convenient parking for resident and visitor vehicles.</i></p> <p><i>To protect residents from vehicular noise within developments.</i></p>	<p><b>Standard B15</b></p> <p>Car parking facilities should:</p> <ul style="list-style-type: none"> <li>• Be reasonably close and convenient to dwellings and residential buildings.</li> <li>• Be secure.</li> <li>• Be well ventilated if enclosed.</li> </ul> <p>Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider the design response</p>
<p>✓ <b>Complies</b></p> <p>The proposed car parking space for each dwelling along the common driveways are located directly outside each dwelling providing exceptional convenience.</p> <p>The pedestrian path and landscaping strip provide a 1.6m setback from any habitable windows.</p>		

## CLAUSE 55 ASSESSMENT

### Clause 55.04 – Amenity Impacts

Objective/s	Standard/s	Decision Guidelines
<p><b>Clause 55.04-1 Side and Rear Setbacks</b></p> <p><i>To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</i></p>	<p><b>Standard B17</b></p> <p>A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:</p> <ul style="list-style-type: none"> <li>• At least the distance specified in a schedule to the zone, or</li> <li>• If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.</li> </ul> <p>Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.</p> <p>Landings having an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>• The design response.</li> <li>• The impact on the amenity of the habitable room windows and secluded private open space of existing dwellings.</li> <li>• Whether the wall is opposite an existing or simultaneously constructed wall built to the boundary.</li> <li>• Whether the wall abuts a side or rear lane.</li> </ul>
<p>✓ <b>Complies</b></p> <p>The proposed development is setback from the adjoining property in accordance with all side and rear setback requirements under Standard B17.</p>		
<p><b>Clause 55.04-2 Walls on Boundary</b></p> <p><i>To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</i></p>	<p><b>Standard B18</b></p> <p>A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:</p> <ul style="list-style-type: none"> <li>• For a length of more than the distance specified in a schedule to the zone; or</li> <li>• If no distance is specified in a schedule to the zone, for a length of more than: <ul style="list-style-type: none"> <li>○ 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or</li> <li>○ Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports whichever is the greater.</li> </ul> </li> </ul>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>• The design response.</li> <li>• The extent to which walls on boundaries are part of the neighbourhood character.</li> <li>• The impact on the amenity of existing dwellings.</li> <li>• The opportunity to minimise the length of walls on boundaries by aligning a new wall on a boundary with an existing wall on a lot of an adjoining property.</li> <li>• The orientation of the boundary that the wall is being built on.</li> <li>• The width of the lot.</li> <li>• The extent to which the slope and retaining walls or fences reduce the effective height of the wall.</li> </ul>

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	<p>A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.</p> <p>A building on a boundary includes a building set back up to 200mm from a boundary.</p> <p>The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.</p>	<ul style="list-style-type: none"> <li>• Whether the wall abuts a side or rear lane.</li> <li>• The need to increase the wall height to screen a box gutter.</li> </ul>
<p>✓ <b>Complies</b></p> <p>There are no walls on boundary with adjoining properties, however there are multiple walls on boundary within the development itself.</p> <p>All new walls on new lot boundaries are under 10m in length and 3.2m in average height in accordance with the maximum length and height requirements under Standard B18.</p>		
<p><b>Clause 55.04-3</b> <b>Daylight to Existing Windows</b></p> <p><i>To allow adequate daylight into existing habitable room windows.</i></p>	<p><b>Standard B19</b></p> <p>Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.</p> <p>Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55-degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.</p> <p>Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• The extent to which the existing dwelling has provided for reasonable daylight access to its habitable rooms through the siting and orientation of its habitable room windows.</li> <li>• The impact on the amenity of existing dwellings.</li> </ul>
<p>✓ <b>Complies</b></p> <p>All existing windows are significantly setback from the proposed dwellings and will have no impact on the existing solar access for these dwellings.</p>		

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<p><b>Clause 55.04-4</b> <b>North Facing Windows</b></p> <p><i>To allow adequate solar access to existing north-facing habitable room windows.</i></p>	<p><b>Standard B20</b></p> <p>If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window. A north-facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• Existing sunlight to the north-facing habitable room window of the existing dwelling.</li> <li>• The impact on the amenity of existing dwellings</li> </ul>
<p><b>N/A</b></p> <p>As the proposed development is single storey and located to the south and east/west of the surrounding dwellings, there are no north facing windows that will be impacted by this development.</p>		
<p><b>Clause 55.04-5</b> <b>Overshadowing Open Space</b></p> <p><i>To ensure buildings do not significantly overshadow existing secluded private open space</i></p>	<p><b>Standard B21</b></p> <p>Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.</p> <p>If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• The impact on the amenity of existing dwellings.</li> <li>• Existing sunlight penetration to the secluded private open space of the existing dwelling.</li> <li>• The time of day that sunlight will be available to the secluded private open space of the existing dwelling.</li> <li>• The effect of a reduction in sunlight on the existing use of the existing secluded private open space.</li> </ul>
<p>✓ <b>Complies</b></p> <p>As the proposed development is single storey and located to the south and east/west of the surrounding dwellings, solar access for the adjoining secluded private open spaces will not be impacted by the proposed development.</p> <p>Additionally, due to the proposed internal setbacks, the development will not impact on the solar access of the secluded private open space of each new dwelling.</p>		
<p><b>Clause 55.04-6</b> <b>Overlooking</b></p> <p><i>To limit views into existing secluded private open space and habitable room windows.</i></p>	<p><b>Standard B22</b></p> <p>A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45-degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• The impact on the amenity of the secluded private open space or habitable room window.</li> <li>• The existing extent of overlooking into the secluded private open space and habitable room windows of existing dwellings.</li> </ul>



