

## India Brown

---

**From:** Planning  
**Sent:** Friday, 3 June 2022 3:31 PM  
**To:** [REDACTED]  
**Subject:** FW: Planning permit PA3134 objections

**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>	 <p>Ararat Rural City</p>
--	---	---

---

**From:** Planning <[planning@ararat.vic.gov.au](mailto:planning@ararat.vic.gov.au)>  
**Sent:** Sunday, 22 May 2022 10:21 PM  
**To:** India Brown <[ibrown@ararat.vic.gov.au](mailto:ibrown@ararat.vic.gov.au)>  
**Subject:** FW: Planning permit PA3134 objections

Another objection to acknowledge and file. Thanks 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>	 <p>Ararat Rural City</p>
---	---	--

---

**From:** [REDACTED]  
**Sent:** Saturday, 21 May 2022 10:56 AM

**To:** Planning <[planning@ararat.vic.gov.au](mailto:planning@ararat.vic.gov.au)>

**Subject:** Planning permit PA3134 objections

To whom it may concern,

My name is [REDACTED]. My husband and I, along with our daughter live at [REDACTED].

I am writing to express concern with the proposed development on the land behind our house. Reference number PA 3134.

My concerns are as follows:

First, I have photographic evidence confirmed by a local wildlife expert that the Australian native and endangered species of Potoroo live in the block behind us. My husband and I first saw the potoroo in our yard the winter of 2021. Since then we have seen several sightings of the potoroo. In December of last year we set up a motion detector camera to see if we could capture them in footage. We currently have two confirmed photos. I am concerned that the removal of native vegetation on the block will negatively affect, and even cause extinction, of the potoroo - a cause for grave concern considering they are endangered.

My second concern regards the high density nature of the development. Currently our back fence backs onto the proposed development. If the development were to go ahead we are concerned our privacy into our backyard and house would be compromised. We would like to request (if it were to go ahead) that consideration be made to replace and increase the height of our back fence to cater for this.

My third to sixth concern surrounds the added traffic in our area due to the high density houses; the increased pressure on an already underwhelming lack of local resources and infrastructure (i.e. the wait list to see a doctor in town is already astronomical); the intersection from Lowe Street to the Western Highway is already a nightmare to enter, added traffic from the development would only add to this.

My seventh concern surrounds the drainage on the block and its impact on our house. Our house and garage is built low to the ground. Currently water during storms does not affect us, and I would like to see this continue. To ensure this occurs the drainage planned for and implemented in the development would need to be exemplary, especially considering the lower right end of the block usually pools to form a small dam in winter. This water will need to flow somewhere once the development occurs.

Many thanks for considering the above concerns,  
[REDACTED]





Objection from [REDACTED] for 2 Ironbark – 15/5/22

Per telecon of 02May I was informed that I could forward objections about a proposed development by email.

Recently a notice was sent to residents by Ararat Council of an application to subdivide property listed as 2 Ironbark Lane in this area. As a resident I wish to object to the proposal on the grounds that there is insufficient information available to properly evaluate the proposal as there are so many factors which appear to be at odds with ARC's own published Greenfields Subdivision Considerations.

- *Why is HIGH DENSITY (for Ararat area) housing being inserted literally within an area of low density single storey housing in a country town? How many subdivisions into how many lots are underway or under application currently within Ararat town? What is the reason for this relatively extreme change in the housing environment? Is this new standard now council planning policy? Has this been documented and can a copy be obtained? In this immediate area another potentially dense development is already underway on the "Prestige site" and this will also add significantly to demands on services and traffic in this immediate area.*
- *Why are the lot sizes so small that the land area of some lots is actually smaller than the footprint of some adjacent houses which are themselves mostly on much smaller than traditional country-town house-blocks? Access to some blocks in the proposed development is through narrow driveways under covenants for common access. Delivery and vehicle access to many addresses will be incredibly difficult, and access by services such as rubbish collection may be viable only from specific pick up points adding hygiene concerns and traffic difficulties.*
- *If lot sizes are retained at the proposed sizes will there be a planning requirement for provision of off street parking for all residences built and will it apply to all permanent vehicles? If so will multi storey residences be allowed? Will there be a height limit on construction within the development? The proposed roads shown on the plan are narrow and would not afford kerb parking and two way traffic with any walkway.*
- *Given the small lot sizes will there be a clearance requirement against fence lines both new and existing? What clearance will apply between new housing and adjacent houses (both existing and new) and fences? Will it be different to the standards applied to existing houses in the immediate area?*
- *Will the road shown in the plan be council/public road or will it be private road? If private road what legal structure will apply for maintenance in future as this will impact drainage and traffic in the general area. Will all new roads/gutters/drainage be constructed prior to development at developer cost? Are council/raterpayers facing any costs for this development? Has a traffic flow study been undertaken for the construction period and then for the longer term? Might roads in the area be changed to*

*one way access permanently or even temporarily? Will new roadways within the development include designated footpaths or walkways separate to vehicle traffic routes?*