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	<p>A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either:</p> <ul style="list-style-type: none"> <li>• Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.</li> <li>• Have sill heights of at least 1.7 metres above floor level.</li> <li>• Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level.</li> <li>• Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.</li> </ul> <p>Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.</p> <p>Screens used to obscure a view should be:</p> <ul style="list-style-type: none"> <li>• Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels.</li> <li>• Permanent, fixed and durable.</li> <li>• Designed and coloured to blend in with the development.</li> </ul> <p>This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.</p>	<ul style="list-style-type: none"> <li>• The internal daylight to and amenity of the proposed dwelling or residential building</li> </ul>
<p>✓ <b>Complies</b></p> <p>Due to the single storey of the development and external boundary fences, there is no overlooking into adjoining properties.</p>		
<p><b>Clause 55.04-7</b> <b>Internal Views</b> <i>To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.</i></p>	<p><b>Standard B23</b></p> <p>Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider the design response.</p>

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<p>✓ <b>Complies</b></p> <p>Due to the single storey of the development and internal boundary fences, there is no overlooking into internal properties.</p>		
<p><b>Clause 55.04-8 Noise Impacts</b></p> <p><i>To contain noise sources in developments that may affect existing dwellings.</i></p> <p><i>To protect residents from external noise.</i></p>	<p><b>Standard B24</b></p> <p>Noise sources, such as mechanical plant, should not be located near bedrooms of immediately adjacent existing dwellings.</p> <p>Noise sensitive rooms and secluded private open spaces of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties.</p> <p>Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider the design response.</p>
<p>✓ <b>Complies</b></p> <p>Outside of standard vehicles parking and cooling facilities, there is no external noise that needs to be taken into account. These services are considered standard for residential development and therefore are to be in accordance with standard residential levels.</p>		
Clause 55.05 – On-Site Amenity and Facilities		
Objective/s	Standard/s	Decision Guidelines
<p><b>Clause 55.05-1 Accessibility</b></p> <p><i>To encourage the consideration of the needs of people with limited mobility in the design of developments.</i></p>	<p><b>Standard B25</b></p> <p>The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.</p>	<p><b>Decision Guidelines</b></p> <p>None</p>
<p>✓ <b>Complies</b></p> <p>The proposed development has been designed in accordance with this standard. Access is provided at ground level with a sealed pedestrian path for accessibility. The dwellings' entries are also in close proximity of the car spaces to allow easy movement from vehicles to the dwellings.</p> <p>As they are single storey, all bedroom, kitchen and washing facilities are accessible for those with limited mobility.</p>		
<p><b>Clause 55.05-2 Dwelling Entry</b></p> <p><i>To provide each dwelling or residential building with its own sense of identity.</i></p>	<p><b>Standard B26</b></p> <p>Entries to dwellings and residential buildings should:</p> <ul style="list-style-type: none"> <li>• Be visible and easily identifiable from streets and other public areas.</li> <li>• Provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul>	<p><b>Decision Guidelines</b></p> <p>None</p>

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<p>✓ <b>Complies</b></p> <p>Each dwelling entry contains a pedestrian path, porch and large sliding door which makes the entry easily identifiable.</p>		
<p><b>Clause 55.05-3</b> <b>Daylight to New Windows</b></p> <p><i>To allow adequate daylight into new habitable room windows.</i></p>	<p><b>Standard B27</b></p> <p>A window in a habitable room should be located to face:</p> <ul style="list-style-type: none"> <li>• An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or</li> <li>• A verandah provided it is open for at least one third of its perimeter, or</li> <li>• A carport provided it has two or more open sides and is open for at least one third of its perimeter.</li> </ul>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• Whether there are other windows in the habitable room which have access to daylight.</li> </ul>
<p>✓ <b>Complies</b></p> <p>The proposed new windows allow for adequate daylight into the dwellings, with all habitable room windows provided with a light court clear to the sky.</p>		
<p><b>Clause 55.05-4</b> <b>Private Open Space</b></p> <p><i>To provide adequate private open space for the reasonable recreation and service needs of residents.</i></p>	<p><b>Standard B28</b></p> <p>A dwelling or residential building should have private open space of an area and dimensions specified in a schedule to the zone.</p> <p>If no area or dimensions are specified in a schedule to the zone, a dwelling or residential building should have private open space consisting of:</p> <ul style="list-style-type: none"> <li>• An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential building with a minimum area of 25 square metres, a minimum dimension of 3 metres and convenient access from a living room, or</li> <li>• A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room, or</li> <li>• A roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room.</li> </ul> <p>The balcony requirements in Clause 55.05-4 do not apply to an apartment development.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• The useability of the private open space, including its size and accessibility.</li> <li>• The availability of and access to public or communal open space.</li> <li>• The orientation of the lot to the street and the sun.</li> </ul>

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<p>✓ <b>Complies</b></p> <p>The development has been revised to meet the minimum requirements of Standard B28. The development proposes the following minimum POS and SPOS areas, with many dwellings vastly exceeding these minimum requirements:</p> <ul style="list-style-type: none"> <li>• POS - 40.07sqm:</li> <li>• SPOS - 25.29sqm</li> </ul> <p>All secluded private open space meets the minimum dimension requirement of 3m with convenient access from a living area, and therefore comply with the requirements of this standard.</p>		
<p><b>Clause 55.05-5</b> <b>Solar Access to Open Space</b></p> <p><i>To allow solar access into the secluded private open space of new dwellings and residential buildings.</i></p>	<p><b>Standard B29</b></p> <p>The private open space should be located on the north side of the dwelling or residential building, if appropriate.</p> <p>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least <math>(2 + 0.9h)</math> metres, where 'h' is the height of the wall.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• The design response.</li> <li>• The useability and amenity of the secluded private open space based on the sunlight it will receive.</li> </ul>
<p>✓ <b>Complies</b></p> <p>The development has been revised to meet the minimum requirements of Standard B29. All south facing SPOS is now sufficiently setback a minimum of 5.016m from a single storey northern wall to allow for sufficient solar access.</p>		
<p><b>Clause 55.05-6</b> <b>Storage</b></p> <p><i>To provide adequate storage facilities for each dwelling.</i></p>	<p><b>Standard B30</b></p> <p>Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.</p>	<p><b>Decision Guidelines</b></p> <p>None</p>
<p>✓ <b>Complies</b></p> <p>Each dwelling has convenient access to 6sqm of storage which is externally accessible to the dwelling. Some dwellings contain one 6sqm storage area and others are provided with four in built smaller storage areas that collectively provide 6 sqm for each dwelling.</p>		
<p><b>Clause 55.06 – Detailed Design</b></p>		
<p><b>Objective/s</b></p>	<p><b>Standard/s</b></p>	<p><b>Decision Guidelines</b></p>
<p><b>Clause 55.06-1</b> <b>Design Detail</b></p> <p><i>To encourage design detail that respects the existing or preferred neighbourhood character.</i></p>	<p><b>Standard B31</b></p> <p>The design of buildings, including:</p> <ul style="list-style-type: none"> <li>• Facade articulation and detailing,</li> <li>• Window and door proportions,</li> <li>• Roof form, and</li> <li>• Verandahs, eaves and parapets,</li> </ul> <p>should respect the existing or preferred neighbourhood character.</p> <p>Garages and carports should be visually compatible with the development and the</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>• The design response.</li> <li>• The effect on the visual bulk of the building and whether this is acceptable in the neighbourhood setting.</li> <li>• Whether the design is innovative and of a high architectural standard.</li> </ul>

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	existing or preferred neighbourhood character.	
<p>✓ <b>Complies</b></p> <p>The application will modify the existing streetscape given the subject site is currently a vacant lot. Although this application does not reflect the existing neighbourhood character, it is consistent with the strategic intention of substantial growth for the area. As such, the application reflects an example of the preferred neighbourhood character for this mixed use precinct.</p> <p>As the application is not wholly consistent with the existing neighbourhood character, the applicant has provided a variety of measures within the proposal to assist in the transition of the neighbourhood character of this area. These measures include the single storey forms and landscaping throughout the development.</p> <p>Outside of these measures, the pitched roof forms and variety in materiality also provides good articulation and a point of difference, while ensuring a low lying built form so to not compete with the views of the wider landscape.</p>		
<p><b>Clause 55.06-2 Front Fences</b></p> <p><i>To encourage front fence design that respects the existing or preferred neighbourhood character.</i></p>	<p><b>Standard B32</b></p> <p>The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.</p> <p>A front fence within 3 metres of a street should not exceed: The maximum height specified in a schedule to the zone, or If no maximum height is specified in a schedule to the zone, the maximum height specified in Table B3.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider:</p> <ul style="list-style-type: none"> <li>• Any relevant neighbourhood character objective, policy or statement set out in this scheme.</li> <li>• The design response.</li> <li>• The setback, height and appearance of front fences on adjacent properties.</li> <li>• The extent to which slope and retaining walls reduce the effective height of the front fence.</li> <li>• Whether the fence is needed to minimise noise intrusion.</li> </ul>
<p>✓ <b>Complies</b></p> <p>No front fencing is proposed with this development.</p>		
<p><b>Clause 55.06-3 Common Property</b></p> <p><i>To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</i></p> <p><i>To avoid future management difficulties in areas of common ownership.</i></p>	<p><b>Standard B33</b></p> <p>Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p>	<p><b>Decision Guidelines</b></p> <p>None</p>
<p>✓ <b>Complies</b></p> <p>The proposed development clearly delineates between communal and private areas. The shared accessways and pedestrian paths have been designed in a functional manner to ensure safe movement through the site for all residents.</p>		

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<p><b>Clause 55.06-4</b> <b>Site Services</b></p> <p><i>To ensure that site services can be installed and easily maintained.</i></p> <p><i>To ensure that site facilities are accessible, adequate and attractive.</i></p>	<p><b>Standard B34</b></p> <p>The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.</p> <p>Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p> <p>Bin and recycling enclosures should be located for convenient access by residents.</p> <p>Mailboxes should be provided and located for convenient access as required by Australia Post.</p>	<p><b>Decision Guidelines</b></p> <p>Before deciding on an application, the responsible authority must consider the design response.</p>
<p>✓ <b>Complies</b></p> <p>The letter boxes, bins and service areas have been located appropriately and can be accessed easily by the residents. The layout and design of the development allows sufficient space for additional services to be installed.</p>		

## CLAUSE 56 ASSESSMENT

All objectives and standards are relevant under Clause 56 except Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3 for a subdivision application of 16-59 lots.