- The proposed subdivision is shown as being for development in stages. Clearly at least some plans have been drawn up. Can these be made available **PRIOR** to consideration of the subdivision by ratepayers given the density of the development within a low density area, as they are clearly known to the developer, Council and planning staff?*
- Will council/service providers upgrade adjoining roads, stormwater drains and gutters in the immediate area **before** development to cope with heavy traffic during construction and then long term use of roads by possibly 100 vehicles making multiple accesses to the area per day? Will this include consideration of speed limiting measures on roads and altered traffic flows/rates especially in view of imminent development of a site very near this - also presumably with much higher residential density than current single storey dwellings on large blocks? What costs will this incur to ratepayers or will **ALL** such costs be paid by the developer?*
- Has any evaluation been done on potential water and gas supply issues and sewerage lines and the impacts on other users? Current water and gas pressure in the immediate area is not good and addition of a potential 45 kitchens, 100 toilets and bathrooms and perhaps 150-200 residents in a small enclave within existing infrastructure is a potential major issue. This also must be considered in relation to other upcoming developments in the immediate area.*
- What specific drainage requirements will apply to the development? This area is a natural drainage point for the area and has (anecdotally) in the past included a small natural dam. Simply levelling or even raising the ground level within the development for construction will potentially create serious issues for adjoining properties. This is particularly relevant given warnings about increasing extreme weather events. This must be considered for all new developments as highlighted in reviews after the flooding of only a few years ago.*
- Given the density of housing proposed will privacy fencing be required for all properties adjoining the development and will this be the responsibility of the developer, **NOT** neighbouring property owners? Will a standard of fencing be applied across the entire development area and if so - what is it? Would such fencing be in place at the perimeter of the development site **BEFORE** each stage of development work and house construction commences to minimise the impact of works on current residents?*

I believe caution should be exercised with any application for subdivision into such SMALL lots with no details of what will be built on the land and what short/medium/long term impacts will result from such development.

All of these matters should have been addressed already but the results of such considerations have not been provided.

This development proposes moving easements to fit redevelopment but there is no indication of who will pay for this work or if there will be any interruption to current services while work is undertaken. While occasional interruption to sewerage/water/gas services for a few hours during the day for maintenance is to be expected from time to time there is no indication that this is all that might be incurred during this extensive development. There is also no indication that any survey of the proposed sewerage easement move has been made and that such a move would not impact existing levels of operation in future. And the cost of works should be clearly allocated even if the exact dollar amount is not yet fixed. Will all costs be met by the developer and form part of the price of new housing on the site or will funds be allocated by council/service providers and then passed on to current residents and ratepayers in Ararat? For example will water mains in the area be upgraded to the benefit of this development but at the cost of current residents?

The seemingly ever accelerating push to subdivide and intensify occupancy within Ararat without apparent consideration of medium to long term impacts on residents and existing service infrastructure, or even present an sustained economic case for such development, is a concern for ratepayers. The Greenfield plan web pages suggest a need for only **UP TO** 50 residential building lots per year and there are already many times that number available.

I also previously asked if there would be any meetings on this matter and the associated approval process that are open for ratepayers to attend?

Thank you for your assistance at referenced phone call. In light of imminent date for submission of objections please advise immediately if any further action is required to have this objection registered.

 Delete ...

## Planning Permit No PA3134

DB

To: Planning



Mon 5/16/2022 11:13 PM

To whom it may concern,

I wish to raise my concerns/objections about planning permit PA3134, 2 Ironbark Lane, Ararat subdivision.

I live at and own [redacted] Ararat which adjoins the north west end of the proposed subdivision.

I am concerned about both privacy and noise in my own backyard. Due to the topography, the continuation of Basham Street and the new road running along my back fence would see a large increase of noise at all hours of the day and of headlights shining in my backyard and house at night. As well as the possibility of lots 44 and 45 being able to see straight into my back yard.

I would also like to question if and why the council is going to allow the blocks to be so small (average size of 500m<sup>2</sup>) considering most of the existing blocks surrounding the proposed subdivision are 800-1000m<sup>2</sup>. I feel they do not match or suit the existing environment.

I hope we can come up with an agreeable solution if this subdivision goes ahead.

Yours sincerely,

[redacted signature block]

[← Reply](#) [→ Forward](#)



**Edit Submission**

**Street Number:**

**Street Name:**

**Suburb:**

**State:**

**Postcode:**

**Submission Details**

**Date Received:**

**State:**

**Date Acknowledged:**

**Date WithDrawn:**

**Is Objection:**

**Description:**

**Comments:**

7/1  
la  
R  
  
A  
3  
1  
3

I live in McNeill St and wish to express my concerns over the proposed development behind my house. In the early years of living in my current house, the area over the back of the block had a creek running through it which regularly filled, running to a dam just past Ironbark Lane (at the stage one location). I am aware that there is piping currently in place and that there has not been any flooding for many years but the fact remains that it was a natural waterway that has been filled in. The risk of a flood event increases every year and I am concerned that, should such an event occur, with the natural waterway now blocked off, flood waters will inundate many houses along the side in McNeill St. ( as well as the tightly packed blocks being planned.) Don't say it will never happen- the recent floods along the east coast of NSW are proof that it can- and will- as extreme weather events become more likely.

I am also concerned about the traffic along McNeill St and Basham St ( [REDACTED] ).The area will become almost an industrial zone for many months. The roads will certainly be degraded and need repairs. Will the council (ie the ratepayers) foot the bill for this or will the developers be responsible? I also note that the existing sewers are to be replaced- again- is the cost on the developer or on the community?

On a wider point, the development allows for up to 45 residences. I am also aware of a large development of similar high density housing planned for Grano St, as well as large developments on the outskirts of town. This would suggest an influx of up to 400 people into town buying these houses. Firstly, where would this influx come from? Would they enter the local workforce? In which case, where would the jobs come from? Or would they be older, post retirement ( like myself) or not potentially in the workforce? In which case, a sudden increase of 7-8% of our local population could put strain on community and council facilities ( which I understand is already undergoing cutbacks).

The developers main concern is, at the end of the day, about profit. The council needs to take a broader view of the benefit to the community past that of an increase to the rate base.

**Subject:** Re: APPLICATION FOR PLANNING PERMIT NO. PA3134

**Date:** Thursday, 19 May 2022 at 8:50:31 am Australian Eastern Standard Time

**From:** India Brown

**To:** Planning

---

**From:** [REDACTED] >

**Sent:** 18 May 2022 09:55

**To:** Ararat Rural City Council <[council@ararat.vic.gov.au](mailto:council@ararat.vic.gov.au)>

**Subject:** Re: APPLICATION FOR PLANNING PERMIT NO. PA3134

My apologies in my correspondence yesterday I inadvertently gave the incorrect email address for your reply.

My email is

[REDACTED]

-----

17 May 2022

My name is [REDACTED] and I am writing on behalf of my 91 year old mother who has lived at

[REDACTED] for over 30 years.

She has recently received correspondence regarding proposed planning development for nearby land.

Her property has easements on it and we are wondering what, if any, alterations or drainage issues will possibly mean for her.

We have seen proposed plans for the 3 stages.

Thank you for your attention  
regards

[REDACTED] : [REDACTED] (sorry incorrect!)

on behalf of

[REDACTED]

[REDACTED]

ARARAT

**Objection – PA3134 2 Ironbank Lane, [REDACTED] Ararat**

Concerns relating to the relatively high number of dwellings proposed to be built in the subdivision listed at 2 Ironbank Lane:

- Extra traffic on adjoining roads, especially McNeill Street, which would require an upgrade prior to construction. And the increased demand on other roads in the vicinity for residents to access the highway and the other side of Ararat.
- Narrow internal roads of the proposed subdivision that are insufficient for kerbside parking and two-way traffic.
- The planned units with common access driveways are tucked into the back corner with no direct access to external roads. Where would secondary or large vehicles park?
- The impact of access via the unnamed laneway behind Maclean Street. The entry of the laneway is beyond the scope of the subdivision. However, it will be affected by the planned development. What would the use of the laneway look like during development and after?
- Drainage. The land north of Ironbank Lane has a waterhole. No mention of such in planning documentation. Apart from the loss of frog and waterbird habitat, where will that water go? The land proposed for the subdivision is prone to being boggy after rain. Runoff can end up in adjoining properties.
- The limits to the size of dwellings. Will multistorey buildings be allowed? Any multistorey buildings will overlook neighbouring properties. What clearance requirements along fence lines will apply?

After reading through the documentation i feel that part of the area has been left out and not even considered for upgrade. I wish for the permit to be amended to include an upgrade to Ironbark Lane. This lane has been spoken about with Council over the past 4 years for an upgrade and sealing of the surface.one concern is will this be an entrance point and exit point for which will result in more traffic volume and being gravel there will be a fair amount of dust and in the winter time it will turn to sludge due to increase in traffic

## 56.02 POLICY IMPLEMENTATION

### 56.02-1

#### **Strategic implementation objective**

*To ensure that the layout and design of a subdivision is consistent with and implements any objective, policy, strategy or plan for the area set out in this scheme.*

#### **Standard C1**

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.

#### **Compliant.**

The application provided a written statement describing the application and its consistency with policy. Additionally, Council's assessment of the application has reviewed this application and the planning scheme requirements.

## 56.03 LIVEABLE AND SUSTAINABLE COMMUNITIES

### 56.03-4

#### **Built environment objective**

*To create urban places with identity and character.*

#### **Standard C5**

The built environment should:

- Implement any relevant urban design strategy, plan or policy for the area set out in this scheme.
- Provide living and working environments that are functional, safe and attractive.
- Provide an integrated layout, built form and urban landscape.
- Contribute to a sense of place and cultural identity.

An application should describe the identity any character to be achieved and the elements that contribute to that identity and character.