Clause 56.02 – Policy Implementation		
Title and Objective/s	Standard/s	Response
<p><b>Clause 56.02-1</b> <b>Strategic Implementation</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Standard C1</b></p> <p>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.</p>	<p>✓ <b>Complies</b></p> <p>The strategic basis of the proposal is confirmed within Planning Policy Framework and <i>Ararat Sustainable Growth Future Report (Feb 2014)</i>.</p> <p>The subject site is identified for mixed use development which encourages higher residential densities.</p> <p>Further discussed of the strategic merit of this application is presented with the Council Report.</p>
Clause 56.03 – Liveable and Sustainable Communities		
Objective/s	Standard/s	Response
<p><b>Clause 56.03-1</b> <b>Compact and Walkable Neighbourhoods</b></p> <ul style="list-style-type: none"> <li>To create compact neighbourhoods that are oriented around easy walking distances to activity centres, schools and community facilities, public open space and public transport.</li> <li>To allow easy movement through and between neighbourhoods for all people.</li> </ul>	<p><b>Standard C2</b></p> <p>A subdivision should implement any relevant growth area or any approved land-use and development strategy, plan or policy for the area.</p> <p>An application for subdivision must include a plan of the layout of the subdivision that:</p> <ul style="list-style-type: none"> <li>Meets the objectives (if relevant to the class of subdivision specified in the zone) of Clauses 56.03-2, 56.03-3, 56.04-1, 56.06-2, 56.06-3 and 56.06-4.</li> <li>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.</li> <li>Shows the layout of the subdivision in relation to the surrounding area.</li> <li>Is designed to be accessible for people with disabilities</li> </ul>	<p><b>N/A</b></p> <p>Pursuant to 32.08-3, Clause 56.03-1 does not apply for subdivision applications of 16-59 lots.</p>
<p><b>Clause 56.03-2</b> <b>Activity Centre</b></p>	<p><b>Standard C3</b></p>	<p><b>N/A</b></p>

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<ul style="list-style-type: none"> <li>To provide for mixed-use activity centres, including neighbourhood activity centres, of appropriate area and location.</li> </ul>	<p>A subdivision should implement any relevant activity centre strategy, plan or policy for the area.</p> <p>Subdivision should be supported by activity centres that are:</p> <ul style="list-style-type: none"> <li>Accessible by neighbourhood and regional walking and cycling networks.</li> <li>Served by public transport that is connected to the regional public transport network.</li> <li>Located at public transport interchange points.</li> <li>Located on arterial roads or connector streets.</li> <li>Of appropriate size to accommodate a mix of uses that meet local community needs.</li> <li>Oriented to support active street frontages, support street-based community interaction and pedestrian safety.</li> </ul>	<p>Pursuant to 32.08-3, Clause 56.03-2 does not apply for subdivision applications of 16-59 lots.</p>
<p><b>Clause 56.03-3 Planning for Community Facilities</b></p> <ul style="list-style-type: none"> <li>To provide appropriately located sites for community facilities including schools, libraries, preschools and childcare, health services, police and fire stations, recreation and sports facilities.</li> </ul>	<p><b>Standard C4</b></p> <p>A subdivision should:</p> <ul style="list-style-type: none"> <li>Implement any relevant regional and local community strategy, plan or policy for the area set out in the planning scheme.</li> <li>Locate facilities on sites that are in or near activity centres and public transport.</li> </ul> <p>School sites should:</p> <ul style="list-style-type: none"> <li>Be integrated with neighbourhoods and located near activity centres.</li> <li>Be located on walking and cycling networks.</li> <li>Have a bus stop along the site boundary.</li> <li>Have student drop-off zones, bus parking and on-street parking in addition to other street functions in abutting streets.</li> <li>Adjoin the public open space network and community sporting and other recreation facilities.</li> <li>Be integrated with community facilities.</li> <li>Be located on land not affected by physical, environmental constraints etc.</li> </ul> <p>Schools should be accessible by the Principal Public Transport Network in Metropolitan Melbourne and on the regional public transport network outside Metropolitan Melbourne.</p> <p>Primary schools should be located on connector streets and not on 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 streets with sufficient widths to provide student drop-off zones, bus parking and on-street parking in addition to other street functions.</p>	<p><b>N/A</b></p> <p>Pursuant to 32.08-3, Clause 56.03-3 does not apply for subdivision applications of 16-59 lots.</p>
<p><b>Clause 56.03-4 Built Environment</b></p> <ul style="list-style-type: none"> <li>To create urban places with identity and character.</li> </ul>	<p><b>Standard C5</b></p> <p>The built environment should:</p> <ul style="list-style-type: none"> <li>Implement any relevant urban design strategy, plan or policy for the area.</li> </ul>	<p>✓ <b>Complies</b></p> <p>The general grid-based lot layout of the proposal is considered to be safe and efficient. The accessway layout has also considered to provide safe and efficient</p>





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	<ul style="list-style-type: none"> <li>▪ Provide living and working environments that are functional, safe and attractive.</li> <li>▪ Provide an integrated layout, built form and urban landscape.</li> <li>▪ Contribute to a sense of place and cultural identity.</li> </ul>	<p>movements when entering and exiting the development.</p> <p>Landscaping has also been provided throughout, softening the quantity of hard surfaces and providing a better amenity outcome.</p>
<p><b>Clause 56.03-5</b> <b>Neighbourhood Character</b></p> <ul style="list-style-type: none"> <li>▪ <i>To design subdivisions that respond to neighbourhood character.</i></li> </ul>	<p><b>Standard C6</b></p> <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 in the planning scheme.</li> <li>▪ Respond to and integrate with the surrounding urban environment.</li> <li>▪ Protect significant vegetation and site features.</li> </ul>	<p><b>N/A</b></p> <p>Pursuant to 32.08-3, Clause 56.03-5 does not apply for subdivision applications of 16-59 lots.</p>
<p><b>Clause 56.04 – Lot Design</b></p>		
<b>Objective/s</b>	<b>Standard/s</b>	<b>Decision Guidelines</b>
<p><b>Clause 56.04-1</b> <b>Lot Diversity and Distribution</b></p> <ul style="list-style-type: none"> <li>▪ <i>To achieve housing densities that support compact and walkable neighbourhoods and the efficient provision of public transport services.</i></li> <li>▪ <i>To provide higher housing densities within walking distance of activity centres.</i></li> <li>▪ <i>To achieve increased housing densities in designated growth areas.</i></li> <li>▪ <i>To provide a range of lot sizes to suit a variety of dwelling and household types.</i></li> </ul>	<p><b>Standard C7</b></p> <p>A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.</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.</p> <p>A range and mix of lot sizes should be provided including lots suitable for the development of:</p> <ul style="list-style-type: none"> <li>▪ Single dwellings.</li> <li>▪ Two dwellings or more.</li> <li>▪ Higher density housing.</li> <li>▪ Residential buildings and Retirement villages.</li> </ul> <p>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.</p> <p>Lots of 300 square metres or less in area, lots suitable for the development of two dwellings or more, lots suitable for higher density housing and lots suitable for residential buildings and Retirement villages should be located in and</p>	<p>✓ <b>Complies</b></p> <p>The site will be developed at a density of 46 dwellings across 7072sqm.</p> <p>Although this is a higher density that is seen within the area, the high level of compliance with Clause 55 and the design guidelines of Clause 52.06, confirms that the property can sustain a development of this size.</p> <p>The development proposes lot sizes which allows for a variety of housing products which are under supplied within the Ararat.</p>