#### **Compliant.**

Council has no urban design strategy or policy for this area. The proposed subdivision plan demonstrates that future dwellings will ensure that living and working environments are functional safe and attractive. An integrated layout is achieved that links into the existing road network.

## 56.04 LOT DESIGN

### 56.04-1

#### **Lot diversity and distribution objectives**

*To achieve housing densities that support compact and walkable neighborhoods and the efficient provision of public transport services.*

#### **Standard C7**

A subdivision should implement any relevant housing strategy, plan or policy for the area set out in this scheme.

Lot sizes and mix should achieve the average net residential density specified in any zone or overlay that applies to the land or in any relevant policy for the area set out in this scheme.

#### **Compliant.**

There is no specified density within any Ararat housing strategy documentation or zoning controls. The proposed subdivision is consistent with the planning controls that apply to the land and meets Clause 11.03-2S to increase

<p><i>To provide higher housing densities within walking distance of activity centres.</i></p> <p><i>To achieve increased housing densities in designated growth areas.</i></p> <p><i>To provide a range of lot sizes to suit a variety of dwelling and household types.</i></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 within 400 metres street walking distance of an activity centre.</p>	<p>density to more than 20 dwellings per net developable hectare.</p> <p>The proposed density is consistent with new subdivisions and provides efficient use of the land.</p> <p>Across the proposed subdivision, it is indicative from the plans that lots and dwellings in the future will be suitable for the development of single dwellings.</p> <p>No lots less than 300m<sup>2</sup> proposed so all new dwellings will be able to be developed without a planning permit.</p>
<p><b>56.04-2</b></p> <p><b>Lot area and building envelopes objective</b></p> <p><i>To provide lots with areas and dimensions that enable the appropriate siting and construction of a dwelling, solar access, private open space, vehicle access and parking, water management, easements and the retention of significant vegetation and site features.</i></p>	<p><b>Standard C8</b></p> <p>An application to subdivide land that creates lots of less than 300 square metres should be accompanied by information that shows:</p> <ul style="list-style-type: none"> <li>• That the lots are consistent or contain building envelope that is consistent with a development approved under this scheme, or</li> <li>• That a dwelling may be constructed on each lot in accordance with the requirements of this scheme.</li> </ul> <p>Lots of between 300 square metres and 500 square metres should:</p> <ul style="list-style-type: none"> <li>• Contain a building envelope that is consistent with a development of the lot approved under this scheme, or</li> <li>• If no development of the lot has been approved under this scheme, contain a building envelope and be able to contain a rectangle measuring 10 metres by 15 metres, or 9 metres by 15 metres if a boundary wall is nominated as part of the building envelope.</li> </ul> <p>If lots 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</p>	<p><b>Not applicable</b></p> <p>No lots less than 300m<sup>2</sup> are proposed.</p> <p>The proposed lots in the development are predominantly between 300 to 500m<sup>2</sup> and of a regular shape to accommodate the required building envelope.</p> <p>Given the shape of the land not all lots can have the long axis in preferred alignment. This achieved for the following lots:</p> <ul style="list-style-type: none"> <li>• Lots 1 – 2</li> <li>• Lots 10 – 25</li> <li>• Lots 28, 29, 34 and 35</li> </ul> <p>Accounting for 22 of the 45 lots. Many other lots are almost square, providing</p>

	<p>should be within 30 degrees east and 20 degrees west of north unless there are significant physical constraints that make this difficult to achieve.</p> <p>Lots greater than 500 square metres should be able to contain a rectangle measuring 10 metres by 15 metres, and may contain a building envelope.</p> <p>A building envelope may specify or incorporate any relevant siting and design requirement. Any requirement should meet the relevant standards of Clause 54, unless:</p> <ul style="list-style-type: none"> <li>• The objectives of the relevant standards are met, and</li> <li>• The building envelope is shown as a restriction on a plan of subdivision registered under the <i>Subdivision Act 1988</i>, or is specified as a covenant in an agreement under Section 173 of the Act.</li> </ul> <p>Where a lot with a building envelope adjoins a lot that is not on the same plan of subdivision or is not subject to the same agreement relating to the relevant building envelope:</p> <ul style="list-style-type: none"> <li>• The building envelope must meet Standards A10 and A11 of Clause 54 in relation to the adjoining lot, and</li> <li>• The building envelope must not regulate siting matters covered by Standards A12 to A15 (inclusive) of Clause 54 in relation to the adjoining lot. This should be specified in the relevant plan of subdivision or agreement.</li> </ul> <p>Lot dimensions and building envelopes should protect:</p> <ul style="list-style-type: none"> <li>• Solar access for future dwellings and support the siting and design of dwellings that achieve the energy rating requirements of the Building Regulations.</li> <li>• Existing or proposed easements on lots.</li> <li>• Significant vegetation and site features.</li> </ul>	<p>options for future siting and internal layout to capture the sun.</p>
<p><b>56.04-3</b></p> <p><b>Solar orientation of lots objective</b></p> <p><i>To provide good solar orientation of lots and solar access for future dwellings.</i></p>	<p><b>Standard C9</b></p> <p>Unless the site is constrained by topography or other site conditions, at least 70 percent of lots should have appropriate solar orientation.</p> <p>Lots have appropriate solar orientation when:</p>	<p><b>Compliant.</b></p> <p>Given the site's location, appropriate solar access is provided. See details above.</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 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.</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><b>56.04-4</b></p> <p><b>Street orientation objective</b></p> <p><i>To provide a lot layout that contributes to community social interaction, personal safety and property security.</i></p>	<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 300 square metres 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>Not applicable.</b></p> <p>No POS is provided as part of the subdivision. Lot orientation, however, is appropriate.</p>
<p><b>56.04-5</b></p> <p><b>Common area objectives</b></p> <p><i>To identify common areas and the purpose for which the area is commonly held.</i></p> <p><i>To ensure the provision of common area is appropriate and that necessary management arrangements are in place.</i></p> <p><i>To maintain direct public access throughout the neighbourhood street network.</i></p>	<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>Compliant.</b></p> <p>Common areas are limited, and provide for a diversity in lot sizes and housing mix. The management of common areas would be delegated to relevant owners corporation or other similar processes.</p> <p>Only 6 lots rely on common property access.</p>

56.05 URBAN LANDSCAPE		
<p><b>56.05-1</b></p> <p><b><i>Integrated urban landscape</i></b></p> <p><i>To provide attractive and continuous landscaping in streets and public open spaces that contribute to the character and identity of new neighbourhoods and urban places or to existing or preferred neighbourhood character in existing urban areas.</i></p> <p><i>To incorporate natural and cultural features in the design of streets and public open space where appropriate.</i></p> <p><i>To protect and enhance native habitat and discourage the planting and spread of noxious weeds.</i></p> <p><i>To provide for integrated water management systems and contribute to drinking water conservation.</i></p>	<p><b>Standard C12</b></p> <p>An application for subdivision that creates streets or public open space should be accompanied by a landscape design.</p> <p>The landscape design should:</p> <ul style="list-style-type: none"> <li>• Implement any relevant streetscape, landscape, urban design or native vegetation precinct plan, strategy or policy for the area set out in this scheme.</li> <li>• Create attractive landscapes that visually emphasise streets and public open spaces.</li> <li>• Respond to the site and context description for the site and surrounding area.</li> <li>• Maintain significant vegetation where possible within an urban context.</li> <li>• Take account of the physical features of the land including landform, soil and climate.</li> <li>• Protect and enhance any significant natural and cultural features.</li> <li>• Protect and link areas of significant local habitat where appropriate.</li> <li>• Support integrated water management systems with appropriate landscape design techniques for managing urban run-off including wetlands and other water sensitive urban design features in streets and public open space.</li> <li>• Promote the use of drought tolerant and low maintenance plants and avoid species that are likely to spread into the surrounding environment.</li> <li>• Ensure landscaping supports surveillance and provides shade in streets, parks and public open space.</li> <li>• Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.</li> <li>• Provide for walking and cycling networks that link with community facilities.</li> <li>• Provide appropriate pathways, signage, fencing, public lighting and street furniture.</li> <li>• Create low maintenance, durable landscapes that are capable of a long life.</li> <li>• The landscape design must include a maintenance plan that sets out maintenance responsibilities, requirements and costs.</li> </ul>	<p><b>Non-compliant/not applicable at this stage of development</b></p> <p>A master landscape plan has been applied as a condition to this permit, should it be granted.</p>

**56.05-2**

**Public open space provision objectives**

*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.*

*To provide a network of public open space that caters for a broad range of users.*

*To encourage healthy and active communities.*

*To provide adequate unencumbered land for public open space and integrate any encumbered land with the open space network.*

*To ensure land provided for public open space can be managed in an environmentally sustainable way and contributes to the development of sustainable neighbourhoods.*

**Standard C13**

The provision of public open space should:

- Implement any relevant objective, policy, strategy or plan (including any growth area precinct structure plan) for open space set out in this scheme.
- Provide a network of well-distributed neighbourhood public open space that includes:
- Local parks within 400 metres safe walking distance of at least 95 percent of all dwellings. Where not designed to include active open space, local parks should be generally 1 hectare in area and suitably dimensioned and designed to provide for their intended use and to allow easy adaptation in response to changing community preferences.
- Additional small local parks or public squares in activity centres and higher density residential areas.
- Active open space of a least 8 hectares in area within 1 kilometre of 95 percent of all dwellings that is:
- Suitably dimensioned and designed to provide for the intended use, buffer areas around sporting fields and passive open space
- Sufficient to incorporate two football/cricket ovals
- Appropriate for the intended use in terms of quality and orientation
- Located on flat land (which can be cost effectively graded)
- Located with access to, or making provision for, a recycled or sustainable water supply
- Adjoin schools and other community facilities where practical
- Designed to achieve sharing of space between sports.
- Linear parks and trails along waterways, vegetation corridors and road reserves within 1 kilometre of 95 percent of all dwellings.