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	within 400 metres street walking distance of an activity centre.	
<p><b>Clause 56.04-2</b> <b>Lot Area and Building Envelopes</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Standard C8</b></p> <ul style="list-style-type: none"> <li>Lots less than 300m<sup>2</sup> should be accompanied by information that shows that the lots are consistent or contain a building envelope consistent with a development approved under the scheme, or that a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</li> <li>Lots of between 300 and 500m<sup>2</sup> should contain a building envelope that is consistent with a development of the lot approved under this scheme; or, if no development has been approved, contain a rectangle building envelope measuring 10m x 15m, or 9m x 15m if a boundary wall is nominated as part of the building envelope.</li> <li>If lots of between 300 square metres and 500 square metres are proposed to contain dwellings that are built to the boundary, the long axis of the lots should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.</li> <li>Lots greater than 500m<sup>2</sup> should be able to contain a 10m x 15m rectangle, and may contain a building envelope.</li> <li>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54 unless the objectives of the standard are met and the building envelope is shown as a restriction on a plan of subdivision, or is specified as a covenant in an agreement under Section 173 of the Act.</li> <li>Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope, the building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and the building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement.</li> <li>Lot dimensions and building envelopes should protect: solar access and allow for the energy rating requirements of the Building Regulations to be achieved; existing or proposed easements; and, significant vegetation and site features.</li> </ul>	<p>✓ <b>Complies</b></p> <p>The lots proposed are of appropriate size, shape, dimension and orientation in order for each to facilitate the siting of the proposed dwellings, which have been included as part of this application's assessment.</p> <p>Additionally, lots have been designed in a grid layout, with lots predominately aligned in a north-south or east-west direction which allows for energy efficient development.</p>
<p><b>Clause 56.04-3</b> <b>Solar Orientation of Lots</b></p> <ul style="list-style-type: none"> <li>To provide good solar orientation of lots and solar access for future dwellings.</li> </ul>	<p><b>Standard C9</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>✓ <b>Complies</b></p> <p>All lots are considered to have appropriate solar orientation with the long axis either running north-south or east-west within</p>

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	<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 east 30 degrees south.</li> <li>▪ Lots between 300m<sup>2</sup> and 500m<sup>2</sup> 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>	<p>the range of degrees specified in the standard.</p> <p>The dimensions of the lots are considered to be adequate to ensure solar access to the lots.</p>
<p><b>Clause 56.04-4 Street Orientation</b></p> <ul style="list-style-type: none"> <li>▪ <i>To provide a lot layout that contributes to community social interaction, personal safety and property security.</i></li> </ul>	<p><b>Standard C10</b></p> <p>Subdivision should increase visibility and surveillance by:</p> <ul style="list-style-type: none"> <li>▪ Ensuring lots front all roads and streets and avoid the side or rear of lots being oriented to connector streets and arterial roads.</li> <li>▪ Providing lots of 300m<sup>2</sup> or less in area and lots for 2 or more dwellings around activity centres and public open space.</li> <li>▪ Ensuring streets and houses look onto public open space and avoiding sides and rears of lots along public open space boundaries.</li> <li>▪ Providing roads and streets along public open space boundaries.</li> </ul>	<p>✓ <b>Complies</b></p> <p>Lots have been designed to front the proposed road network where possible.</p>
<p><b>Clause 56.04-5 Common Area</b></p> <ul style="list-style-type: none"> <li>▪ <i>To identify common areas and the purpose for which the area is commonly held.</i></li> <li>▪ <i>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</i></li> <li>▪ <i>To maintain direct public access throughout the neighbourhood street network.</i></li> </ul>	<p><b>Standard C11</b></p> <p>An application to subdivide land that creates common land must be accompanied by a plan and a 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.</li> <li>▪ The proposed management arrangements including maintenance standards for streets and open spaces to be commonly held.</li> </ul>	<p>✓ <b>Complies</b></p> <p>This information has been provided with the subdivision plans.</p> <p>Currently common property is the accessway, pedestrian paths, service pillar/letterbox area, bin storage area, car parking areas and the associated landscaped pedestrian link, plus the water tank area.</p> <p>These common areas provide multiple facilities for the residents of the development, while being easily accessible and clearly delineated from the individual lots.</p>
<p><b>Clause 56.05 – Urban Landscape</b></p>		
<p><b>Objective/s</b></p>	<p><b>Standard/s</b></p>	<p><b>Decision Guidelines</b></p>
<p><b>Clause 56.05-1 Integrated Urban Landscape</b></p> <ul style="list-style-type: none"> <li>▪ <i>To provide attractive and continuous landscaping in</i></li> </ul>	<p><b>Standard C12</b></p> <p>An application that creates streets or public open space should be accompanied by a landscape design that should:</p>	<p>✓ <b>Complies</b></p> <p>The application does not create streets or any open space, however a permit condition has been recommend for the</p>