Public open space should:

- Be provided along foreshores, streams and permanent water bodies.
- Be linked to existing or proposed future public open spaces where appropriate.
- Be integrated with floodways and encumbered land that is accessible for public recreation.
- Be suitable for the intended use.
- Be of an area and dimensions to allow easy adaptation to different uses in response to changing community active and passive recreational preferences.

**Not applicable.**

No landscaping/POS proposed. Street trees and roadside plantings have been applied as a condition, should a permit be granted. 2 Ironbark Lane has already paid a contribution for Public Open Space.

Local parks are available at both Cemetery Creek to the north (spine, natural walking path) and Alexandra Lane and Oval complex to the south and within the threshold distances and dimensions.

	<ul style="list-style-type: none"> <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>	
<b>56.06 ACCESS AND MOBILITY MANAGEMENT</b>		
<p><b>56.06-2</b></p> <p><b><i>Walking and cycling network objectives</i></b></p> <p><i>To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.</i></p> <p><i>To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.</i></p> <p><i>To reduce car use, greenhouse gas emissions and air pollution.</i></p>	<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 set out in this scheme.</li> <li>• Link to any existing pedestrian and cycling networks.</li> <li>• Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.</li> <li>• Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces.</li> <li>• Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.</li> <li>• Ensure safe street and road crossings including the provision of traffic controls where required.</li> <li>• Provide an appropriate level of priority for pedestrians and cyclists.</li> <li>• Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.</li> <li>• Be accessible to people with disabilities.</li> </ul>	<p><b>Compliant.</b></p> <p>The Plan of Subdivision provides appropriate walking and cycling infrastructure that is consistent with the infrastructure that is provided on adjoining street networks surrounding the area.</p>
<p><b>56.06-4</b></p> <p><b><i>Neighbourhood street network objective</i></b></p> <p><i>To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor</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, shared paths, footpaths and public transport routes.</li> <li>• Provide clear physical distinctions between arterial roads and neighbourhood street types.</li> <li>• Comply with the Head, Transport for Victoria's arterial road access management policies.</li> </ul>	<p><b>Compliant.</b></p> <p>The street network connects appropriately with the surrounding existing streets. Including; Basham Street, Ironbark Lane, McNeill Street, Queen Street and the unnamed laneway.</p> <p>A condition has been applied to the development that road design must</p>

*vehicles using the neighbourhood street network.*

- Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.
- Provide safe and efficient access to activity centres for commercial and freight vehicles.
- Provide safe and efficient access to all lots for service and emergency vehicles.
- Provide safe movement for all vehicles.
- Incorporate any necessary traffic control measures and traffic management infrastructure.

The neighbourhood street network should be designed to:

- Implement any relevant transport strategy, plan or policy for the area set out in this scheme.
- Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.
- Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.
- Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.
- Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.
- Provide an appropriate level of local traffic dispersal.
- Indicate the appropriate street type.
- Provide a speed environment that is appropriate to the street type.
- Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).
- Encourage appropriate and safe pedestrian, cyclist and driver behaviour.
- Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.
- Minimise the provision of culs-de-sac.
- Provide for service and emergency vehicles to safely turn at the end of a dead-end street.
- Facilitate solar orientation of lots.

adhere to the Infrastructure Design Manual and Council requirements.

	<ul style="list-style-type: none"> <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>56.06-5</b></p> <p><b><i>Walking and cycling network detail objectives</i></b></p> <p><i>To design and construct footpaths, shared path and cycle path networks that are safe, comfortable, well constructed and accessible for people with disabilities.</i></p> <p><i>To design footpaths to accommodate wheelchairs, prams, scooters and other footpath bound vehicles.</i></p>	<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 a quality and durability to ensure: <ul style="list-style-type: none"> <li>Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.</li> <li>Discharge of urban run-off.</li> <li>Preservation of all-weather access.</li> <li>Maintenance of a reasonable, comfortable riding quality.</li> <li>A minimum 20 year life span.</li> </ul> </li> <li>Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.</li> </ul>	<p><b>Compliant.</b></p> <p>The development will need to provide the appropriate infrastructure within the development in order to integrate with the existing infrastructure present around the site. A footpath exists on the eastern section of Queen Street. The remaining streets do not have constructed footpaths.</p>
<p><b>56.06-6</b></p> <p><b><i>Public transport network detail objectives</i></b></p>	<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</p>	<p><b>Not Applicable.</b></p> <p>No public transport network connectivity has been considered as part of this subdivision application. A bus stop for Route 1 is located approximately 350m</p>