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<p><i>streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</i></p> <ul style="list-style-type: none"> <li>▪ <i>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</i></li> <li>▪ <i>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</i></li> <li>▪ <i>To provide for integrated water management systems and contribute to drinking water conservation.</i></li> </ul>	<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.</li> <li>▪ Create attractive landscapes that visually emphasise streets and public open spaces.</li> <li>▪ Respond to 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 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 use of drought tolerant and low maintenance plants and avoid species 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 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.</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>	<p>road reserve/verge upgrade along Grano Street and Burn Street.</p> <p>As such, this information will be detailed in the Road Reserve Upgrade Master Plan which has been requested to be implemented as a condition on the permit.</p>
<p><b>Clause 56.05-2 Public Open Space Provision</b></p> <ul style="list-style-type: none"> <li>▪ <i>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.</i></li> <li>▪ <i>To provide a network of public open space that caters for a broad range of users.</i></li> <li>▪ <i>To encourage healthy and active communities.</i></li> <li>▪ <i>To provide adequate unencumbered land for public open space and integrate any encumbered</i></li> </ul>	<p><b>Standard C13</b></p> <p>The provision of public open space should:</p> <ul style="list-style-type: none"> <li>▪ Implement any relevant open space plan, strategy or policy for the area.</li> <li>▪ Provide a network of well-distributed neighbourhood public open space that includes: Local parks within 400m safe walking distance of at least 95% 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;</li> </ul>	<p><b>N/A</b></p> <p>No public open space is proposed on the site.</p>

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<p><i>land with the open space network.</i></p> <ul style="list-style-type: none"> <li><i>To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.</i></li> </ul>	<ul style="list-style-type: none"> <li>Active open space of at least 8 hectares in area within 1km of 95% of all dwellings, that is; <ul style="list-style-type: none"> <li>Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space</li> <li>Sufficient to incorporate two football/cricket ovals</li> <li>Appropriate for the intended use in terms of quality and orientation</li> <li>Located on flat land (which can be cost effectively graded) Located with access to, or making provision for, a recycled or sustainable water supply</li> <li>Adjoin schools and other community facilities where practical</li> <li>Designed to achieve sharing of space between sports</li> <li>Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.</li> </ul> </li> <li>Public open space should: <ul style="list-style-type: none"> <li>Be provided along foreshores, streams and permanent water bodies.</li> <li>Be linked to existing or proposed future public open spaces where appropriate.</li> <li>Be integrated with floodways and encumbered land accessible for public recreation.</li> <li>Be suitable for the intended use.</li> <li>Be of an area and dimension to allow easy adaptation to different uses in response to changing community active and passive recreational preferences.</li> <li>Maximise passive surveillance.</li> <li>Be integrated with urban water management systems, waterways and other water bodies.</li> <li>Incorporate natural and cultural features where appropriate.</li> </ul> </li> </ul>	
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### Clause 56.06 – Access and Mobility Management

Objective/s	Standard/s	Decision Guidelines
<p><b>Clause 56.06-1</b> <b>Integrated Mobility</b></p> <ul style="list-style-type: none"> <li><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></li> <li><i>To provide for walking (including persons with impaired mobility), cycling, public transport and other</i></li> </ul>	<p><b>Standard C14</b></p> <p>An application for a subdivision must include a plan of the layout of the neighbourhood that meets the objectives of:</p> <ul style="list-style-type: none"> <li>Clause 56.06-2 Walking and cycling network.</li> <li>Clause 56.06-3 Public transport network.</li> <li>Clause 56.06-4 Neighbourhood street network.</li> </ul>	<p><b>N/A</b></p> <p>Pursuant to 32.08-3, Clause 56.06-1 does not apply for subdivision applications of 16-59 lots.</p>

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<p><i>motor vehicles in an integrated manner.</i></p> <ul style="list-style-type: none"> <li>▪ <i>To contribute to reduced car dependence, improved energy efficiency, improved transport efficiency, reduced greenhouse gas emissions and reduced air pollution.</i></li> </ul>		
<p><b>Clause 56.06-2 Walking and Cycling Network</b></p> <ul style="list-style-type: none"> <li>▪ <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></li> <li>▪ <i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i></li> <li>▪ <i>To reduce car use, greenhouse gas emissions and air pollution.</i></li> </ul>	<p><b>Standard C15</b></p> <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 existing pedestrian and cycling networks.</li> <li>▪ Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</li> <li>▪ Provide 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.</li> <li>▪ Be accessible to people with disabilities.</li> </ul>	<p>✓ <b>Complies</b></p> <p>No cycling links are provided with the application, although pedestrian links have been provided within the subdivision design resulting in good permeability within and around the development.</p>
<p><b>Clause 56.06-3 Public Transport Network</b></p> <ul style="list-style-type: none"> <li>▪ <i>To provide an arterial road and neighbourhood street network that supports a direct, efficient and safe public transport system.</i></li> <li>▪ <i>To encourage maximum use of public transport.</i></li> </ul>	<p><b>Standard C16</b></p> <p>The public transport network should be designed to:</p> <ul style="list-style-type: none"> <li>▪ Implement any relevant public transport strategy, plan or policy for the area.</li> <li>▪ Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority.</li> <li>▪ 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.</li> <li>▪ Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide safe and direct movement between activity centres without complicated turning manoeuvres; direct travel between</li> </ul>	<p><b>N/A</b></p> <p>Pursuant to 32.08-3, Clause 56.06-3 does not apply for subdivision applications of 16-59 lots.</p>

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	<p>neighbourhoods and neighbourhood activity centres; and, a short and safe walk to a public transport stop from most dwellings.</p>	
<p><b>Clause 56.06-4 Neighbourhood Street Network</b></p> <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>	<p><b>Standard C17</b></p> <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, 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 an 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.</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 transport strategy, plan or policy for the area set out in this scheme.</li> <li>▪ Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.</li> <li>▪ Include connector streets approximately halfway 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 motor vehicles.</li> <li>▪ Provide an interconnected and continuous network of streets within and between neighbourhoods for use by 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 and mix of pedestrians, cyclists, public transport and other motor vehicles).</li> <li>▪ Encourage appropriate and safe pedestrian, cyclist and driver behaviour.</li> </ul>	<p><b>N/A</b></p> <p>No street network is proposed on the site.</p>

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	<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 cul-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.</li> <li>▪ Take account of any identified significant features.</li> </ul>	
<p><b>Clause 56.06-5</b> <b>Walking and Cycling Network Detail</b></p> <ul style="list-style-type: none"> <li>▪ <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></li> <li>▪ <i>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</i></li> </ul>	<p><b>Standard C18</b></p> <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 shared path surfaces.</li> <li>▪ Be constructed with a durable, non-skid surface.</li> <li>▪ Be of quality and durability to ensure: Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles. Discharge of urban run-off. Preservation of all-weather access. Maintenance of a reasonable, comfortable riding quality. A minimum 20 year life span.</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>	<p>✓ <b>Complies</b></p> <p>The application included the provision of an upgrade to the road reserve/verge of Grano and Burn Street. This updated will include car parking, landscaping, kerb or channel and pedestrian paths to assist in access for those residents with limited mobility.</p>
<p><b>Clause 56.06-6</b> <b>Public Transport Network Detail</b></p> <ul style="list-style-type: none"> <li>▪ <i>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</i></li> </ul>	<p><b>Standard C19</b></p> <p>Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne to the requirements of the relevant road authority.</p> <p>Road alignment and geometry along bus routes should provide for the efficient, unimpeded</p>	<p>✓ <b>Complies</b></p> <p>The proposal is consistent with this standard and the subdivision has been designed to take into consideration the current public transport connection along Grano Street.</p>



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<ul style="list-style-type: none"> <li>▪ <i>To provide public transport stops that are accessible to people with disabilities.</i></li> </ul>	<p>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"> <li>▪ Surveillance from streets and adjacent roads.</li> <li>▪ Safe street crossing conditions.</li> <li>▪ Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</li> <li>▪ Continuous hard pavement from the footpath to the kerb.</li> <li>▪ Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.</li> <li>▪ Appropriate signage.</li> </ul> <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.</p>	
<p><b>Clause 56.06-7 Neighbourhood Street Network Detail</b></p> <ul style="list-style-type: none"> <li>▪ <i>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.</i></li> </ul>	<p><b>Standard C20</b></p> <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 those requirements the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply the requirements of the relevant public transport authority must be met.</li> <li>▪ Provide street blocks that are generally between 120m and 240m in length and generally between 60m to 120m in width to facilitate pedestrian movement and control traffic speed.</li> <li>▪ Have verges of sufficient width to accommodate footpaths, street tree planting, lighting, utility needs etc.</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 road users to proceed without unreasonable inconvenience or delay.</li> <li>▪ Provide a safe environment for all street users applying speed controls 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 5m x 5m corner splay at junctions with arterial roads and 3m x 3m splay at other junctions unless a variation achieves safe sight lines across corners.</li> <li>▪ Ensure streets are of sufficient strength to enable the carriage of vehicles and to avoid damage by construction vehicles and equipment.</li> </ul>	<p><b>N/A</b></p> <p>No street network is proposed on the site.</p>

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	<ul style="list-style-type: none"> <li>▪ Ensure street pavements are of sufficient quality and durability for the safe passage of pedestrians, cyclists and vehicles; discharge of urban run-off; and, preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.</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 perform the required integrated water management functions, delineate the edge of the carriageway, provide efficient and comfortable access to abutting lots at appropriate locations and contribute to street design.</li> <li>▪ Provide for safe and efficient collection of waste and recycling materials from lots.</li> <li>▪ Be accessible to people with disabilities.</li> </ul> <p>A street detail plan should be prepared that shows, as appropriate:</p> <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> <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.</li> <li>▪ Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.</li> </ul>	
<p><b>Clause 56.06-8</b> <b>Lot Access</b></p> <ul style="list-style-type: none"> <li>▪ <i>To provide for safe vehicle access between roads and lots.</i></li> </ul>	<p><b>Standard C21</b></p> <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 road's authority.</p> <p>Vehicle access to lots of 300m<sup>2</sup> or less in area and lots with a frontage of 7.5m 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><b>N/A</b></p> <p>There are no arterial roads in close proximity of the site.</p>