<p><i>To provide for the safe, efficient operation of public transport and the comfort and convenience of public transport users.</i></p> <p><i>To provide public transport stops that are accessible to people with disabilities.</i></p>	<p>Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.</p> <p>Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.</p> <p>The design of public transport stops should not impede the movement of pedestrians.</p> <p>Bus and tram stops should have:</p> <ul style="list-style-type: none"> <li>• Surveillance from streets and adjacent lots.</li> <li>• Safe street crossing conditions for pedestrians and cyclists.</li> </ul> <p>Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.</p> <ul style="list-style-type: none"> <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 required for the movement of people with physical disabilities.</p>	<p>away at Basham/Lowe Street corner and Route 3 has a stop 440m to the to the east near he McLean and Queen Street corner.</p>
<p><b>56.06-7</b></p> <p><b><i>Neighbourhood street network detail objective</i></b></p> <p><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></p>	<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 the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.</li> <li>• Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.</li> <li>• Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.</li> </ul>	<p><b>Compliant.</b></p> <p>The internal road networks proposed will be designed in accordance with this standard.</p> <p>The proposed road involved in Stage 1 of the subdivision is 38m in length (not including the connection to Ironbark) with a width of 16m.</p> <p>The proposed road in Stage 2 is 120m in length with a width of 16m.</p>

- Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.
- Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.
- Provide a safe environment for all street users applying speed control measures where appropriate.
- Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.
- Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.
- Ensure streets are of sufficient strength to:
  - Enable the carriage of vehicles.
  - Avoid damage by construction vehicles and equipment.
- Ensure street pavements are of sufficient quality and durability for the:
  - Safe passage of pedestrians, cyclists and vehicles.
  - Discharge of urban run-off.
  - Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.
- Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.
- Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.
- Provide pavement edges, kerbs, channel and crossover details designed to:
  - Perform the required integrated water management functions.
  - Delineate the edge of the carriageway for all street users.
  - Provide efficient and comfortable access to abutting lots at appropriate locations.
  - Contribute to streetscape design.
- Provide for the safe and efficient collection of waste and recycling materials from lots.
- Be accessible to people with disabilities.
- Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table

The proposed road in Stage 3 is 260m in length with a width of 16m.

All new roadways both internal and those that connect to existing streets will be developed to ensure safe movement of vehicles and a safe environment for all street users.



	<p>C1, the requirements of the relevant public transport authority must be met.</p> <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>56.06-8</b></p> <p><b><i>Lot access objective</i></b></p> <p><i>To provide for safe vehicle access between roads and lots.</i></p>	<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 roads authority.</p> <p>Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.</p> <p>The design and construction of a crossover should meet the requirements of the relevant road authority.</p> <p><b>Please refer to table C1.</b></p>	<p><b>Not applicable.</b></p> <p>No arterial road abutments provided and no lots less than 300m<sup>2</sup>.</p> <p><b>Compliant.</b></p> <p>Crossovers will be provided in accordance with the conditions placed on the permit, should it be granted.</p>
<p><b>56.07 INTEGRATED WATER MANAGEMENT</b></p>		
<p><b>56.07-1</b></p> <p><b><i>Drinking water supply objectives</i></b></p> <p><i>To reduce the use of drinking water.</i></p>	<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>Compliant.</b></p> <p>Services for all subdivisions will be connected in accordance with the requirements of utility providers.</p>

<p><i>To provide an adequate, cost-effective supply of drinking water.</i></p>		
<p><b>56.07-2</b></p> <p><b>Reused and recycled water objective</b></p> <p><i>To provide for the substitution of drinking water for non-drinking purposes with reused and recycled water.</i></p>	<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 Health and Human Services.</li> <li>• Provided to the boundary of all lots in the subdivision where required by the relevant water authority.</li> </ul>	<p><b>Compliant.</b></p> <p>Services for all subdivisions will be connected in accordance with the requirements of utility providers.</p>
<p><b>56.07-3</b></p> <p><b>Waste water management objective</b></p> <p><i>To provide a waste water system that is adequate for the maintenance of public health and the management of effluent in an environmentally friendly manner.</i></p>	<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 a domestic waste water management plan adopted by the relevant council.</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>Compliant.</b></p> <p>Services for all subdivisions will be connected in accordance with the requirements of utility providers.</p>
<p><b>56.07-4</b></p> <p><b>Stormwater management objectives</b></p> <p><i>To minimise damage to properties and inconvenience to residents from stormwater.</i></p> <p><i>To ensure that the street operates adequately during major storm events and provides for public safety.</i></p>	<p><b>Standard C25</b></p> <p>The 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 <i>Urban Stormwater - Best Practice Environmental Management Guidelines</i> (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</li> </ul>	<p><b>Compliant.</b></p> <p>The requirements of utility providers and referral authorities to ensure adequate stormwater management systems have been placed as a condition on this permit.</p>

*To minimise increases in stormwater and protect the environmental values and physical characteristics of receiving waters from degradation by stormwater.*

*To encourage stormwater management that maximises the retention and reuse of stormwater.*

*To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.*

are approved by the relevant drainage authority and there are no detrimental downstream impacts.

- Designed to contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.

The stormwater management system should be integrated with the overall development plan including the street and public open space networks and landscape design.

For all storm events up to and including the 20% Average Exceedence Probability (AEP) standard:

- Stormwater flows should be contained within the drainage system to the requirements of the relevant authority.
- Ponding on roads should not occur for longer than 1 hour after the cessation of rainfall.

For storm events greater than 20% AEP and up to and including 1% AEP standard:

- Provision must be made for the safe and effective passage of stormwater flows.
- All new lots should be free from inundation or to a lesser standard of flood protection where agreed by the relevant floodplain management authority.
- Ensure that streets, footpaths and cycle paths that are subject to flooding meet the safety criteria  $d_a V_{ave} < 0.35 \text{ m}^2/\text{s}$  (where,  $d_a$  = average depth in metres and  $V_{ave}$  = average velocity in metres per second).

The design of the local drainage network should:

- Ensure stormwater is retarded to a standard required by the responsible drainage authority.
- Ensure every lot is provided with drainage to a standard acceptable to the relevant drainage authority. Wherever possible, stormwater should be directed to the front of the lot and discharged into the street drainage system or legal point of discharge.
- Ensure that inlet and outlet structures take into account the effects of obstructions and debris build up. Any surcharge drainage pit

	<p>should discharge into an overland flow in a safe and predetermined manner.</p> <ul style="list-style-type: none"> <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> </ul> <p>Any flood mitigation works must be designed and constructed in accordance with the requirements of the relevant floodplain management authority.</p>	
<b>56.08 SITE MANAGEMENT</b>		
<p><b>56.08-1</b></p> <p><b>Site management objectives</b></p> <p><i>To protect drainage infrastructure and receiving waters from sedimentation and contamination.</i></p> <p><i>To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.</i></p> <p><i>To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.</i></p>	<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>Compliant.</b></p> <p>Should a permit be granted, a condition has been applied to ensure that the site and its surrounds are managing any potential impacts.</p>
<b>56.09 UTILITIES</b>		
<p><b>56.09-1</b></p> <p><b>Shared trenching objectives</b></p>	<p><b>Standard C27</b></p>	<p><b>Compliant.</b></p> <p>Similar to other standards, the subdivision development will need to adhere to the conditions placed on the</p>

<p><i>To maximise the opportunities for shared trenching.</i></p> <p><i>To minimise constraints on landscaping within street reserves.</i></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>permit from the relevant referral authorities.</p>
<p><b>56.09-2</b></p> <p><b><i>Electricity, telecommunications and gas objectives</i></b></p> <p><i>To provide public utilities to each lot in a timely, efficient and cost effective manner.</i></p> <p><i>To reduce greenhouse gas emissions by supporting generation and use of electricity from renewable sources.</i></p>	<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 in the subdivision to the satisfaction of the relevant electricity authority.</p> <p>Arrangements that support the generation or use of renewable energy at a lot or neighbourhood level are encouraged.</p> <p>The telecommunication system must be designed in accordance with the requirements of the relevant telecommunications servicing agency and should be consistent with any approved strategy, policy or plan for the provision of advanced telecommunications infrastructure, including fibre optic technology. The telecommunications system must be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant telecommunications servicing authority.</p> <p>Where available, the reticulated gas supply system must be designed in accordance with the requirements of the relevant gas supply agency and be provided to the boundary of all lots in the subdivision to the satisfaction of the relevant gas supply agency.</p>	<p><b>Compliant.</b></p> <p>Similar to other standards, the subdivision development will need to adhere to the conditions placed on the permit from the relevant referral authorities.</p>
<p><b>56.09-3</b></p> <p><b><i>Fire hydrants objective</i></b></p> <p><i>To provide fire hydrants and fire plugs in positions that enable fire fighters to access water safely, effectively and efficiently.</i></p>	<p><b>Standard C29</b></p> <p>Fire hydrants should be provided:</p> <ul style="list-style-type: none"> <li>• A maximum distance of 120 metres from the rear of the each lot.</li> <li>• No more than 200 metres apart.</li> </ul> <p>Hydrants and fire plugs must be compatible with the relevant fire service equipment. Where the provision of fire hydrants and fire plugs does not comply with the requirements of standard C29, fire hydrants must be provided to the satisfaction of the relevant fire authority.</p>	<p><b>Compliant.</b></p> <p>The CFA has provided conditions to be placed on the permit regarding connection and installation of fire hydrants.</p>

<p><b>56.09-4</b> <b>Public lighting objective</b></p> <p><i>To provide public lighting to ensure the safety of pedestrians, cyclists and vehicles.</i></p> <p><i>To provide pedestrians with a sense of personal safety at night.</i></p> <p><i>To contribute to reducing greenhouse gas emissions and to saving energy.</i></p>	<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 that are likely to be well used at night to assist in providing safe passage for pedestrians, cyclists and vehicles.</p> <p>Public lighting should be designed in accordance with the relevant Australian Standards.</p> <p>Public lighting should be consistent with any strategy, policy or plan for the use of renewable energy and energy efficient fittings.</p>	<p><b>Compliant.</b></p> <p>Public lighting will be required prior to the issue of the Statement of Compliance in accordance with the relevant standards and conditions.</p>
---	--	--