## CLAUSE 56 ASSESSMENT

Clause 56.07 – Integrated Water Management		
Objective/s	Standard/s	Decision Guidelines
<p><b>Clause 56.07-1</b> <b>Drinking Water Supply</b></p> <ul style="list-style-type: none"> <li>To reduce the use of drinking water.</li> <li>To provide an adequate, cost-effective supply of drinking water.</li> </ul>	<p><b>Standard C22</b></p> <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.</li> <li>Provided to the boundary of all lots in the subdivision to the satisfaction of the relevant water authority.</li> </ul>	<p>✓ <b>Complies</b></p> <p>The subdivision will be engineered to meet the requirements of the relevant water authority as per their conditions.</p>
<p><b>Clause 56.07-2</b> <b>Reused and Recycled Water</b></p> <ul style="list-style-type: none"> <li>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</li> </ul>	<p><b>Standard C23</b></p> <p>Reused and recycled water supply systems must be:</p> <ul style="list-style-type: none"> <li>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority, Environment Protection Authority and Department of Human Services.</li> <li>Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li> </ul>	<p>✓ <b>Complies</b></p> <p>Water tanks have been provided on site to allow for the maintenance of landscaping.</p>
<p><b>Clause 56.07-3</b> <b>Waste Water Management</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Standard C24</b></p> <p>Waste water systems must be:</p> <ul style="list-style-type: none"> <li>Designed, constructed and managed in accordance with the requirements and to the satisfaction of the relevant water authority and the Environment Protection Authority.</li> <li>Consistent with any relevant approved domestic waste water management plan.</li> </ul> <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>	<p>✓ <b>Complies</b></p> <p>The subdivision will be engineered to meet the requirements of the relevant water authority as per their conditions.</p>
<p><b>Clause 56.07-4</b> <b>Stormwater Management</b></p> <ul style="list-style-type: none"> <li>To minimise damage to properties and inconvenience to residents from urban run-off.</li> <li>To ensure that the street operates adequately during major storm events and provides for public safety.</li> <li>To minimise increases in stormwater run-off and protect the environmental values and physical characteristics of receiving waters from degradation by urban run-off.</li> <li>To encourage stormwater management that maximises the retention and reuse of stormwater.</li> </ul>	<p><b>Standard C25</b></p> <p>The urban stormwater management system must be:</p> <ul style="list-style-type: none"> <li>Designed and managed in accordance with the requirements and to the satisfaction of the relevant drainage authority.</li> <li>Designed and managed in accordance with the requirements and to the satisfaction of the water authority where reuse of stormwater 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).</li> <li>Designed to ensure that flows downstream of the subdivision site are restricted to pre-development levels unless increased flows are approved by the relevant drainage</li> </ul>	<p>✓ <b>Complies</b></p> <p>Stormwater and drainage will be designed and constructed to the satisfaction of the responsible authority and servicing authorities' requirements.</p>

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<ul style="list-style-type: none"> <li>▪ <i>To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.</i></li> </ul>	<p>authority and there are no detrimental downstream impacts.</p> <ul style="list-style-type: none"> <li>▪ Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.</li> </ul> <p>The stormwater management system should be integrated into the overall development 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 <math>d_a V_{ave} &lt; 0.35 \text{ m}^2 / \text{s}</math> (where, <math>d_a</math> = average depth in metres and <math>V_{ave}</math> = average velocity in metres per second).</li> </ul> <p>The design of the local drainage network should:</p> <ul style="list-style-type: none"> <li>▪ Ensure stormwater 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, stormwater 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 stormwater in streets and public open space. Where such features are provided, an application must describe maintenance responsibilities, requirements and costs.</li> <li>▪ Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority</li> </ul> <p>The design of the local drainage network should:</p>	
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## CLAUSE 56 ASSESSMENT

Clause 56.08 –Site Management		
Objective/s	Standard/s	Decision Guidelines
<p><b>Clause 56.08-1</b> <b>Site Management</b></p> <ul style="list-style-type: none"> <li>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</li> <li>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</li> <li>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</li> </ul>	<p><b>Standard C26</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.</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>	<p>✓ <b>Complies</b></p> <p>Permit conditions have been recommended to ensure the correct management of the site during construction.</p>
Clause 56.09 –Utilities		
Objective/s	Standard/s	Decision Guidelines
<p><b>Clause 56.09-1</b> <b>Shared Trenching</b></p> <ul style="list-style-type: none"> <li>To maximise the opportunities for shared trenching.</li> <li>To minimise constraints on landscaping within street reserves.</li> </ul>	<p><b>Standard C27</b></p> <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>	<p>✓ <b>Complies</b></p> <p>The subdivision will be constructed to meet the requirements of the relevant water, gas, electricity and telecommunications authorities.</p> <p>Conditions from serving authorities have been recommended for the planning permit.</p>
<p><b>Clause 56.09-2</b> <b>Electricity, Gas and Telecommunications</b></p> <ul style="list-style-type: none"> <li>To provide public utilities to each lot in a timely, efficient and cost effective manner.</li> <li>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</li> </ul>	<p><b>Standard C28</b></p> <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.</p> <p>Arrangements that support the generation or use of renewable energy 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 advance telecommunications infrastructure. This must be provided to the boundary of all lots.</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.</p>	<p>✓ <b>Complies</b></p> <p>The subdivision will be engineered to meet the requirements of the relevant electricity and gas providers as per their conditions.</p>



## CLAUSE 56 ASSESSMENT

<p><b>Clause 56.09-3</b> <b>Fire Hydrants</b></p> <ul style="list-style-type: none"> <li>▪ <i>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</i></li> </ul>	<p><b>Standard C29</b></p> <p>Fire hydrants should be provided a minimum distance of 120m from the rear of each lot and no more than 200m apart.</p> <p>Hydrants and 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 these requirements, fire hydrants must be provided to the satisfaction of the relevant fire authority.</p>	<p>✓ <b>Complies</b></p> <p>CFA conditions which have been recommended on the permit discuss the requirements of hydrants prior to the issuing of a statement of compliance.</p>
<p><b>Clause 56.09-4</b> <b>Public Lighting</b></p> <ul style="list-style-type: none"> <li>▪ <i>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</i></li> <li>▪ <i>To provide pedestrians with a sense of personal safety at night.</i></li> <li>▪ <i>To contribute to reducing greenhouse gas emissions and to saving energy.</i></li> </ul>	<p><b>Standard C30</b></p> <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 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>	<p>✓ <b>Complies</b></p> <p>Public lighting will be installed along the streets, with designs to meet Council's standard specifications.</p>